Grays Bay Port

WEST KITIKMEOT RESOURCES CORP

Grays Bay Road and Port Project

Strengthening Nunavut's Economy, Communities, and Arctic Sovereignty

www.westkit.ca

Grays Bay Port, looking North.

Overview

The Grays Bay Road and Port Project is a proposed deep-water port on the Northwest Passage of the Arctic Ocean connected by a 230 km, multi-user all-season road to the northern terminus of the Tibbitt to Contwoyto Winter Road (TCWR). Once constructed, the Grays Bay Road and Port will provide the first land link between the Northwest Passage and the North American highway system. The Project will be the northern half of the Arctic Economic & Security Corridor which will ultimately connect southern Canada and Arctic deep-water with all-season road access.

The Project aligns with the economic development and social objectives of the Kitikmeot Inuit Association and the Government of Nunavut and directly supports territorial and federal policy and strategies to address Nunavut's infrastructure deficit, increase Arctic defence presence and facilitate development of critical mineral mines in the north.

The Project will:

- Create the first road between Nunavut and the rest of Canada, connecting the Kitikmeot Region by land and sea
- Meet community needs for improved infrastructure and resupply
- Strengthen Inuit and Canadian sovereignty and security over the Northwest Passage
- Enhance economic development by unlocking the critical mineral wealth of the Kitikmeot Region.

Leadership

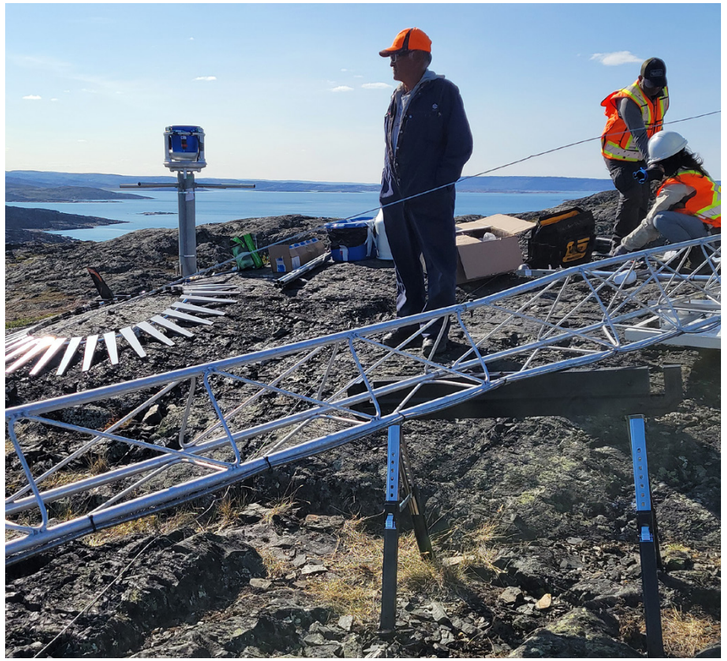
West Kitikmeot Resources Corp. (WKR) is the proponent and developer of the Grays Bay Road and Port. WKR's largest shareholder is a subsidiary of the Kitikmeot Inuit Association. WKR's mission is to develop the Kitikmeot for the benefit of Kitikmeot Inuit. WKR has assembled a world-class team with deep ties to the Kitikmeot to successfully lead the Grays Bay Road and Port Project in alignment with Inuit values and regional priorities.

Infrastructure

The Project infrastructure includes:

- Deep-water port on the Coronation Gulf (operating seasonally – end of June to October)
- All-season road (230 km) connecting the port to Jericho Station and the TCWR
- Two large vessel wharves (each capable of berthing a post-Panamax bulk carrier up to 240 m length, or a Canadian Patrol Submarine)
- Medium vessel wharf (capable of berthing tugs, Arctic and Offshore Patrol Ships, Canadian Coast Guard vessels)
- Barge landing
- Small craft harbour
- Fuel storage tanks for 10M litres with allowance for expansion to 160M litres
- Airstrip at Grays Bay (6,000 ft / 1,800m with potential to extend to 8,000 ft / 2,400m)
- Air terminal building, taxiway and supporting infrastructure
- Jericho Station (airstrip, refuelling station, laydown and storage areas)
- Accommodations for 80 (plus 150 temporary beds) at Grays Bay Port and 40 at Jericho Station

The project design is being informed and guided by extensive Inuit Knowledge provided by the Naonaiyaotit Traditional Knowledge Project (NTKP) database that was made available to WKR by the Kitikmeot Inuit Association, as well as data collected by WKR, territorial governments, and previous project proponents.



Meteorology Station, Grays Bay Port

Economic Transformation

Advanced Critical Mineral Projects – West Kitikmeot

Proposed Mine	Current Owner	Commodities	In-Situ Mineral Resource ($B)
Hackett River Project	Glencore	Zinc, Silver, Lead, Copper	$ 25.1
Izok (Izok Corridor Project)	MMG	Zinc, Copper, Lead	$ 13.9
High Lake (Izok Corridor Project)	MMG	Copper, Zinc, Lead	$ 11.3
		Total	**$ 50.3**

By 2040, mineral development unlocked by the project will spur a $750 million annual increase in Nunavut's GDP, an 18% increase on its current level.

GDP Contribution

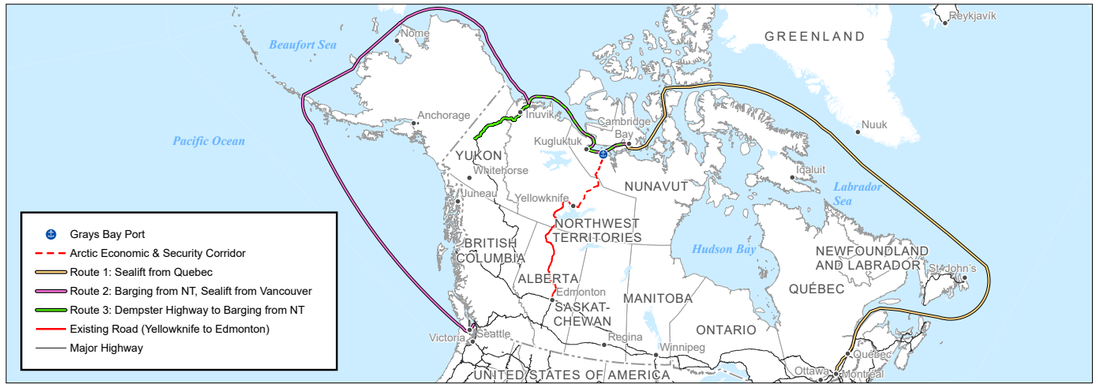
	Direct and Indirect	Induced	Total
Grays Bay Road and Port Project			
Construction – Annual	$ 70M	$ 5M	**$ 75M**
Operation – Annual	$ 19M	$ 2M	**$ 21M**
Reasonably Foreseeable Induced Mining Projects			
Construction (2031-2035 & 2037-2040) – Total Phase	$ 840M	$ 180M	**$1,020M**
Operation (2040 onward for life of mines) – Annual	$ 610M	$ 140M	**$ 750M**

Operation of the port, road, and induced mines will also create over 8,000 jobs during construction and 6,000 long-term operations jobs. WKR's procurement and training strategies are designed to prioritize Inuit and local participation in Project employment and business opportunities.

Nunavut Employment (Full-Time Equivalents)

	Direct and Indirect	Induced	Total
Grays Bay Road and Port Project			
Construction – Annual	572	103	**675**
Operation – Annual	239	28	**257**
Reasonably Foreseeable Induced Mining Projects			
Construction – Total	6,800	1,100	**7,900**
Operation – Annual	4,900	860	**5,750**

A large portion of the Grays Bay Road alignment and many of the mineral deposits expected to be developed are located on Inuit-owned Land (surface and subsurface), potentially providing substantial financial returns to Inuit through mineral royalties, impact benefit agreements and land use licensing fees in accordance with the Nunavut Land Claim Agreement (NLCA).



Community Resupply and Safety

The Project would be the first road linking Nunavut and the rest of Canada improving supply chain resilience for Kitikmeot residents.

Kitikmeot communities are currently resupplied via three main routes. Route 1 is a sealift from Quebec - a 6000+ km journey that can be affected by adverse ice conditions, vessel breakdowns, or other disruptions; Route 2 and 3 barging from the Northwest Territories via the Mackenzie River (which has had low water issues and other disruptions) or the Dempster Highway (which can also be disrupted due to ice conditions or river conditions). All resupply options typically deliver annual community resupply to Kitikmeot communities in late summer or early fall.

Shipments north from Yellowknife via the winter road (or in future, via an all-season road) can be delivered to Grays Bay Port (and stored if necessary) and then transloaded to barges for community delivery when seasonal ice clears in the Coronation Gulf (typically July), allowing shipments to reach Kitikmeot communities weeks earlier than by any other route.

Research vessel in Grays Bay completing Marine Mammal Surveys

In addition, the Project will make regional travel on land and sea safer, by providing safe refuge on the Northwest Passage in between Cambridge Bay and Kugluktuk, providing the road access inland, improving search and rescue infrastructure, and decreasing search and rescue response times.

Security and Sovereignty

The Project will establish a permanent Arctic operational hub, strengthening Canada's ability to support and protect our national interests in the Northwest Passage. It will be the only deep-water port between Nome, Alaska and Baffin Island.

Grays Bay Port will be capable of berthing and resupplying all current and planned Canadian Coast Guard vessels, Royal Canadian Navy Arctic Offshore Patrol Ships, and Canadian Patrol Submarines. The nearby airstrip will be capable of servicing large cargo and passenger aircraft to facilitate port staffing and crew changes for vessels.

Grays Bay Port

Impact Statement

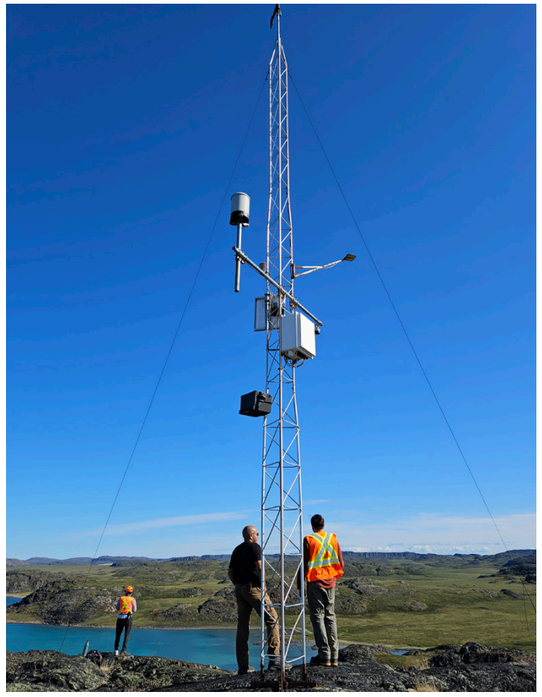
The Project must undergo a full review in accordance with the *Nunavut Land Claims Act* and the *Nunavut Project Planning and Assessment Act.* WKR has prepared an Impact Statement to meet Nunavut Impact Review Board (NIRB) guidelines. NIRB's guidelines for the filing were established over the course of a year-long process to understand community concerns and ensure that the Impact Statement covers all topics of community and regulator interest.

The Impact Statement combines Inuit Knowledge, Community Knowledge, and Indigenous Knowledge of other Indigenous groups with western science to evaluate ecosystemic and socio-economic effects of the Project.

Detailed assessment of the current and future state of caribou in the region is a particularly important part of the Impact Statement. Caribou are not only valued for their cultural significance and importance as a resource, but also for the cascading effects they have throughout the ecosystem they inhabit. The IS includes detailed analysis of satellite and global positioning system (GPS) collar data from the Governments of the Northwest Territories and Nunavut for main herds in the project area. This data records the daily movements of thousands of animals from 1987 to 2024.

This decades-long collar database was used to inform an additional camera study, in which WKR placed over 100 cameras along the road route during 2024-2025, capturing thousands of pictures of animals, to add a detailed on-the-ground understanding of caribou and other wildlife movement at the port and along the road alignment.

The Impact Statement deeply considers caribou, but it is also a very broad and extensively researched document. It includes the results of two years of recent baseline studies, building on over 20 years of baseline work completed by previous proponents. The baseline studies covered vegetation, birds, caribou, terrestrial wildlife, noise, atmospheric conditions, archaeology, freshwater fish and fish habitat, water quality, marine ecology, marine mammals and the human environment.



Meteorology Station communication tower, Grays Bay Port

The Impact Statement contains 11 volumes totaling over 5,000 pages of analysis of Valued Components. These volumes cover Air Quality, Noise and vibration, Climate, Terrain, Soils, Permafrost, Vegetation, Birds, Terrestrial Wildlife (Muskox, Moose, Grizzly Bear, Wolverine), Caribou, Surface Water, Freshwater Fish and Fish Habitat, Marine Water and Sediment, Marine Fish and Fish Habitat, Marine Mammals, Traditional Land, Marine and Resource Use, Food Security and Food Sovereignty, Community Health and Well-being, Employment and Economy, Infrastructure and Services, Non-traditional Land, Marine and Resource Use, and Heritage Resources.

The Impact Statement outlines proposed mitigation, management, and enhancement measures, as well as associated monitoring programs. It also commits WKR to ongoing engagement that will support and inform adaptive management strategies.

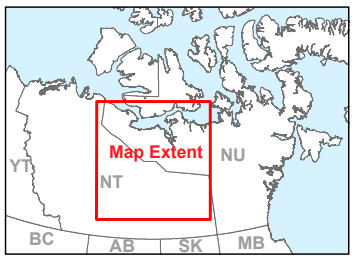
With the implementation of mitigation, management, and enhancement measures, residual project and cumulative effects are predicted to be not significant. This means that the Impact Statement demonstrates that the project will not have significant negative effects that cannot be avoided with the measures proposed.

Mainland Caribou

American wigeon nest identified in wetland habitat

Marine ecology survey

If the NIRB approves the Project following a public review process, a Project Certificate will be issued which will outline the terms and conditions which must be followed throughout the life of the Project. WKR will then seek to obtain additional authorizations and approvals required to proceed to construction and operations.



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Grays Bay Road and Port Project

- Grays Bay Road
- Arctic Economic & Security Corridor (route TBD)
- Tibbitt to Contwoyto Winter Road
- Existing Road (Yellowknife to Edmonton)
- Advanced Mineral Exploration Site
- Closed Mine Site
- Operating Mine Site
- Territorial Boundary
- Watercourse

Inuit Owned Lands

- Article 41
- Municipal
- Subsurface
- Surface Only
- Settlement Area Boundary