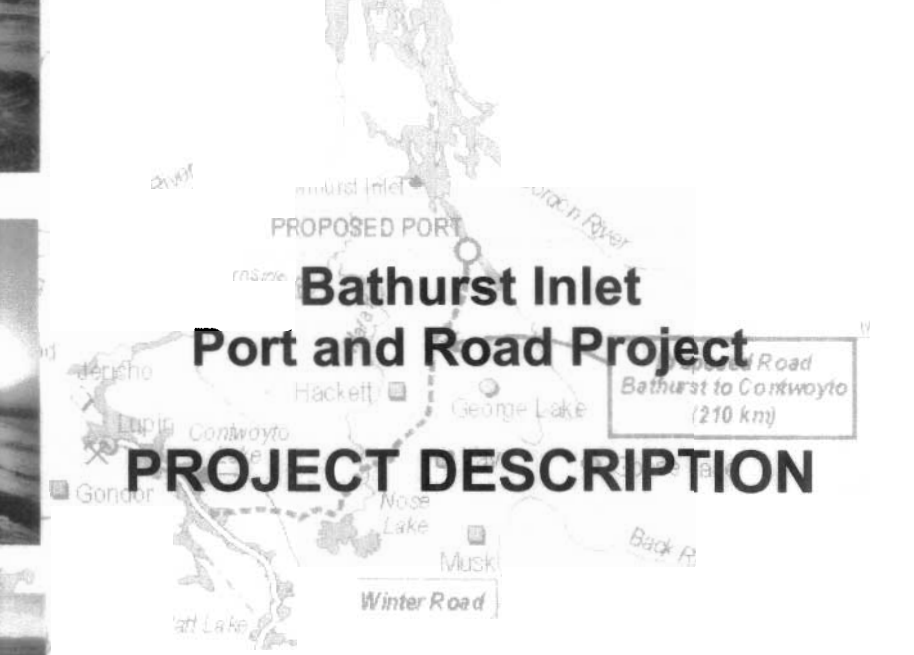
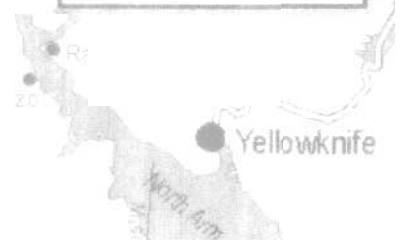




- Existing Winter Road
- Diamond Deposit
 - Operating Mine



SUBMITTED TO: KITIKMEOT INUIT ASSOCIATION
INDIAN AND NORTHERN AFFAIRS CANADA
NUNAVUT WATER BOARD

By: BATHURST INLET PORT AND ROAD
JOINT VENTURE LTD.
MAY 2003



the **BATHURST INLET**
PORT AND ROAD PROJECT

PROJECT DESCRIPTION

BATHURST INLET PORT AND ROAD PROJECT

SUBMITTED TO: KITIKMEOT INUIT ASSOCIATION
INDIAN AND NORTHERN AFFAIRS CANADA
NUNAVUT WATER BOARD

BY: BATHURST INLET PORT AND ROAD JOINT VENTURE
MAY 2003

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EXECUTIVE SUMMARY

BATHURST INLET PORT AND ROAD PROJECT DESCRIPTION

This Project Description describes the construction and operation of the proposed Bathurst Inlet Port and Road Project and the interactions of the Project with the environment.

The Project consists of a port on Bathurst Inlet connected to the mines and mineral deposits in Nunavut and Northwest Territories by a new 211 km all-weather road to Contwoyto Lake, and the existing “Tibbitt to Contwoyto” winter road.

The Project proponents are the Kitikmeot Corporation and Nuna Logistics Limited, both Inuit owned companies, who have formed a Joint Venture Corporation to build and operate the Project. As a shareholder in Nuna Logistics, the Kitikmeot Corporation will own 62.75% of the Project. Kitikmeot Corporation is wholly owned by the Kitikmeot Inuit Association, a Designated Inuit Organization as defined in the Nunavut Land Claims Agreement.

This Project Description is submitted to the Kitikmeot Inuit Association and the Department of Indian and Northern Affairs, as the landowners in the Project area, and the Nunavut Water Board for an environmental review under the Nunavut Land Claims Agreement, Article 12 Part 5.

Background

In April 2002, the Proponent submitted a Project Description for a Project with a larger scope. This larger Project included an all-weather road from the existing Lupin gold mine to the Izok base metal deposit and a summer barge and winter ice road across Contwoyto Lake, connecting the Bathurst-Contwoyto road with the proposed Lupin-Izok road. The former Project also included a larger camp and larger fuel tank farm at the Bathurst Inlet Port Site.

The Nunavut Impact Review Board (NIRB) sent the Project to the Minister of Indian and Northern Affairs, Canada (INAC) on July 8, 2002 for a decision on the review process (Part 5 or Part 6) as required by the Nunavut Land Claims Agreement (NLCA). On November 27, 2002 the Proponent notified NIRB and INAC that the Izok Project had been put on hold, due to low base metal prices. As a result the Proponent reduced the Project scope to that described in this submission. This scope change recognizes the fact that, while metal concentrates from Izok will one day become an important source of revenue for the Project, the capital expense of construction of the Lupin to Izok road should be delayed until the road and related facilities are required.

On April 10, 2003 the Minister of INAC notified NIRB that the Project should be re-submitted with a revised Project Description. On April 14, 2003 NIRB requested the Proponent to re-submit a revised Project Description by May 12, 2003.

It is believed that the Izok Project will be re-activated in the future. Indeed, the construction of a road from Bathurst to Contwoyto will likely provide the catalyst required for it to come to a positive development decision. Thus, the Project described in this Project Description should be considered the first stage of a Bathurst to Izok road link. The second stage connecting this current Project to Izok will be deemed a separate project and will be submitted for approval at a later date.

The Project has received both political and financial support from the Government of Nunavut and from the Federal Government through Indian and Northern Affairs Canada.

Project Construction

The Project requires the use of Federal Crown Lands and Inuit Owned Lands. The port is located on Crown Land and requires 159 hectares and 270,000 cubic metres of quarried materials for construction. The port site will include:

- a wharf to serve large ice class vessels delivering fuel and bulk cargo to the port;
- a dock to handle barges serving the Kitikmeot communities of Kugluktuk, Bathurst Inlet, Cambridge Bay, Umingmaktok, Gjoa Haven and Taloyoak;
- a 150 person camp and services;
- a 180 million litre diesel fuel tank farm;
- a truck and trailer maintenance shop;
- a 1,200 metre airstrip.

As a result of the delays in 2003 the port construction will be delayed by one year. Port construction is now proposed to begin in September 2005 and be completed in January 2007.

The 211 km all-weather road passes over 82 km of Inuit Owned Land and 129 km of Crown Land. Road construction materials will be obtained from quarries adjacent to the roadway; 37 quarries are proposed, 18 on Inuit Owned Land and 19 on Crown Land.

Road construction will occur in two phases; at the port it will begin in January 2006 and work toward Contwoyto Lake. At Contwoyto Lake, road construction can begin in February 2005 and work toward the port. Road construction will be complete in December 2006. A 20-person camp and a truck parking area will be located at kilometre 211 on the southeast shore of the lake (Contwoyto Camp).

This Project will require road operation during the winter only, but the road will be constructed for all-weather use based on future usage for hauling concentrates and supplies.

Project Operations

The Project's annual operating schedule will reflect the seasons of the arctic environment. Marine shipping will be completed between mid-July and late October. During that period, six to eight round trips by ice class vessels up to 25,000 tonnes will bring in approximately 180,000 tonnes of fuel and supplies for the communities and operating mines served by the Project. Icebreaker support may be required as with other arctic projects, however, this shipping schedule can be accomplished without ice breaking to extend the normal shipping season. Marine barge operations will also supply fuel and general cargo to the Kitikmeot communities with three round trips by tug and barge from the port during the summer shipping season.

Road operations will also follow the arctic seasons. The road, although designed for all-weather will operate from January to April and connect with the existing Lupin winter road from Yellowknife to haul 161,000 tonnes of fuel and supplies to Ekati and Diavik Diamond Mines in the N.W.T. and Lupin and Jericho in Nunavut. Accommodation and meals for drivers will be provided by the camp at the port. No hauling will occur during the period from the end of April to late December. There will be some road maintenance work from mid-July to early September. This work is essential to carry out maintenance on the roadbed and stream crossings. Sand and gravel required for winter operations will be stockpiled during this summer maintenance period.

Project Interactions with the Environment

Project construction will require disturbance to approximately 512 hectares of terrestrial habitat, and 2.3 hectares of marine habitat at the port. The road alignment crosses 111 streams, many of which are intermittent; 21 crossings are bridges that will not affect the normal stream channel; 88 crossings are arched culverts or rock fill fords. Support for the bridges will encroach into the stream channel at only two crossings.

The effect of road construction on fish habitat will be negligible. On the land, animals will always have the right of way over traffic on the road. The most common animal in the Project area is caribou of the Bathurst caribou herd. During spring migration almost all of the animals in the herd could move through the Project area. The road will not operate between May and December so there will not be any interaction between traffic on the road and caribou during spring migration. The number of caribou along the road will be much less during the winter hauling seasons. There will be little or no interaction between caribou and road maintenance equipment from mid-July to early September. Hunting by Project workers along the road or at the port will not be permitted. Recreational fishing by workers will be guided by the recommendations in the West Kitikmeot Land Use Plan.

The Project will be built and will operate in a safe and environmentally sound manner. The Project will also develop effective plans to protect the environment and animals from the effects of accidents that might occur at the port and along the road.

Project Financing

The estimated capital construction cost of the Project is \$164 million. The Project will be financed and developed as a Public Private Partnership (P3), where the cost and risks of the Project can be shared between the public and private sectors.

The Project is technically practical, economically sustainable and bankable under a P3 arrangement.

Economic Effects of the Project in the Kitikmeot Region

Project construction will occur over a 16-month period and create 2,800 man-months of employment and a payroll of \$26.8 million. Project operations will create 31 seasonal jobs every year and produce a payroll of approximately \$1.5 million. The services of contracted truck drivers will add an additional payroll of \$9 million per year. Much of the new employment opportunities can go to the workforce resident in the Kitikmeot Region which currently has an unemployment rate of more than 25%; with aggressive training for the employment needs of the Project, most of the payroll money would stay in the region.

At current world fuel prices the cost of fuel landed in Cambridge Bay from the port in Bathurst Inlet could be reduced by at least 30% of the 2003 price of fuel from Hay River. The cost of freight from the south by truck to the port on winter road and barge to Cambridge Bay would be competitive with freight costs via Hay River and the goods would arrive in the community four to six weeks earlier; early in the construction season rather than at the end of summer. The freight cost of the same goods shipped to Cambridge Bay from eastern Canada via the port would be at least 30% cheaper than via Hay River. It is estimated that overall savings on fuel alone could be more than \$3 million per year in the Kitikmeot region.

These savings show the potential for the Project to reduce the cost of fuel and supplies for any commercial venture in the Kitikmeot communities, especially a mine in the Project area. It is expected that the Project will reduce the cost of living in the region and stimulate new mineral exploration and production in the Kitikmeot Region of Nunavut and so create many new employment and business opportunities for the residents and businesses of the region.

In addition, economic studies have shown that any project in northern Canada has considerable spin-off effects in the south, in terms of indirect jobs and supply of materials.

ATANIIT NAITOLIOGAIT

KENGAOKMI UMIKAKVIKHAK OVALO APKOTIKHAT OYAGAKHIOKVIKNOT

Hamna Oyagakhiokvikhap Onipkanga okaohikaktok nappaktiginiakhotik ovalo hananiaktot aolaniaktomik Kengaokmi Umiakakvikhak ovalo Apkotikhak Oyagakhjiokviknot tigvaoyukhanot ovalo oyagakhiokvik nunamot kanogilitjutiniaktok.

Hamna Hanayaoyukhak pikaktok umianot tolaktakvikha Kilohiktomi ova tahamangga apkohioklotik tigvanot oyagakhiokvikmot Nunavutmi ovalo Nunatiamot apkotiniklotik 211 km aoyak-okioak apkot atoktokhak Tahikyoamot, ovalo taya atoktot ovani "Tibbitt-mit Tahikyoamot" okiomi apkotikhak.

Hamna Havakhak oyagakhioktit apkohiogomayat havakniaktat Kitikmeot Corporation okoalo Nuna Logistics Limited, tamakmik Inuit nanminiotait havakviit havakviit, Pikatigiiklotik Havaaginiaktat umiakavilioklotik ovalo apkohioklotik ovalo Monagilogo. Okoa pikatigiikkamik pannagiiktat Nuna Logistics, okoalo Kitikmeot Corporation nanminiotiginiaktat 62.75% hamna Havakhak. Kitikmeot Corporation okoa piotigiloaktat okoat Kitikmeot Inuit Katimayiit, ona Piyaohimayut Inuit Katimayiit okaohikakto ovani Nunavut Nunatakvikmi Angigotmi.

Hamna Havakhak Okaohia tonihimayut okononga Kitikmeot Inuit Katimayiit ovalo Kavamatokat Itkilinet Okioktakotlikiot, okoa nunaotikaktot hamani Havakhami nunami, ovalo Nunavutmi Emaliokiot nunami ehivgiokhiniaktot ovani Nunavutmi Nunatakgotini Angigotini Nakatak 12 Elangani 5.

Oinggaiyaotait

Ovani April 2002, okoa Havagomayut tonihivaktot Havakhap Onipkangitnik titigani naonaitkotikhainik. Hamna naonaitkiak Havakhap elakaktot aoyak-okioak atoktokhamik apkotmik okiogalok-aoyak apkotikhamik ovanga Tahikyoamit oyakivikmit omonga Izok Lake-mot ovalo aoyami umiat agyaktaktokhat tamayanik ova apkotikot tigvaolotik tamayalgiaktakniaktot Tahikyoamot, ema Kilohiktomit-Tahikyoamot apkot atoktokhak Lupin-mit Izok Lake-mot. Ona kanga Havakhak ovalo iglokakvioniaktok ovalo kattakyukakvikakloni ovani Kilohiktomi.

Ona Nunavutmi Nunalikiot Ehivgioktit Katimayiit (NIRB) aolaktihimayu tuyutaoyuk Havakhalikionot omonga Ministakmot Kavamatokani, Kanatami (INAC) ovani Julai 8, 2002 kanok ehomaliogakhak ehivgioklogo (Elanga 5 naliak Elanga 6) ehivgiogiaktok atoklotik Nunavutmi Nunataagotikot Angigotikot (NLCA). Ovani Novepa 27, 2002 okoa Havagomayut onniotiyait NIRB okoalo INAC tamna Izok Havakhak nutkanganialikmat, havilgat akiit akighikmata. Emailiokmat ona Havagomayut apkohiokvikhat mighivaliktok Izok-mot haviit Izok-mi amogaktakhat kakogo akittokniakmata maniliogotikhakt Havakhak, ovalo apkohiokviha kakogoktaoyuk Lupin-mot ovalo hanavikhait kakogo havaktaoyavut.

Ovani April 10, 2003 ona Ministak ovani INAC onniotiyait NIRB ona Havakhak toniffakniaktok nutangokhoni Havakhak Onipkanga. Ovani April 14, 2003 NIRB-kot toghiktot okonanit Havagomayunit toniffakoiyut nutangoktomik Havakhak Onipkanganik tikitpat May 12, 2003.

Ona ehomagiyat ona Izok Oyakivivikhak kakogo aolaliffakniaktok kakogo. Taima itpat, apkotmik havalikniaktot Kilohiktomit Tahikyoamot ema nakooyumik aolalikniaktok maniliokviolikmiloni angmagomi. Emainiaktok ehomagiyat ona Izok Oyakiviviyhak ehomagilogo Kilohiktomit Izok-mot apkohiogomaktot. Onataok aipa apkot Havakvikmit Izokmot elikokloni havaagiyaoniaktok ovalo toniyaogomi angiktaoyukhak kakogo.

Ona Apkohiokvikhak onipkagiyaoyuk maligalioktinit ovalo manikhalo ekayuktaoniakhoni Nunavut Kavamanit ovalo Kanatap Kavamainit Itkililikionit Okioktaktolikionit.

Havakhak Apkohiolikniaktat

Ona Apkohiokvikhak atoklotik Kavamatokat Kanatami Nunaotait Nunat okoalo Inuit Nunaotaitni havakniaktat. Ona umiat tulaktakvikhak Kanatap Nunaotani Nunakaktok ovalo emakak 159 hectares ovalo 270,000 cubic meters oyagaliakmik apkohiogotikagiaktok. Ona umiakakvikhak emaitokakniaktok:

- Umiakakvikhak umiat hikkolikiot atokniaktat oghokyoalgiaktokhat tamayalgiaktokhat;
- Umiakakvikhak umianik tamayalgiakniaktot Kitikmeot inukakniknot Kugluktuk, Kengaokmot, Ikalututiamot, Umingmaktok, Oghoktok ovalo Taloyoakmot;
- inugiaktiginiaktok 150 iglokakvik ovalo havakvikmi;
- onal 80 million litre oghokyoanik kattakyukakvikakniaktok;
- aghalutikakvikaklone ovalo mekanikakvikaklone iglokpakmik;
- ema 1, 200 metre milvikaklone.

Ovani kakogoktaokmat apkotit 2003-mi umiakakvik hanayaoniaktok kakogo okiok ataohikmi tuleeklone. Umiakakvik hanayaolikniaktok havaktaoliklone aolalihalikak Saptai 2005 ovalo eniktaoniaktok Januali 2007.

Ona 211 km okiok-aoyak apkot nunakot 82 km ovani Inuit Nunataitigokniaktok ovalo 129 km Kavamatokat Nunaotaini. Apkot havaktaolikniaktok oyagagaliaktaklotik hanianit nunamit; 37 oyagaliaktakvikhak apikotaoyut, 18 ovani Inuit Nunaotainit ovalo 19 Kavamatokat nunaotainit.

Apkot havaktaoligomi aolalikniakto malgokot; ona umiakakvikhak havaktaoliklone Januali ovalo havaktaoliklone Tahikyoamot. Ovani Tahikyoami, apkot havaktaoniaktok aolaliklone Febyoali 2005 ovalo taononga tagiomot umiakakvikmot. Apkot havaktaolikniaktok eniktaolone Desai 2006. Ema 20-nik inukaklone ovalo aghalutikakvikhak pikakniaktot ovani kilometre 211 talvani hinani hivogani tattip (Tahikyoami).

Ona Havak apkotmi aolaniaktok okionginakmik havaklotik, kihime apkot havaktaoniaktok aoyak-okiook apkotikhak kakogo atoktaoniakat oyagakmik agyaktakvikhak tagiomot tamayaniklo.

Havakhap Aolavikhat

Hamna Havakhak okiogalok aolaniaktok havakvikhait naonaiklotik homi aoyami okiomi aolaloni. Taggiomi umiat enikpakniakto aolayukhat kitkanit Julaimit okiakhak Aktobamot. Talvani aolanikmi, siksit eenmot umiat agyaktakniaktot hikkolikotit umiat atoktaolotik okomiatigiot 25,000 tonnes agyapkiantit okomaitonik 180,000 tonnes oghokyoanik ovalo tamayanik nunanot ovalo oyagakhiokviknotlo agyaklotik Oyagakhiokviknot. Hikkolikotit ekayuniaktot hikkoiyailotik umianot agyaktonot, kihime, okoa umiat aolaniaktot hikkoiaktitlogo aoyak hikkoiaktitlogo. Taggiomi umiat tamayalgianiaktot ogholgiaktok ovalo tamayalgiaaktok Kitikmeonot ema pinggahoiktoklotik umiat tikitpakniaktot aoyami.

Apkot aolaniaktok hila kanogititlogo aghalutitogiami. Ona apkot, aoyak-okiook atokniaktomi aolaniaktok Januallimit April-mot ovalo apkohakniaktok Tahikyoamot okiomi Yelonaimit aghaklotit 161,000 tonnes ogholgiaktok Ekati ovongalo Diavik Diamond Mines N.W.T. mi ovalo ovonga Lupin-mot ovonga Jericho-mot Nunavutmi. Hinnitakvikakniaktot ovalo niggiavikaktoik aghaluhikionot talvanga umiakakvikmit taggiop hinani. Aghalutitolimaitot okiomi tongolikat April ovonga norgolikat Desai. Talvani havakniaktot kihime apkotinik monagiot poalgikhoktit Julaimit Saptaimot. Ona havakvikhak atokniaktat mongilogo apkot ovalo kukkani ekaktakviit. Hiogaliatlo oyagaliatko piagiaktok okiomi atoktokhat ovalo katitiktokhat apkotip haniani aoyami apkotilikotikhak.

Havakhat Olavikhait Nuna Taotoklogo

Apkohioknik havalikniaktok nuna kayagilogo ongahiktligiokhak 512 hectares nuna mikakmik ahigotakniaktok, ovalo 2.3 hectares taggiomilo umiakakvikmi. Tamna apkot kukkani ekaktakvikakniaktok 111 kukani; 21 kugani ekakhaohikvikaklotik haviknik oval ahigotilimaitot halumaigotilotik emakmik; 88 okoa kugakaffoktot ekakviokataklotik ekakhaohikvikakniakata kugakvikaklotik atagot apkotit. Ekakhaohikviit kugani malgonginak pikakniatot. Ona apkot hanayaoyuk aghot ikalukaktonot kuganot ehoikpalalimaitok. Hamani nunami, hogat ekaktitaovakniaktot kugani apkotmi. Tabkoa hogat tahamani tuktut Kengaokmitat ehoilimaitot. Opingami tuktut oigoliaktot tahamoonakniaktot opingami okiokhaliktomilo. Apkot atoktaolimaitok May-mit Desaipamot tuktut oigolialikata homongaoyut; tuktut ekitot tahamaniiniaktot kihime apkotmi agyaktaktoni tamayanik ovalo poalgikhoktoni apkomik monagiot kitkanitJulai Saptaipamot. Inuit Havakvikmiotat apkotmi naliak umiakakvikmi angoniaktitaolimaitot. Ikalukhioktot havaktit taotoktaoniaktot pitkoyaolotik Oalikmiot Kitikmeot Nunanik Atoktitot Opalongaiyaktinit. are intermittent streams that will be crossed with arched culverts or rock fill fords.

Ona Apkohiokvikhak havakniaktat ovalo aolalotik kayagivakniaktot ovalo nunalo kayagivaklogo ahigotiktaililogo. Ona Apkohioknik ehoaktonik opalongaikhimalotik nunanik kayagitjutikhakaklotik umiakakvikmi ovanilo apkotmi.

Apkohiogotip Manikhait

Onak akikakniagahogiyat Apkohioknik akitotigiloni ematot \$164 million. Ona Apkohioknik manikhakakniaktok ovalo hanavikha Inuit Nanminikaktotlo Kavamatlo Pannagiklotik (P3), hamna akikha ovalo akiliktogakhaklo Apkohioknik kavamatlo nanminikaktolo akiliktoklogo.

Ona Apkohioknik kanok ehoaktomi, maniktoknaitomik havaktaoniaktok ovalo P3 manikhanik opalongaikhimaniaktot.

Maniliokvikhak ona Apkohioknik ovani Kitikmeot Nunaitni

Apkotikhak havaktaolikniaktok aolalikloni ovani 16 tatkihikhotini ovalo inuknik havaktitilikniaktok 2,800 inuit-havaktitiloni ovalo sakhakvikhak akitotigioik \$26.8 miliatdalamik. Apkohioknik aolaniakto havaktitiloik havaniktitiiniaktok 31 aoyami aoyatoagaikpat ovalo maniliokviovakloni aktigiomik \$1.5 million. Okoa havaktit kantolaktit aghaluhikiot maniliokniaktot maniktakvikhat \$9 miliatdalak okiotoak. Havagiloakniaktait nutat havakvioloni havaktikhat Kitikmeotat Nunalgit inuit havakhailioktot amigaitmata 25%; ovalo elihaktitaoniaktot havakvikhamot ovani Apkohiokvikhami, inuit havaktit maniliogait kitikmeomot hiamayakniaktot.

Taya hamani oghokyoat akiit nunalihimayut Ikaluktutiamot umiakakvikit Kengaokmit akighiniaktot oghot emakak 30% ovani 2003 oghot akit Hayr Rivermit. Ona akiit tamayat hivoganingaktot aghalutiktot umiakakvikmot okiomi apkotikoktot ovalo umiakoktot Ikaluktutiamit akighiniaktot Hay River-mingakot siksintot inukaknikot tikinagikloti; ovalo hanatilogit nongolikat apkohionik Tamaya Ikaluktutiamingaktot akiit ahinit Kanatamit umiakoktot akikitkiyaoniaktotport 30% Hay Riverkottot. Emakak ehomagiyat tamaya akikitkiyaoliktotik tikigakpakniakto oghokyoatlo emakak \$3 miliatdalak okiotoak Kitikmeonot.

Okoa maniktoknaitot akighigomik ehoakhitiniaktok Apkotimot ema oghot akighigomik ovalo tamayatlo maniliogotikhat akighilotik Kitikmeotanot, ona oyagakhiokviit tamayait akighigomik. Ehomagiyat ona Apkohioknik tamayanik akighitiloni nunami ovalo akighikpata oyagakhioktit nalvakhiolakiniaktot ovalo Kitikmeot Nunait Nunavutmi ovalo havalakotilotik inuknik ovalo nanminikaktonik nunami.

Hamalo, maniliogotit elittogiyaoyut havakhat okioktaktomi Kanatami maniknik hiamayaotiniaktot nunaptingni taonongalo kablonakakniknot, havalakotilotik inuknik voalo tamayaniklo akighililotik.

በብረት ልጅ ሲሆን ሃይማኖቱም ለእስልምና ነው። የሕይወቱ ልማት ለጥንቃቄና ለጥንቃቄ አስተማሪነት ተገኝቶታል። ለዚህም ምሳሌ የሆነው የጥንቃቄ ልማት ለጥንቃቄ አስተማሪነት ተገኝቶታል።

በደረሰው 10, 2003-፡፡ ፍርድ ቤት ልማት ለጥንቃቄና ለጥንቃቄ አስተማሪነት ተገኝቶታል። ለዚህም ምሳሌ የሆነው የጥንቃቄ ልማት ለጥንቃቄ አስተማሪነት ተገኝቶታል።

በሌላ በኩል ደግሞ ለጥንቃቄና ለጥንቃቄ አስተማሪነት ተገኝቶታል። ለዚህም ምሳሌ የሆነው የጥንቃቄ ልማት ለጥንቃቄ አስተማሪነት ተገኝቶታል።

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የጥንቃቄና ለጥንቃቄ አስተማሪነት

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37 ዓመት የሥራ ልምድ ሥራውም በሥራውም 18 መልሮ ወዳኛ ምርጫ ቅሬታ 19 አርባ ወዳኛ ምርጫ

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፲፱ኛው ለፍትሕ ሚኒስቴር ማህተም ላይ ፡፡

ΛCΛΔ^bΓ ΔΔC^cΓ^bΔΓ^c

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