



Nunavut Water Board c/o Stephanie Autut, Executive Director Box 119 Gjoa Haven, NU X0B 1J0 [Via Email: stephanie.autut@nwb-oen.ca]

Date: 21 July 2017

Reference: Grays Bay Road and Port Project Application(s) for a Water Licence(s)

The Kitikmeot Inuit Association (KIA) and the Government of Nunavut (GN) are co-Proponents of the Grays Bay Road and Port (GBRP) Project. The GBRP Project is a transportation corridor that will permanently connect by an all-season road, a deep-water port at Grays Bay on the Coronation Gulf to the northern terminus of the Tibbitt-Contwoyto Winter Road (TCWR) at Jericho Mine, Nunavut.

The GBRP Project includes the following principal physical works and activities:

- construction and operation of an approximately 230 km all-season controlled access road from Grays Bay, Nunavut to the Jericho Mine site, Nunavut (the "Grays Bay Road")
- construction and operation of watercourse crossing structures
- construction and operation of up to 40 temporary and permanent quarries
- construction and operation of a deep water port in Grays Bay (the "Grays Bay Port") suitable for commercial shipping
- construction and operation of a small craft harbour at the Grays Bay Port
- construction and operation of temporary and permanent airstrips near Grays Bay Port
- construction and operation of materials storage, staging and handling facilities at Grays Bay
- construction and operation of bulk fuel storage facilities at Grays Bay Port
- construction and operation of staging and fuel storage facilities at the Jericho Mine site ("Jericho Station")

A map showing the location of the proposed GBRP Project infrastructure and activities is provided in Attachment 1, Figure 2-4. GBRP Project construction is expected to be undertaken over four years, and will be conducted year-round.

The GBRP Project is currently at an early stage of design. This current design is based partly on environmental, design and Inuit Qaujimajatuqangit (IQ) information provided to the KIA and GN by Minerals and Metals Group Limited (MMG). We have identified that additional studies are required to advance the project to final design. The current level of design does not include the details required by various regulators, including the Nunavut Water Board (NWB) for license applications. The current level of design is intended to support the advancement of the project through an environmental screening and anticipated review by the Nunavut Impact Review Board (NIRB). The determinations of the NIRB's review process, as well as additional planned environmental and engineering studies will be incorporated into the final design. A project proposal, as concurrently submitted to NIRB, is provided as Attachment 1.

The KIA and GN note that while the NIRB and Nunavut Water Board have developed a framework for coordinating their reviews of a project, we are currently <u>not</u> requesting a coordinated review with the NWB.

Upon, or near to, issuance of a project certificate from the NIRB, KIA and GN will be seeking one or more water licences from the NWB to obtain water; to cross multiple watercourses; and to modify the beds or banks of multiple watercourses during GBRP Project construction. During operations, one or more water licences will be required to obtain water. The class of water licences required will be determined in discussion with your Department.

We look forward to working with you during your review of this project. Questions or concerns about the foregoing can be directed to the undersigned.

Sincerely,

Executive Director
Kitikmeot Inuit Association

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