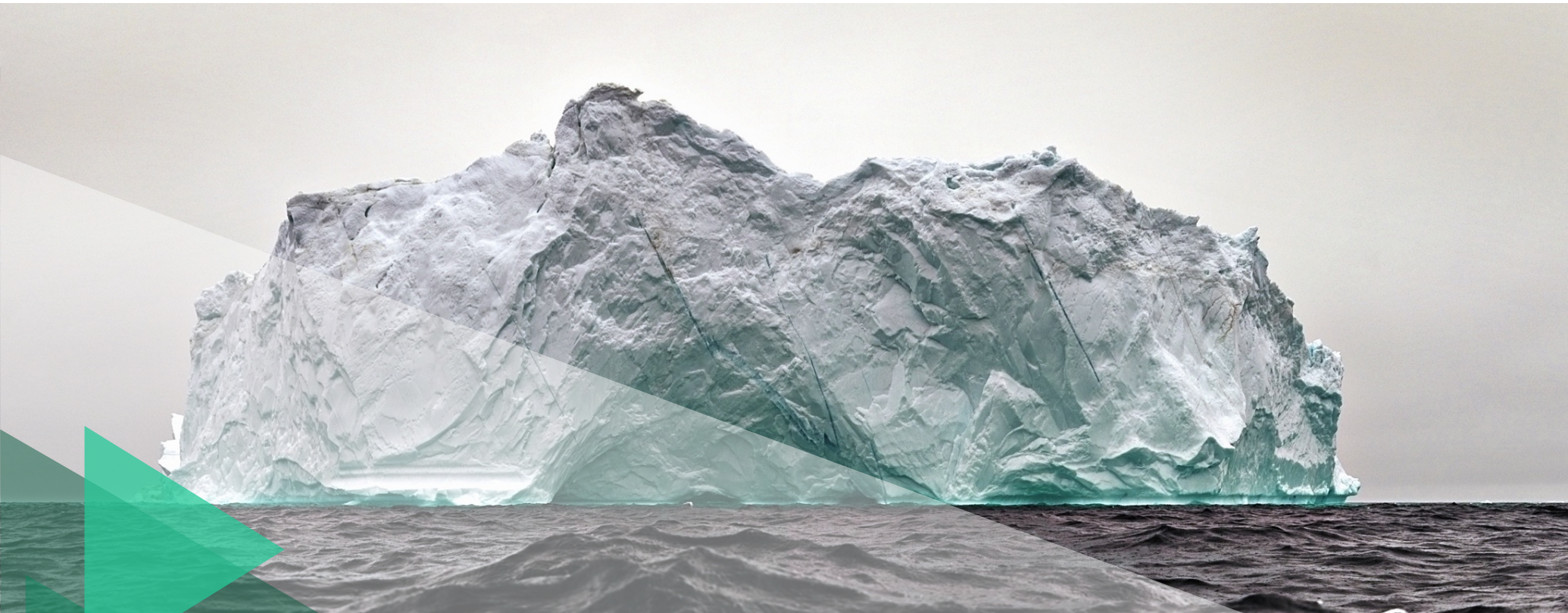


# Grays Bay Road and Port Project

West Kitikmeot Resources Corp

Nunavut Mining Symposium  
Iqaluit, Nunavut • April 2024





## About West Kitikmeot Resources



Nunavut Mining Symposium – April 2024



## WKR Directors, Management, and Advisors



**David Omilgoitok**  
Director & Co-Chair



**Hon. Dennis Patterson**  
Special Advisor to the Board



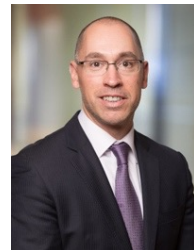
**Luyeye Muyembe**  
Finance Manager



**Jim Stevens**  
Senior Advisor



**Rick Doman**  
Director & Co-Chair



**Brendan Bell**  
Chief Executive Officer



**Steve Ash**  
Engineering Manager



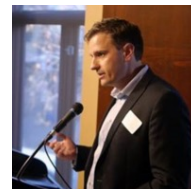
**Matthew Pickard**  
Senior Advisor



**Leona Aglukkaq**  
Director



**Elliot Holland**  
Chief Operating Officer



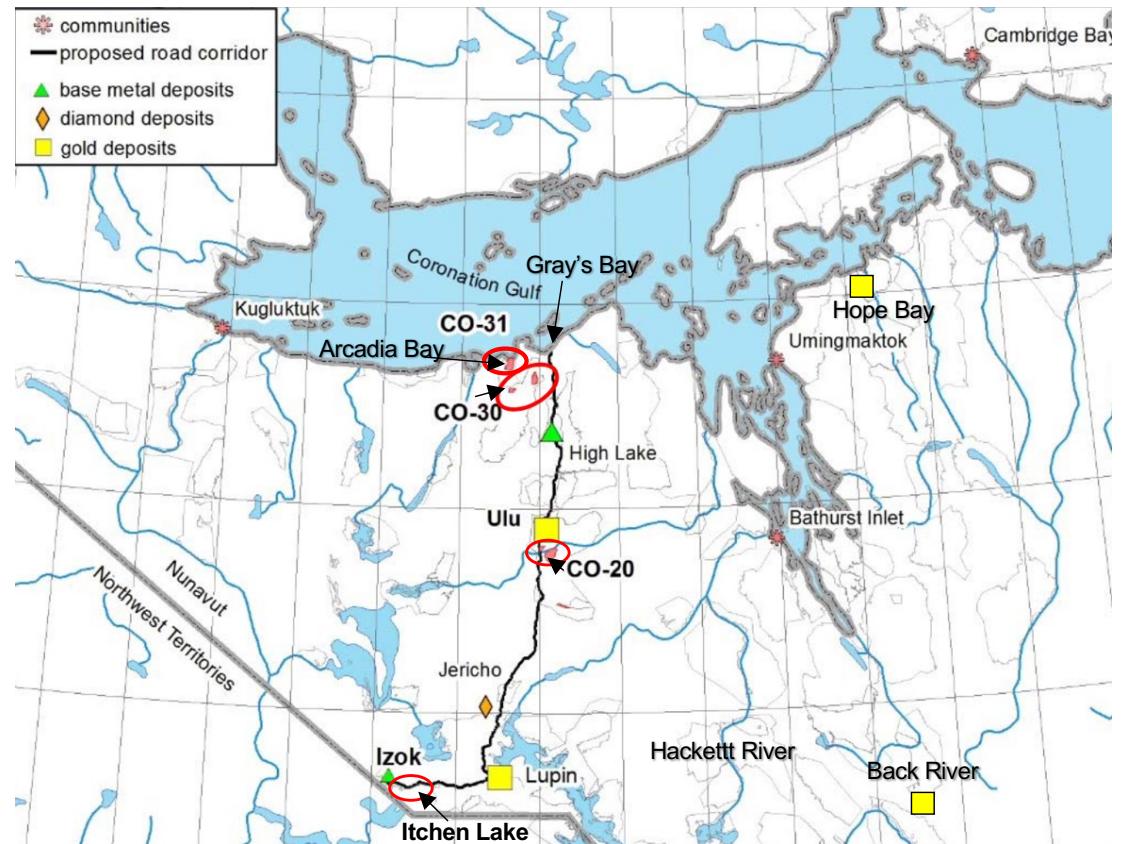
**Gavin Law**  
Environment Manager



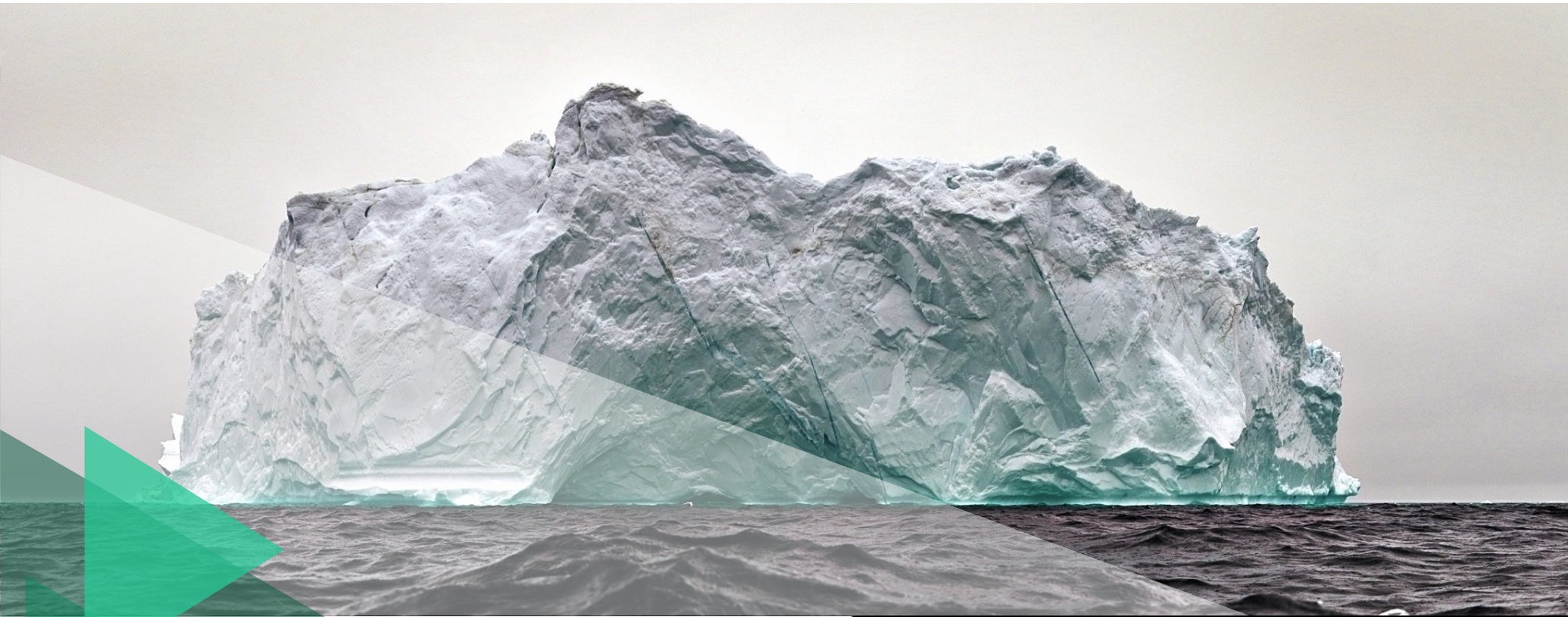
**Brendon Abrams**  
Director

## WKR Was Founded as a Mineral Developer along the GBRP Corridor

- WKG holds extensive mineral exploration rights between the Coronation Gulf and the NWT border:
  - Arcadia Bay (CO-31)
  - Wolf/Mistake Lake (CO-30)
  - Chuk / Fire Shear (CO-20)
  - Itchen Lake (CO-5)
- The holdings are primarily located on Inuit owned lands, along the Grays Bay Road and Port (GBRP) corridor.
- Arcadia Bay would particularly benefit from GBRP, given it is ~20km west of the port site, and has a historic<sup>1</sup> (non 43-101 compliant) resource reported to contain 190 koz Au. Sharing port infrastructure could enable Arcadia Bay to become a satellite deposit as part of a regional processing strategy.



<sup>1</sup> Watts Griffis McOuat (1986) Report on the Coronation Gulf, NWT Property of Canuc Resources Inc.: Internal company report.



## Grays Bay Road and Port Background



Nunavut Mining Symposium – April 2024

## Project overview

As of November 2023, West Kitikmeot Resources Corp (WKR) is the proponent and developer of the Grays Bay Road and Port (GBRP) Project.

GBRP is a multi-user, multi-purpose asset that will further assert Inuit and Canadian sovereignty over the Northwest Passage. It is a vital infrastructure corridor between southern Canada and the Kitikmeot. The Project will unlock the critical minerals wealth of the Kitikmeot and will drive new opportunities for beneficiaries.

Phase I of the Project includes:

1. A greenfield deep-water port at Grays Bay
2. Supporting infrastructure at the Port of Grays Bay
3. A 230-kilometre all-season road from Grays Bay to Jericho

Phase II of the Project will include an all-season road connection to the Slave Geological Province Corridor, planned by the Government of the Northwest Territories. This will establish the first all-season road from Nunavut to southern Canada.





# Project beneficiaries & users

## Kitikmeot beneficiaries



**Kitikmeot Inuit**  
WKR's largest shareholder is a wholly-owned subsidiary KIA. Direct economic returns will accrue to KIA.

The project will create employment opportunities at the port, roads, and at new mines.

It will also provide new community travel and transportation infrastructure, such as a small craft harbour.

## Government users



**Canadian Coast Guard (CCG)**  
The CCG has expressed interest in using Grays Bay to support next-generation Arctic operations.



**Royal Canadian Navy (RCN)**  
The [\*Arctic & Northern Strategy Framework\*](#) aims for a "well-defended, secure, and safe Canadian Arctic, a precondition for healthy communities, strong economies and a sustainable environment in the North".



**Other allied navies**  
The United States released its [\*National Strategy for the Arctic Region\*](#) in 2022, which states its vision to "project influence and security across the region".

## Commercial users

GLENCORE



**Mining and critical minerals**  
World class deposits of critical minerals - primarily copper and zinc - have been identified in the corridor. Several international and Canadian miners are developing or exploring projects along the route.



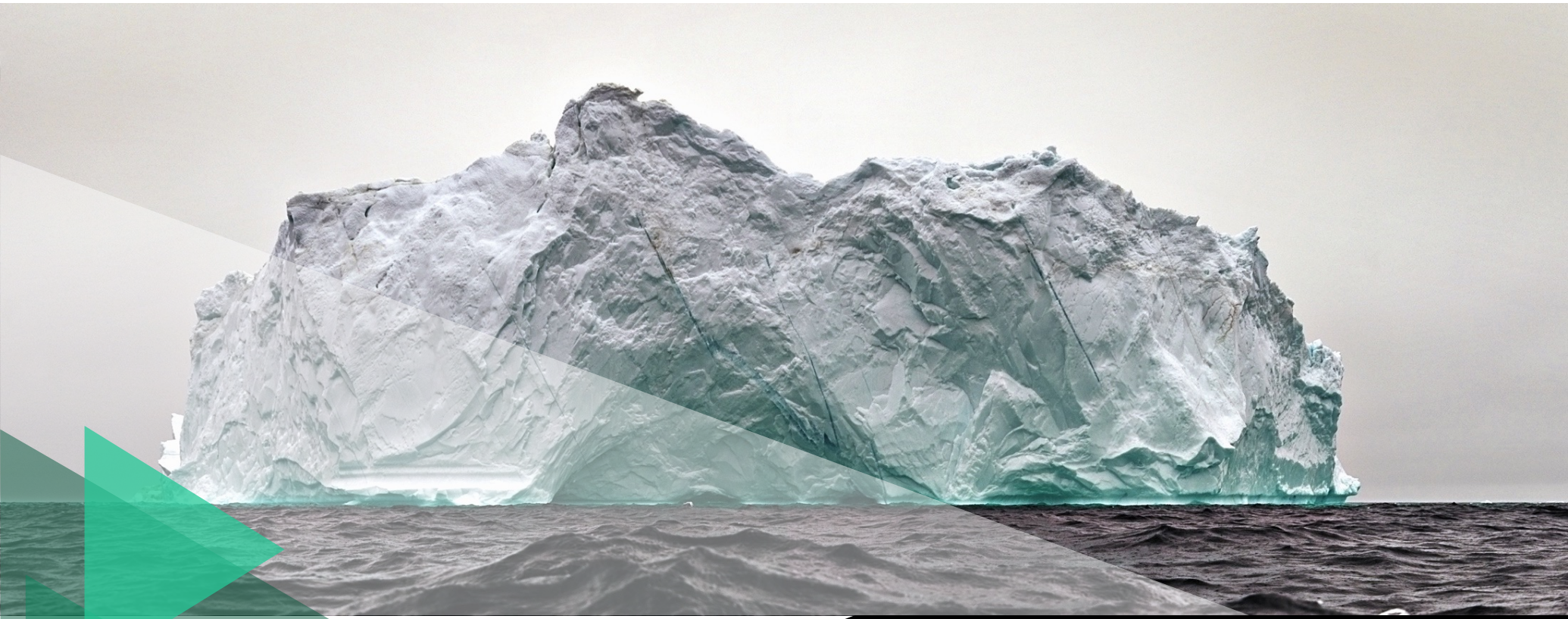
**Other industry**  
Other industry will benefit from the construction of a deep-water port and all-season road, including the transportation and tourism sectors.





## Project development timeline

Activity	Target Date
• WKR Becomes Project Proponent	2023
• Re-start Environmental Assessment	2024
• Draft Environmental Impact Statement	2025
• Final Environmental Impact Statement	2026
• Project Certificate	2027
• Licencing, Financing, Procurement, Early Works	2028-2029
• Major Construction	2030-2034
• Phase I Fully Operational	2035



## Development Vision



Nunavut Mining Symposium – April 2024

## Development Vision

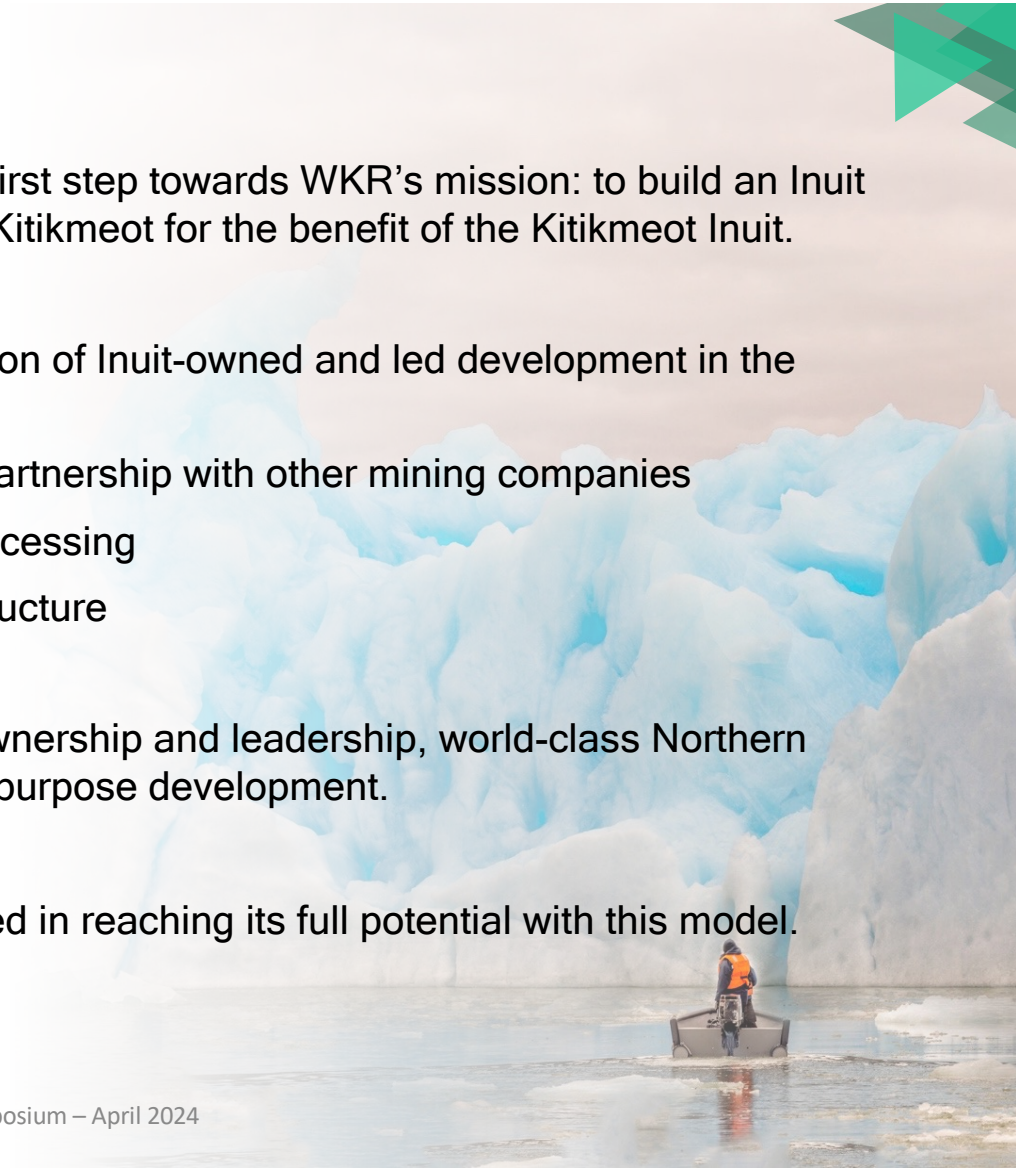
Grays Bay Road and Port development is a perfect first step towards WKR's mission: to build an Inuit owned and led resources company, developing the Kitikmeot for the benefit of the Kitikmeot Inuit.

To fully realize this mission, WKR has a broader vision of Inuit-owned and led development in the Kitikmeot, including:

- Direct investment in larger mineral deposits, in partnership with other mining companies
- Development of smaller deposits for regional processing
- Development of other multi-user regional infrastructure

All of these opportunities build on a model of Inuit ownership and leadership, world-class Northern project experience, and a focus on multi-user, multi-purpose development.

WKR believes that the Kitikmeot can and will succeed in reaching its full potential with this model.



Thanks and Q&A

