

Kiggavik Project Final Environmental Impact Statement

Tier 3 Technical Appendix 3A:
Public Engagement Documentation

Part 3 – Baker Lake Transportation
Workshops (2009)

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1 INTRODUCTION

1.1 OVERVIEW

AREVA Resources Canada Inc. (AREVA) submitted mine development applications and a project proposal to authorizing agencies on November 14, 2008 with the intent of initiating the Nunavut impact review process on the Kiggavik Project¹. The Kiggavik Project is a proposed uranium mine (five deposits), a mill, and associated infrastructure located approximately 80 km west of the hamlet of Baker Lake in the Kivalliq region of Nunavut.

The Kiggavik Project proposal received a positive conformity determination about the Keewatin Regional Land Use Plan by the Nunavut Planning Commission (NPC) on January 16, 2009. The Nunavut Impact Review Board (NIRB) subsequently screened the project proposal. On March 13, 2009, the NIRB submitted a screening recommendation to the Honourable Chuck Stahl, Minister of Indian and Northern Affairs recommending a review. On February 23, 2010, the Minister announced his decision for a public review under Part 5 of Article 12 of the Nunavut Land Claims Agreement (NLCA) for the proposed Kiggavik Project.

Public participation is an essential component of AREVA's sustainable development model, and one of five guiding principles used by the NIRB. AREVA and, more specifically, the Kiggavik Project team want to establish stakeholder relationships based on trust and transparency.

AREVA began public participation initiatives for the Kiggavik Project in 2005, two years prior to the resumption of activities on site. Early initiatives focused on establishing relationships with stakeholder groups, opening a year-round Baker Lake information office, hiring a Community Liaison Officer and forming the Kiggavik community liaison committee (CLC). In 2007, public participation initiatives expanded to the six remaining Kivalliq communities, with visits to each community and formation of a regional liaison committee (RLC).

With increased project activity and an environmental review, AREVA is working to expand the exchange of information between the company and the communities. In November 2009, the company held Transportation Workshops in Baker Lake.

1.2 PURPOSE

The purpose of the Baker Lake Transportation Workshops was to provide information to the community on the three road options, to seek advice about any special concerns near the proposed development area, and to explore community road option preferences.

¹ The Kiggavik Project Proposal, applications to authorizing agencies, and regulator correspondence is available on the Nunavut Impact Review Board public registry at [ftp://ftp.nirb.ca/](http://ftp.nirb.ca/) under file number AREVA - 09MN003.

The community remarks and preferences compiled in this report will be used to determine community preference for road options for the Kiggavik Project.

1.3 SCOPE

The scope of work for the Transportation Workshops included community workshops with various Baker Lake groups. Comments were gathered over a two-day period to determine the preference of respected groups within the community.

The Baker Lake Open House provided a public forum for members of the community to learn more about the road options and to share any concerns they might have, and to indicate their preference. Information was also presented and opinions and preferences gathered at additional workshops held with Baker Lake Elders, the CLC, the Hunters and Trappers Organization and the District Education Authority (DEA). Presentations without workshops were made to the Hamlet Council and to the high school.

2 METHODS

2.1 COMMUNITY WORKSHOPS

Members of the Kiggavik Project team want to know the thoughts, concerns, and ideas of Baker Lake residents on the proposed road. Community meetings were coordinated with Barry McCallum, Manager of Nunavut Affairs for AREVA in Baker Lake. This provided a public forum to discuss the road options with community members. The objective was to provide information regarding the road options and to seek advice about any special concerns there may be near the proposed development area.

The community of Baker Lake was consulted through a series of workshops:

- Baker Lake Elders, November 25, 2009
- Community Liaison Committee (CLC), November 25, 2009
- District Education Authority (DEA), November 25, 2009

In addition, an open house was held in Baker Lake on November 25, 2009 and presentations were given to:

- Baker Lake Hamlet Council, November 23, 2009
- Jonah Amitnaaq High School, November 26, 2009

The Baker Lake Open House augmented results on community road preferences gathered in workshops with Baker Lake Elders and members of the CLC and DEA. The community consultations were well attended, and adequately gathered community input required on the proposed road options.

3 RESULTS

3.1 ROAD ALTERNATIVES

The Kiggavik Project is proposing a 90–100 km access road from Baker Lake to the Kiggavik area to transport supplies and yellowcake. Currently, there is a winter trail that connects Baker Lake to the Kiggavik area. The Project will require the construction and maintenance of a more substantial access road.

Several options for the access road are being considered. AREVA is assessing each option in several ways in order to propose the best choice for the community, the environment, and the Project. Studies to determine the best transportation alternative include archaeological, wildlife and aquatic surveys and geotechnical investigations. Each alternative has advantages and disadvantages.

North All-Weather Access Route:

- Connected to the Baker Lake community
- Requires a bridge or cable ferry over the Thelon River
- Operational for up to 12 months
- Constructed on the Tundra

Winter Access Route:

- Connected to the Baker Lake community
- Requires trucks crossing over Baker Lake
- Operational for up to 4 months in the winter
- Constructed half on the Tundra and half on the lake

South All-Weather Access Route:

- Not connected to the Baker Lake community
- Operational for up to 12 months
- Constructed on the Tundra

3.2 PREFERRED ROAD OPTIONS

Information on the three road alternatives was presented at the Transportation Workshops, with comments collected from participants. As illustrated in Table 3.2-1, community feedback shows that the North All-Weather Access Route is the preferred route. The South All-Weather Access Route and Winter Access Route are the second and third place preferences.

Table 3.2-1 Community Preferred Road Options (Baker Lake Transportation Workshops)

	Baker Lake Elders	Baker Lake Open House	Community Liaison Committee (CLC)	District Education Authority (DEA)	Total
North All-Weather Access Route	9	7	3	1	20
Winter Access Route	1	1	-	-	2
South All-Weather Access Route	1	1	1	-	3

The Baker Lake Open House provided a public forum for members of the community to learn more about the road options, to share any concerns they might have and to indicate their preference. Informational posters in the Inuktitut and English language enabled community members to read about the various options and to indicate their preferred road access option. It was noted that children were wanting to participate in this selection process, so AREVA's Kiggavik Project Team created a smaller version of the road options poster and encouraged youngsters to note their preference.

Table 3.2-2 indicates that community preference is for the North All-Weather Access Route. This is in line with the preference indicated in workshops with Elders and members of the CLC and DEA.

Table 3.2-2 Community Preferred Road Options (Baker Lake Open House)

	Inuktitut Poster (Adults)	English Poster (Adults)	Total	Kids' Poster
North All-Weather Access Route	4	53	57	4
Winter Access Route	0	6	6	10
South All-Weather Access Route	0	5	5	0

ATTACHMENT A NOTIFICATIONS



November 16, 2009

Ms. Joan Scottie
Baker Lake Concerned Citizens Committee
Baker Lake, Nunavut
X0C 0A0

Dear Ms. Scottie:

Re: Kiggavik Open House Round 2 and Workshop on Possible Road Options

AREVA Resources Canada Inc. (AREVA) is planning to hold an open house and a series of workshops on the Kiggavik Project ("Project") from November 24 to 26, 2009 in Baker Lake. All residents of Baker Lake are invited to attend the open house. The attached announcement for the open house is being posted around Baker Lake. In addition to the open house, we would like to have increased levels of engagement with Baker Lake residents and we are therefore inviting the Baker Lake Concerned Citizens Committee to participate in a workshop that would last approximately one hour.

One of the important decisions to be considered is the road route between Baker Lake and the Kiggavik site that AREVA will propose. We have heard from community members and our Community Liaison Committee that we should get input from the people of Baker Lake before proposing a road option. Should you agree to a workshop, we would describe the three possible road options, answer any questions you might have and then ask the participants to select the route they prefer.

Information gathered at workshops will be presented in the Kiggavik environmental impact statement and the information we gain from the community participants at these road option workshops will be used to propose a road option for use during the life of the mine. Final selection of the road route will also be influenced by environmental, logistical, and safety considerations. The public can continue to share their views with AREVA through meetings, open houses and at the Baker Lake office and there will be opportunities to comment again on the road options during the public environmental assessment review process.

The Kiggavik project team is available for workshops from 1 PM to 10 PM on November 24, from 9 AM until 10 PM on Nov 25, and from 9 am until 4 PM on November 26. Please call the Baker Lake office at 793-2000 or drop by the Baker Lake AREVA office and let William Noah know if the Baker Lake Concerned Citizens Committee would like to participate in one of the workshops. We will follow-up with a phone call this week to confirm a location and time that is convenient for your group. AREVA values your participation and we thank you for considering this workshop.

Yours truly,



Barry McCallum
Manager, Nunavut Affairs

Enclosure

AREVA Resources Canada Inc.
P.O. Box 9704 - 817 - 48th Street West - Saskatoon, SK S7N 3K5 - CANADA
Tel: (306) 343-4500 - Fax: (306) 653-3803 - Web Site: www.areva.ca

Figure A.1-2 Letter to Baker Lake Concerned Citizens Committee



November 16, 2009

Mr. Bill Kashla, Chair
Baker Lake District Education Authority
Baker Lake, Nunavut
X0C 0A0

Dear Mr. Kashla:

Re: Kiggavik Open House Round 2 and Workshop on Possible Road Options


AREVA Resources Canada Inc. (AREVA) is planning to hold an open house and a series of workshops on the Kiggavik Project ("Project") from November 24 to 26, 2009 in Baker Lake. All residents of Baker Lake are invited to attend the open house. The attached announcement for the open house is being posted around Baker Lake. In addition to the open house, we would like to have increased levels of engagement with Baker Lake residents and we are therefore inviting the DEA to participate in a workshop that would last approximately one hour. A similar request has been made to the high school.

One of the important decisions to be considered is the road route between Baker Lake and the Kiggavik site that AREVA will propose. We have heard from community members and our Community Liaison Committee that we should get input from the people of Baker Lake before proposing a road option. Should you agree to a workshop, we would describe the three possible road options, answer any questions you might have and then ask the participants to select the route they prefer.

Information gathered at workshops will be presented in the Kiggavik environmental impact statement and the information we gain from the community participants at these road option workshops will be used to propose a road option for use during the life of the mine. Final selection of the road route will also be influenced by environmental, logistical, and safety considerations. The public can continue to share their views with AREVA through meetings, open houses and at the Baker Lake office and there will be opportunities to comment again on the road options during the public environmental assessment review process.

The Kiggavik project team is available for workshops from 1 PM to 10 PM on November 24, from 9 AM until 10 PM on Nov 25, and from 9 am until 4 PM on November 26. Please call the Baker Lake office at 793-2000 or drop by the Baker Lake AREVA office and let William Noah know if the DEA would like to participate in one of the workshops. We will follow-up with a phone call this week to confirm a location and time that is convenient for your group. AREVA values your participation and we thank you for considering this workshop.

Yours truly,



Barry McCallum
Manager, Nunavut Affairs

Enclosure

AREVA Resources Canada Inc.
P.O. Box 4204 - 817 - 45th Street West - Saskatoon, SK S7K 3X5 - CANADA
Tel: 1 (306) 349-4600 - Fax: 1 (306) 653-3000 - Web Site: www.areva.ca

Figure A.1-3 Letter to Baker Lake District Education Authority



November 16, 2009

Ms. Margaret Amarook
Baker Lake Elders Group
Baker Lake, Nunavut
X0C 0A0

Dear Ms. Amarook:

Re: Kiggavik Open House Round 2 and Workshop on Possible Road Options

AREVA Resources Canada Inc. (AREVA) is planning to hold an open house and a series of workshops on the Kiggavik Project ("Project") from November 24 to 26, 2009 in Baker Lake. All residents of Baker Lake are invited to attend the open house. The attached announcement for the open house is being posted around Baker Lake. In addition to the open house, we would like to have increased levels of engagement with Baker Lake residents and we are therefore inviting the Baker Lake Elders Group to participate in a workshop that would last approximately one hour.

One of the important decisions to be considered is the road route between Baker Lake and the Kiggavik site that AREVA will propose. We have heard from community members and our Community Liaison Committee that we should get input from the people of Baker Lake before proposing a road option. Should you agree to a workshop, we would describe the three possible road options, answer any questions you might have and then ask the participants to select the route they prefer.

Information gathered at workshops will be presented in the Kiggavik environmental impact statement and the information we gain from the community participants at these road option workshops will be used to propose a road option for use during the life of the mine. Final selection of the road route will also be influenced by environmental, logistical, and safety considerations. The public can continue to share their views with AREVA through meetings, open houses and at the Baker Lake office and there will be opportunities to comment again on the road options during the public environmental assessment review process.

The Kiggavik project team is available for workshops from 1 PM to 10 PM on November 24, from 9 AM until 10 PM on Nov 25, and from 9 am until 4 PM on November 26. Please call the Baker Lake office at 793-2000 or drop by the Baker Lake AREVA office and let William Noah know if the Baker Lake Elders Group would like to participate in one of the workshops. We will follow-up with a phone call this week to confirm a location and time that is convenient for your group. AREVA values your participation and we thank you for considering this workshop.

Yours truly,



Barry McCallum
Manager, Nunavut Affairs

Enclosure

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P.O. Box 9204 - 817 - 45th Street West - Saskatoon, SK S7N 3X5 - CANADA
Tel: 1 (306) 349-4600 - Fax: 1 (306) 653-8083 - Web Site: www.areva.ca

Figure A.1-4 Letter to Baker Lake Elders Group



November 16, 2009

Mr. Thomas Elytook
Baker Lake Hunters and Trappers Organization
Baker Lake, Nunavut
X0C 0A0

Dear Mr. Elytook:

Re: Kiggavik Open House Round 2 and Workshop on Possible Road Options

AREVA Resources Canada Inc. (AREVA) is planning to hold an open house and a series of workshops on the Kiggavik Project ("Project") from November 24 to 26, 2009 in Baker Lake. All residents of Baker Lake are invited to attend the open house. The attached announcement for the open house is being posted around Baker Lake. In addition to the open house, we would like to have increased levels of engagement with Baker Lake residents and we are therefore inviting the Baker Lake HTO to participate in a workshop that would last approximately one hour.

One of the important decisions to be considered is the road route between Baker Lake and the Kiggavik site that AREVA will propose. We have heard from community members and our Community Liaison Committee that we should get input from the people of Baker Lake before proposing a road option. Should you agree to a workshop, we would describe the three possible road options, answer any questions you might have and then ask the participants to select the route they prefer.

Information gathered at workshops will be presented in the Kiggavik environmental impact statement and the information we gain from the community participants at these road option workshops will be used to propose a road option for use during the life of the mine. Final selection of the road route will also be influenced by environmental, logistical, and safety considerations. The public can continue to share their views with AREVA through meetings, open houses and at the Baker Lake office and there will be opportunities to comment again on the road options during the public environmental assessment review process.

The Kiggavik project team is available for workshops from 1 PM to 10 PM on November 24, from 9 AM until 10 PM on Nov 25, and from 9 am until 4 PM on November 26. Please call the Baker Lake office at 793-2000 or drop by the Baker Lake AREVA office and let William Noah know if the Baker Lake HTO would like to participate in one of the workshops. We will follow-up with a phone call this week to confirm a location and time that is convenient for your group. AREVA values your participation and we thank you for considering this workshop.

Yours truly,



Barry McCallum
Manager, Nunavut Affairs

Enclosure

AREVA Resources Canada Inc.
P.O. Box 9294 - 817 - 45th Street West - Saskatoon, S4N 5R6 - CANADA
Tel: 1 (306) 349-4600 - Fax: 1 (306) 653-8083 - Web Site: www.areva.ca

Figure A.1-5 Letter to Baker Lake Hunters and Trappers Organization



November 16, 2009

Mr. Bill Cooper, Principal
Jonah Amitnaaq Highschool
Baker Lake, Nunavut
X0C 0A0

Dear Mr. Cooper:

Re: Kiggavik Open House Round 2 and Workshop on Possible Road Options

AREVA Resources Canada Inc. (AREVA) is planning to hold an open house and a series of workshops on the Kiggavik Project ("Project") from November 24 to 26, 2009 in Baker Lake. All residents of Baker Lake are invited to attend the open house. The attached announcement for the open house is being posted around Baker Lake. In addition to the open house, we would like to have increased levels of engagement with Baker Lake residents and we are therefore inviting staff and students from JA High School to participate in a workshop that would last approximately one hour.

One of the important decisions to be considered is the road route between Baker Lake and the Kiggavik site that AREVA will propose. We have heard from community members and our Community Liaison Committee that we should get input from the people of Baker Lake before proposing a road option. Should you agree to a workshop, we would describe the three possible road options, answer any questions you might have and then ask the participants to select the route they prefer.

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Yours truly,



Barry McCallum
Manager, Nunavut Affairs

Enclosure

AREVA Resources Canada Inc.
P.O. Box 4204 - 817 - 45th Street West - Saskatoon, SK S7K 3X5 - CANADA
Tel: 1 (306) 349-4600 - Fax: 1 (306) 653-3000 - Web Site: www.areva.ca

Figure A.1-6 Letter to Jonah Amitnaaq High School



November 16, 2009

Mr. Craig Simailak
Baker Lake Youth Group
Baker Lake, Nunavut
X0C 0A0

Dear Mr. Simailak:

Re: Kiggavik Open House Round 2 and Workshop on Possible Road Options

AREVA Resources Canada Inc. (AREVA) is planning to hold an open house and a series of workshops on the Kiggavik Project ("Project") from November 24 to 26, 2009 in Baker Lake. All residents of Baker Lake are invited to attend the open house. The attached announcement for the open house is being posted around Baker Lake. In addition to the open house, we would like to have increased levels of engagement with Baker Lake residents and we are therefore inviting the Baker Lake Youth Group to participate in a workshop that would last approximately one hour.

One of the important decisions to be considered is the road route between Baker Lake and the Kiggavik site that AREVA will propose. We have heard from community members and our Community Liaison Committee that we should get input from the people of Baker Lake before proposing a road option. Should you agree to a workshop, we would describe the three possible road options, answer any questions you might have and then ask the participants to select the route they prefer.

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Yours truly,



Barry McCallum
Manager, Nunavut Affairs

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P.O. Box 9204 - 817 - 45th Street West - Saskatoon, SK S7N 3X5 - CANADA
Tel: 1 (306) 349-4600 - Fax: 1 (306) 653-8083 - Web Site: www.areva.ca

Figure A.1-7 Letter to Baker Lake Youth Group

ATTACHMENT B PRESENTATION MATERIAL



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2009



Figure B.1-1 Open House Round 2, Information Sessions for Road Alternatives Presentation



- ▶ AREVA's business is producing clean energy
- ▶ Electricity without greenhouse gases
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The AREVA Way – Our Commitments

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Project Update



- ▶ **Continuing with exploration and environmental work and sharing with Baker Lake and other Kivalliq communities and interested persons**
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Kivalliq Community Information Sessions Round One – Spring/Summer 2009

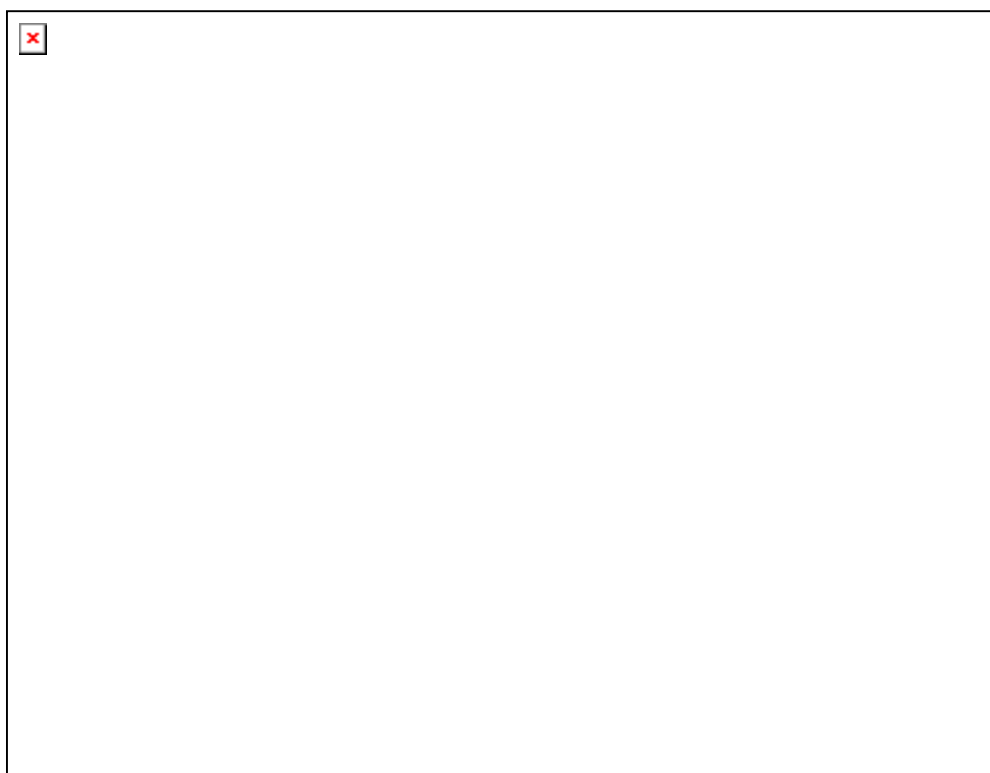
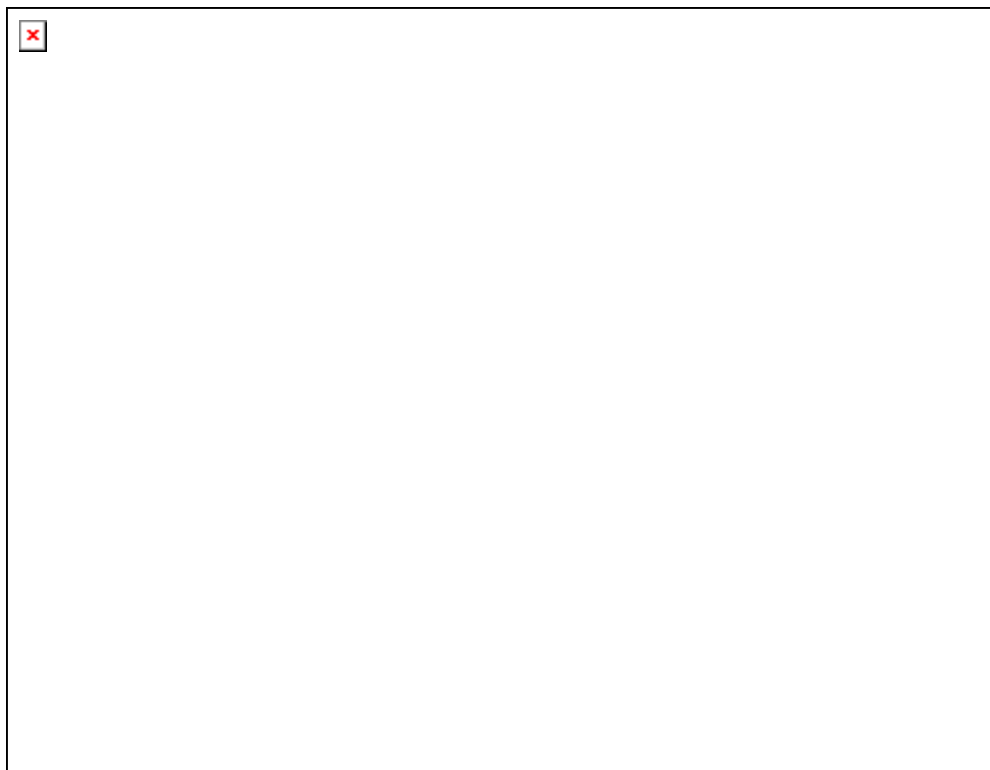
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- ▶ Thanks to residents of the Kivalliq Region for welcoming us into their communities and sharing their knowledge, ideas and concerns with us



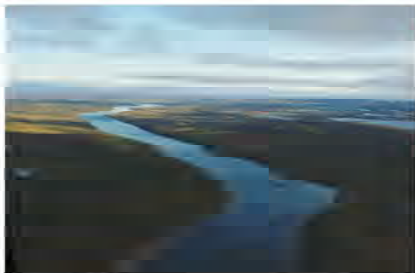
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Studies on the Access Route Options Thelon River On-Ice Drilling

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- ▶ We have been carrying out studies on the road options (archaeology, wildlife, route assessments) for the past 2 years
- ▶ One of the proposed studies on the north all-season road option is a drilling program to examine the rock structure near the proposed Thelon River crossing

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Studies on the Access Route Options Thelon River On-Ice Drilling

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- ▶ This would help understand what bridge requirements would be necessary if this option was selected
- ▶ On-ice drilling would be part of this program to learn about rock structure
- ▶ If permits are issued, work could take place this winter
- ▶ Do you have any concerns about this proposed program?
- ▶ ᑭᑦᓴᑦ ᑭᑦᓴᑦᓴᑦᓴᑦᓴᑦᓴᑦ ᑭᑦᓴᑦᓴᑦᓴᑦᓴᑦᓴᑦ ᑭᑦᓴᑦᓴᑦᓴᑦᓴᑦᓴᑦ ᑭᑦᓴᑦᓴᑦᓴᑦᓴᑦᓴᑦ
- ▶ ᑭᑦᓴᑦ ᑭᑦᓴᑦᓴᑦᓴᑦ ᑭᑦᓴᑦᓴᑦᓴᑦᓴᑦ ᑭᑦᓴᑦᓴᑦᓴᑦᓴᑦᓴᑦ ᑭᑦᓴᑦᓴᑦᓴᑦᓴᑦᓴᑦ ᑭᑦᓴᑦᓴᑦᓴᑦᓴᑦᓴᑦ
- ▶ ᑭᑦᓴᑦᓴᑦᓴᑦᓴᑦᓴᑦ ᑭᑦᓴᑦᓴᑦᓴᑦᓴᑦᓴᑦ ᑭᑦᓴᑦᓴᑦᓴᑦᓴᑦᓴᑦ ᑭᑦᓴᑦᓴᑦᓴᑦᓴᑦᓴᑦ ᑭᑦᓴᑦᓴᑦᓴᑦᓴᑦᓴᑦ
- ▶ ᑭᑦᓴᑦᓴᑦᓴᑦᓴᑦᓴᑦ ᑭᑦᓴᑦᓴᑦᓴᑦᓴᑦᓴᑦ ᑭᑦᓴᑦᓴᑦᓴᑦᓴᑦᓴᑦ ᑭᑦᓴᑦᓴᑦᓴᑦᓴᑦᓴᑦ ᑭᑦᓴᑦᓴᑦᓴᑦᓴᑦᓴᑦ

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Access Road Alternatives

[illegible]

Road Alternatives Nov. 2009 - p.17

Access Road Alternatives

[illegible]

-

Road Alternatives Nov, 2009 - p.18

ATTACHMENT C SIGN-IN SHEETS

Sign In Sheet



Date: November 25, 2009
Location: Baker Lake

Print Name

1. Elizabeth Paungat DSE
2. Eugene Niviaksiak
3. John Tagging
4. James Kook Kalluk
5. G L P b P L Thomas Qaqimat
6. Johnny Nauka-tsik
7. In b 29 Irene Kaluraq
8. John. Nulvik
9. L C 1 0 B Martha Nukik
10. Martha Jorah
11. A S A N S S B PHILIPPA Phillippa Iksiraq
12. LOUISA KALURAO
13. Bamebas Cosuag
14. Jennifer Eviuk
15. RITA OOSUAK
16. Timothy Eviuk
17. O L A O T L G E B Winnie Owingayak
18. MARTHA PAUNGAT
19. Samson. Acauyok
20. Hbaer Kalook
21. Samuel Itgiliq
22. Lda ALP Margaret Amarook
23. SIMONA SCOTTIE
24. BUBBU KINGAO
25. A C C Irene Tiktaalaaq

Figure C.1-2 Baker Lake Sign-in Sheet

Sign In Sheet



Date: November 25 2009
Location:

Print Name

701. Ryan Qiyuk
702. Dean Takilik
703. Uriash ti Ktaakiga
704. Malachi Naala
705. Brandon Qiyuk
706. John Qamiksag
707. Keshu Nink
708. Jocelyn Mitnang
709. Shana Tookoome
710. Dawn Hinga
711. Terrilyn Angatguak
712. Gordon Littlelight
713. Chris Atyavua
714. Tamar Kavlin
715. SA NANTAK NAGYUNGALIK-SAMANTHA
716. Hope Tookoome
717. Seienne Kayugjuk
718. NAOMIE ITKILIK
719. Jamiyah Ugaywittug
720. Nauzi UQAYWITTUG
721. Dgrien Ngikyasik
722. Christina Mikkungwak
723. SELG RUTL
724. DXLANOKLAGA
725. Christian TApatai

Figure C.1-3 Baker Lake Sign-in Sheet



Sign In Sheet

Date:

Location:

Print Name

201. Anthony Taipang
202. Johnny Bazinget
203. Carmen Bazinget
204. Paul Kayaryuk
205. Joachim Elytoos
206. Robert Iggaat
207. Derek Nateek
208. Leah Nukik
209. Keanu Nukik
210. Meagan Nukik
211. ~~William~~ Manarnaluk / Printmaker 793-4112
212. Vivian Joedee
213. Rayna Joedee
214. ~~Joedee~~ Joedee
215. David Simalak
216. Pearl Amaroos
217. Albert Napayok
218. Esther Iksirag
219. ~~James~~ ~~Clark~~
220. Elijah JR Amaroos
221. Roland Tarrao
222. Sarah Aavaala
223. Frances Anautalik
224. Wes Aavaala
225. Klester Aavaala
226. Michael Aavaala
227. Ruth Aavaala
228. Andie Aavaala

Figure C.1-4 Baker Lake Sign-in Sheet

Sign In Sheet



Date:
Location:

	Print Name
1.	H. Y. H. T. J. H. Q. I. Y. K.
2.	Christine Lepelubtuq
3.	Janice Simalik
4.	
5.	
6.	
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24.	
25.	

Figure C.1-5 Baker Lake Sign-in Sheet

Sign In Sheet



Date:
Location:

Print Name

601. Edmund Kabloone
602. Stuart Qiyuk
603. Lisa Nagiyugalik
604. Donovan Nagiyugalik
605. Jamie Seetamak
606. Crystal Tarrag
607. MICHAEL HUGHSON
608. Betty Hughes
609. Eric Omgysic
610. Nancy Angotajmar
611. Archie Kalluk
612. Gehnif Queda
613. GEORGE AMIRNIA
614. SARAH KADJUK
615. JEAN SIMAILAK
616. Mary UQAYUITTUQ
617. Angel Aksaunee
618. Angela Tookome
619. Justine Tapaki
- 620.
- 621.
- 622.
- 623.
- 624.
- 625.

Figure C.1-6 Baker Lake Sign-in Sheet

Sign In Sheet



Date:

Location:

Print Name

- 40 1. Sean Kadjuk
- 40 2. Shania Tookson
- 40 3. Valwa Nagoualik
- 40 4. Janaya Tularialik
- 40 5. Angel Ruth Anirniq
- 40 6. Katalya Cook
- 40 7. Irudy Uta naga
- 40 8. Lindsey ~~Aksarniq~~ Aksarniq Aksawnee
- 40 9. Sheila Pukimigutua
- 4 10. Mahasi Natecia
- 4 11. Tonya Aksawnee Aksarniq
- 4 12. Martha
- 4 13. DWAYNE PARKER
- 4 14. Nadine Kabbone
- 4 15. Sarah Naloolak
- 4 16. Hayley Jorah
- 4 17. Darion Qiyuk
- 4 18. Joshua Qiyuk
- 4 19. Curtis Qiyuk
- 4 20. Kelsey Attungala
- 4 21. Christian Tapatai
- 4 22. HAYLEY HATKAITTYA
- 4 23. Wabado Qiyuk
- 4 24. Hunter John Qiyuk
- 4 25. LISC Attungala

Figure C.1-7 Baker Lake Sign-in Sheet

Sign In Sheet



Date:

Location:

Print Name

501. Tylor Ross
502. Tamar Kivik
503. Rachel Tagoon
504. Cheryl Taipana/Cheryl Taipana
505. ~~Tanya~~
506. ~~Tanya~~
507. Kevin Taipana
508. Reni Nukit
509. Kechu
510. Samantha Putumiragtu
511. ~~Emmanuel~~
512. Ian Atungata
513. Fiona ~~Atungata~~ Ahindagait
514. Christopher Atungata
515. Stephane Sevoga Stephanie Sevoga
516. Hattie Aningait
517. David Atutu Van
518. Anthony Scroga James
519. Anita Grace Iggaat
520. ~~Anthony~~
521. ~~Anthony~~
522. Emmanuel Kogingamit
523. Cheryl Taipana
524. Tedy Ching
525. Taina Taipana

Figure C.1-8 Baker Lake Sign-in Sheet

Sign In Sheet



Date:
Location:

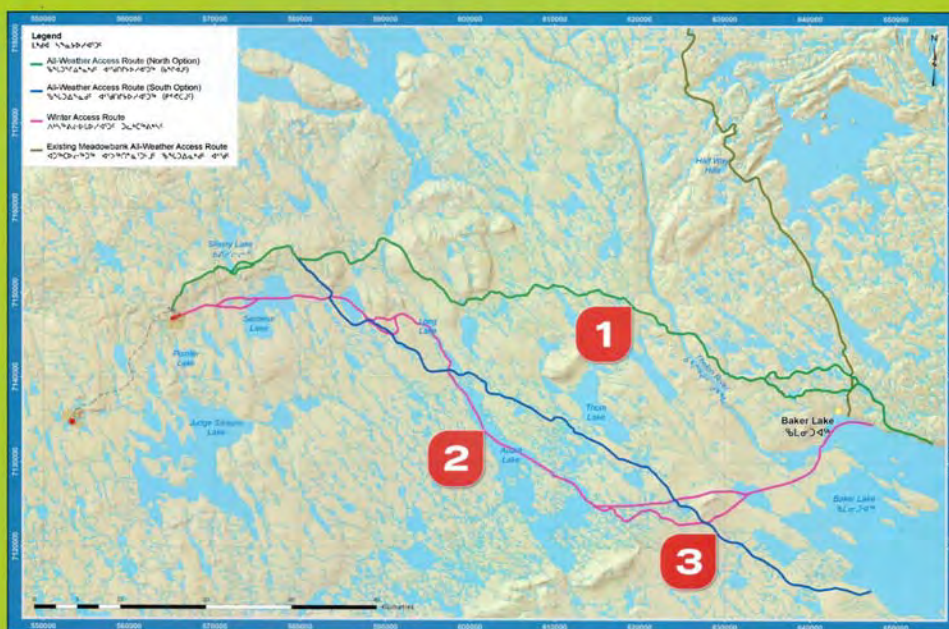
Print Name

301. PAUL ATUTUVAA
302. JUNIOR AMERBOLK
303. JOCELYN AMITNAAG
304. HAZEL PONTAGAK
305. SHAINA OOSUAG
306. RAYMOND IQQAAT
- 307.
308. JOSEPHINE UGAYUITTUG
309. JEANNIE TAIPANA
310. KIRK AINGAAT
311. VICTOR SINGAK
312. DAVID OWINGAYAG
313. JEAN UGAYUITTUG
314. SANSAN TORAH
315. MARTHA TORAH
316. DEBORAH ELEGOGAK
317. CHALI HALURAG
318. BRENDA QIYUK
319. JASON SHINGORDE
320. DOROTHY IQQAAT
- 321.
- 322.
- 323.
- 324.
- 325.

Figure C.1-9 Baker Lake Sign-in Sheet

ATTACHMENT D COMMENT SHEETS

» Which mine access route would you prefer?



Three road alternatives are being assessed in a variety of ways in order to propose the best choice for the community, environment and the Project. Studies to determine the best transportation alternative include archaeological, wildlife and aquatic surveys and geotechnical investigations. Each alternative has advantages and disadvantages. Members of the Kiggavik Project team want to know the thoughts, concerns and ideas of Baker Lake residents.

Please place a mark by the option you would prefer ☒



1 NORTH ALL-WEATHER ACCESS ROUTE

- Connected to the Baker Lake community
- Requires a bridge or cable ferry over the Thelon River
- Operational for up to 12 months
- Constructed on the Tundra



2 WINTER ACCESS ROUTE

- Connected to the Baker Lake community
- Requires trucks crossing over Baker Lake
- Operational for up to 4 months in the winter
- Constructed half on the Tundra and half on frozen lakes



3 SOUTH ALL-WEATHER ACCESS ROUTE

- Not connected to the Baker Lake community
- Operational for up to 12 months
- Constructed on the Tundra



4 NO PREFERENCE

Comments: NORTH ALL-WEATHER ACCESS

Figure D.1-1 Baker Lake Workshop Comments, Translated

» Which mine access route would you prefer?

Legend:

- All-Weather Access Route (North Option)
- All-Weather Access Route (South Option)
- Winter Access Route
- Existing Meadowbank All-Weather Access Route

Three road alternatives are being assessed in a variety of ways in order to propose the best choice for the community, environment and the Project. Studies to determine the best transportation alternative include archaeological, wildlife and aquatic surveys and geotechnical investigations. Each alternative has advantages and disadvantages. Members of the Kiggavik Project team want to know the thoughts, concerns and ideas of Baker Lake residents.

Please place a mark by the option you would prefer ☒

☒ **1 NORTH ALL-WEATHER ACCESS ROUTE**

- Connected to the Baker Lake community
- Requires a bridge or cable ferry over the Thelon River
- Operational for up to 12 months
- Constructed on the Tundra

☐ **2 WINTER ACCESS ROUTE**

- Connected to the Baker Lake community
- Requires trucks crossing over Baker Lake
- Operational for up to 4 months in the winter
- Constructed half on the Tundra and half on frozen lakes

☐ **3 SOUTH ALL-WEATHER ACCESS ROUTE**

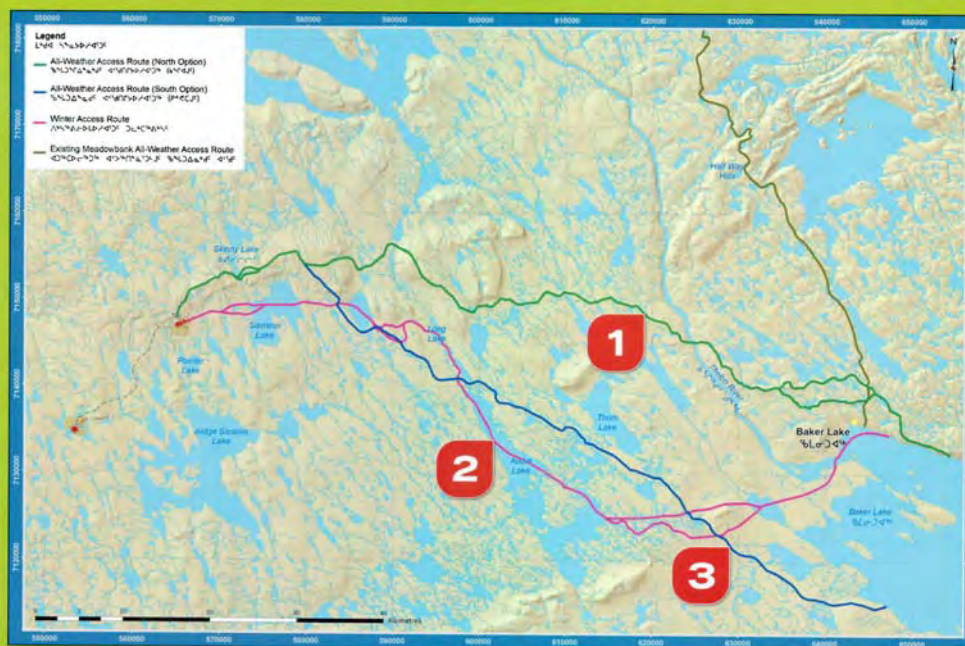
- Not connected to the Baker Lake community
- Operational for up to 12 months
- Constructed on the Tundra

☐ **4 NO PREFERENCE**

Comments: OK

Figure D.1-2 Baker Lake Workshop Comments, Translated

» Which mine access route would you prefer?



Three road alternatives are being assessed in a variety of ways in order to propose the best choice for the community, environment and the Project. Studies to determine the best transportation alternative include archaeological, wildlife and aquatic surveys and geotechnical investigations. Each alternative has advantages and disadvantages. Members of the Kiggavik Project team want to know the thoughts, concerns and ideas of Baker Lake residents.

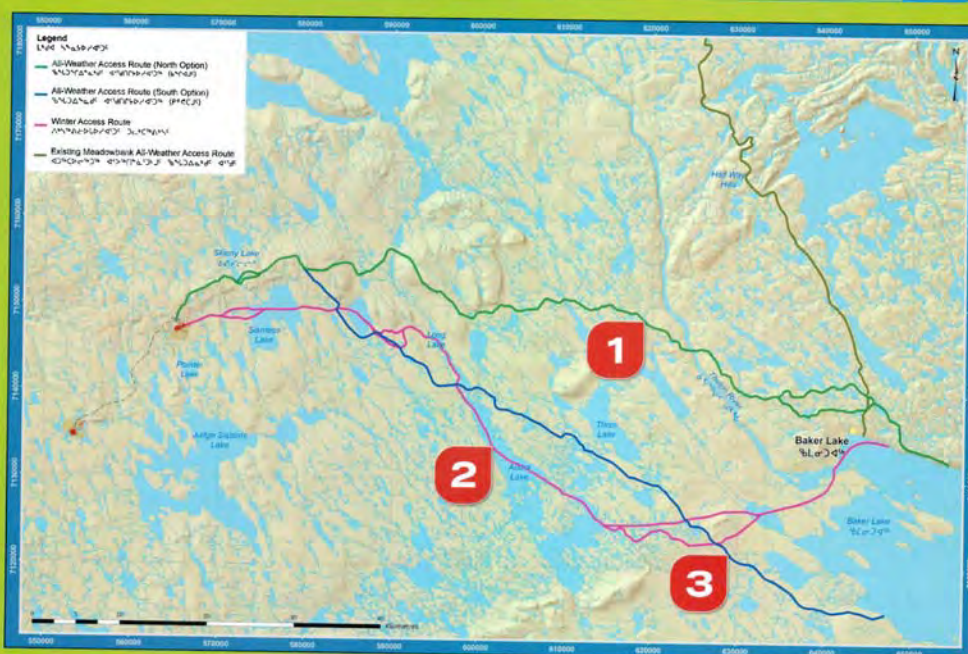
Please place a mark by the option you would prefer ☒

- ☒ **1 NORTH ALL-WEATHER ACCESS ROUTE**
 - Connected to the Baker Lake community
 - Requires a bridge or cable ferry over the Thelon River
 - Operational for up to 12 months
 - Constructed on the Tundra
- ☐ **2 WINTER ACCESS ROUTE**
 - Connected to the Baker Lake community
 - Requires trucks crossing over Baker Lake
 - Operational for up to 4 months in the winter
 - Constructed half on the Tundra and half on frozen lakes
- ☐ **3 SOUTH ALL-WEATHER ACCESS ROUTE**
 - Not connected to the Baker Lake community
 - Operational for up to 12 months
 - Constructed on the Tundra
- ☐ **4 NO PREFERENCE**

Comments: As a Baker Lake District Education Authority council member, how will Areva promote education to achieve job prospects?

Figure D.3-1 DEA Workshop Comments, Translated

» Which mine access route would you prefer?



Three road alternatives are being assessed in a variety of ways in order to propose the best choice for the community, environment and the Project. Studies to determine the best transportation alternative include archaeological, wildlife and aquatic surveys and geotechnical investigations. Each alternative has advantages and disadvantages. Members of the Kiggavik Project team want to know the thoughts, concerns and ideas of Baker Lake residents.

Please place a mark by the option you would prefer ☒

- ☐ **1 NORTH ALL-WEATHER ACCESS ROUTE**
 - Connected to the Baker Lake community
 - Requires a bridge or cable ferry over the Thelon River
 - Operational for up to 12 months
 - Constructed on the Tundra
- ☐ **2 WINTER ACCESS ROUTE**
 - Connected to the Baker Lake community
 - Requires trucks crossing over Baker Lake
 - Operational for up to 4 months in the winter
 - Constructed half on the Tundra and half on frozen lakes
- ☐ **3 SOUTH ALL-WEATHER ACCESS ROUTE**
 - Not connected to the Baker Lake community
 - Operational for up to 12 months
 - Constructed on the Tundra
- ☐ **4 NO PREFERENCE**

Comments: Currently undecided as to preferred route but feel selected route must respect caribou migration management + not interfere with established caribou routes. The route option in my opinion have as little environmental impact as possible, not pose a health or safety risk to the community members and be able to serviceable in the event of an accident. It is also very important that should there be any spills/incidents that water ways/supply are not impacted.

Figure D.3-2 DEA Workshop Comments, Translated

ATTACHMENT E PHOTOGRAPHS



Photo E.1-1 Baker Lake Open House



Photo E.1-2 Baker Lake Open House



Photo E.1-3 Baker Lake Open House