

NUNAVUT-MANITOBA ALL-WEATHER ROAD INITIATIVE

Presentation on Behalf of

Kivalliq Inuit Association

**Nunavut Department of Economic Development and
Transportation**

Manitoba Infrastructure & Transportation

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Manitoba



Presentation Overview

- Background
- Nunavut-Manitoba All-Weather Road Route Selection Study (2007)
- Nunavut-Manitoba All-Weather Road Business Case Study (2010)
- Strategic Overview
- Current Status
- Next Steps

Project Background

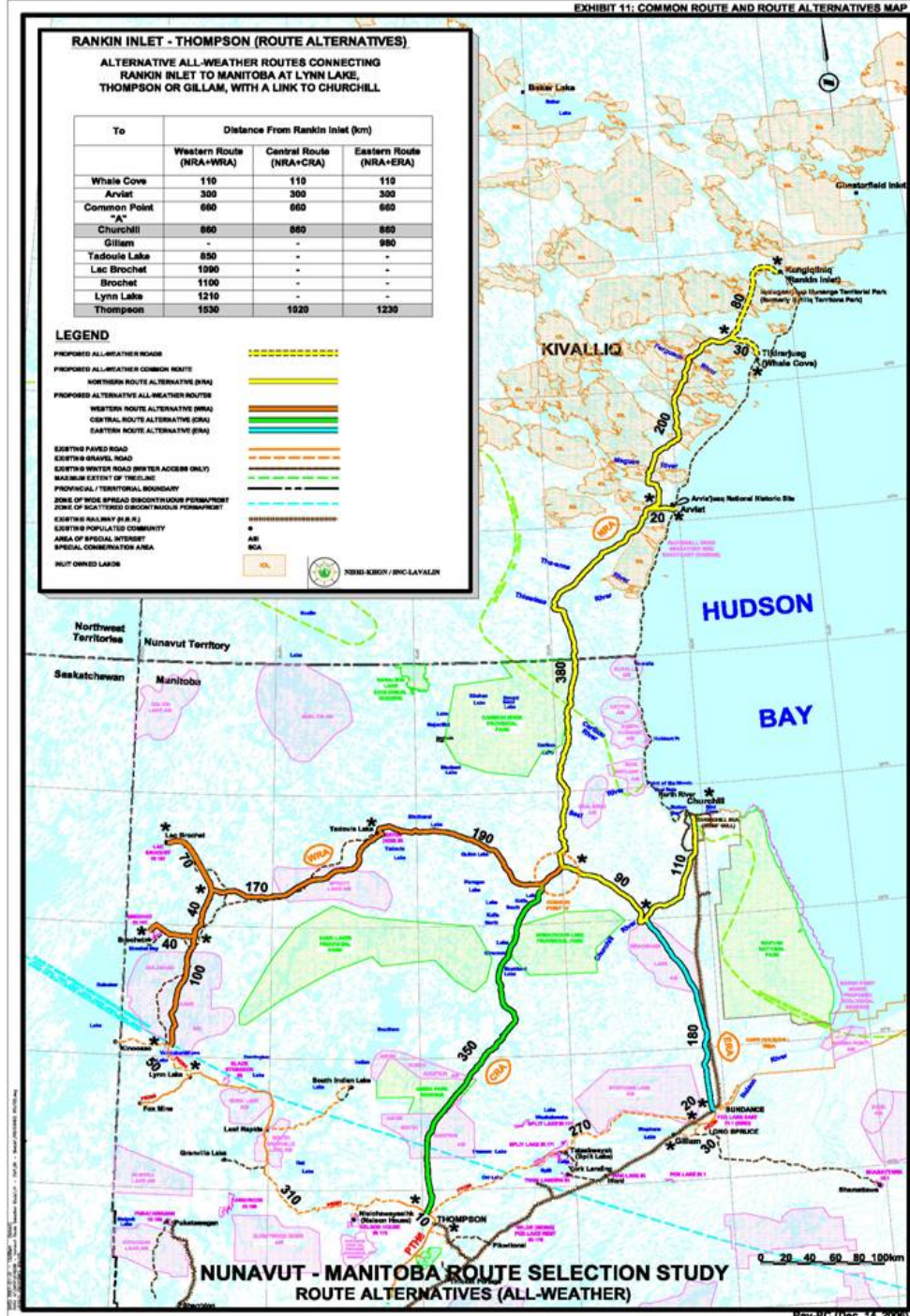
- Memorandum of Understanding on Transportation (December, 2001):
 - Nunavut and Manitoba agree to investigate preferred alignment for all-weather road connecting Rankin Inlet to all-weather road network in Manitoba
- Memorandum of Understanding (November, 2010):
 - Transportation: Nunavut and Manitoba agree to continue exploring the potential for an all-weather road between Manitoba and Nunavut, including conducting initial stakeholder consultations on a cost-benefit study .
 - Trade: The Participants agree to work together to promote the development of an Arctic Gateway through our regions to strengthen vital shipping and transportation links between the Arctic, North America and international destinations.

NU-MB All-Weather Road Route Selection Study

- The goals for this study were as follows:
 - Investigate alternative alignments for an all-weather link between Rankin Inlet and existing network in MB.
 - Examine the social and economic benefits for each alternative.
 - Identify the potential impacts for each alternative.
 - Determine estimated costs for construction and maintenance.
 - Establish a preferred route for an all-weather link.

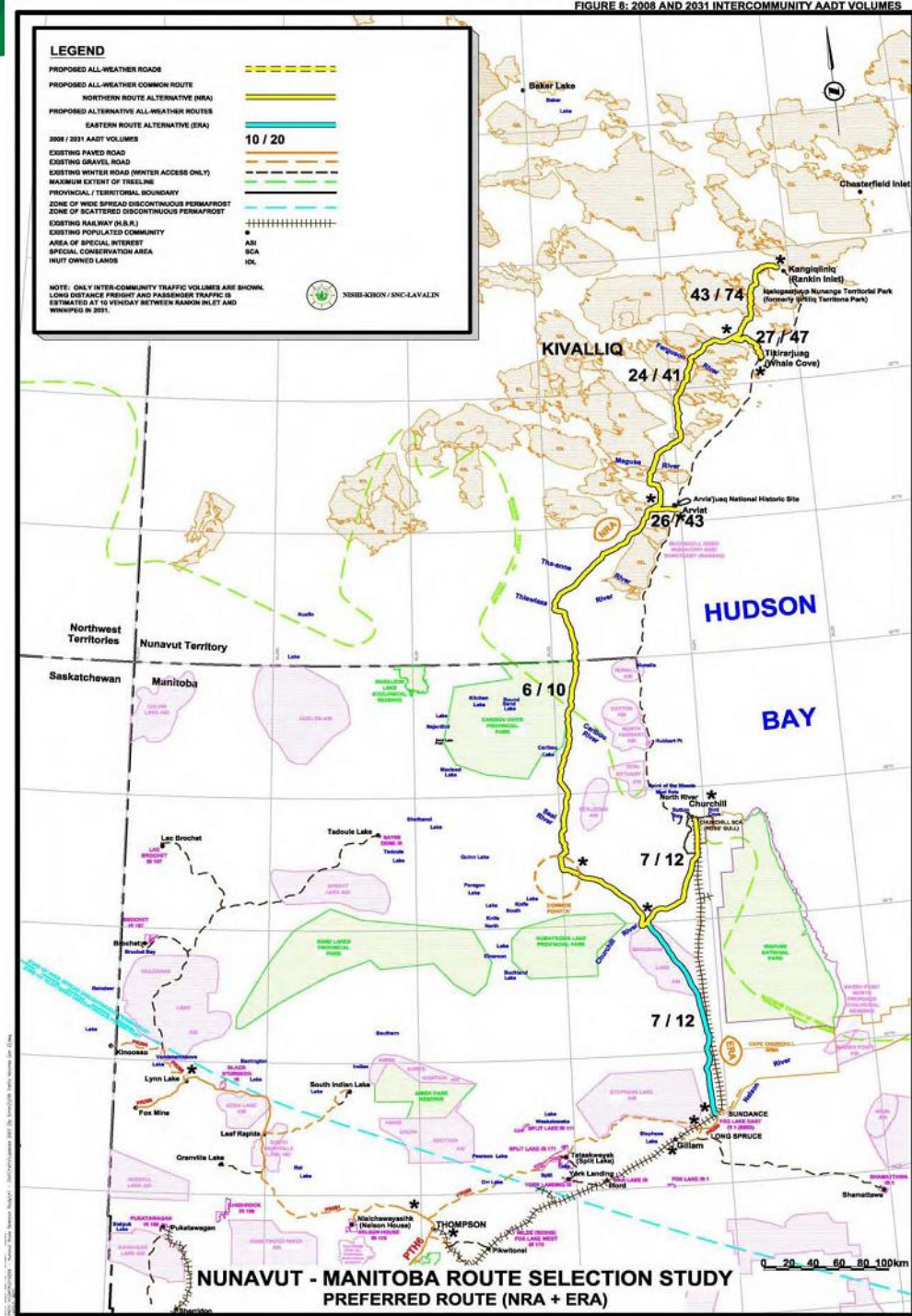
Development of Alternative Routes

- Three alternative routes were investigated:
 - Western Alternative
 - Central Alternative
 - Eastern Alternative



Preferred Route

- Most cost-effective
- Strong support from affected communities
- Least environmental impact
- Least total life-cycle cost (\$1.2 billion in 2007)
- Total route length is approximately 1 200 km



Feedback on Preferred Route

Community Engagement

- Strong support from NU communities for AWR
- Essential for improving public services
- Significant economic benefits to Port of Churchill

Environmental

- Concern regarding impact to Bradshaw Lake ASI,
- Need for further flora, fauna archaeological and cultural surveys

Utilities

- Potential for joint use corridor with utilities

Mining Activities and Interests

- Strong interest from the mining community in an AWR

NU-MB All-Weather Road Business Case Study

- Support for and promotion of Canadian sovereignty in the North
- Contribution to the national and regional economy
- Reduced cost of public services in the north
- A higher level of social and economic equity for people living in the region
- Promotes the development of an Arctic Gateway (via Iqaluit, Rankin Inlet and the Port of Churchill)
- Significant savings for freight and passenger traffic
- Support for opportunities for large-scale resource development
- Potential growth of re-supply centres for the North
- Economic impact of undertaking all-weather road construction

Cost-Benefit

- Benefit /Cost Ratio between 0.65 to 1.20
- A further assessment by Manitoba Infrastructure and Transportation suggests the B/C ratio could be as high as 1.65, depending in part on amortizing the road, and the scenario for development.

Strategic Overview

- The Nunavut-Manitoba all-weather road initiative must be recognized and promoted as an exercise in “nation building”
- Council of Transportation Ministers has recognized that once completed NU-MB Road will form part of the National Highway System
- The federal government is a major beneficiary and must play a significant role in development
- Other beneficiaries include:
 - the Governments of Nunavut and Manitoba,
 - the Kivalliq and Churchill Regions,
 - private resource developers

Current Status

- The Nunavut-Manitoba Route Selection Study and Business Case Study have just been publicly released.
- No new work is underway, however, Manitoba and Nunavut are exploring options for advancing this initiative.
- The Governments of Nunavut and Manitoba are committed to working with the Kivalliq Inuit Association and Government of Canada on this important initiative.

Implementation

- A reasonable implementation framework would suggest a 20-year development strategy
 - 5-years preliminary planning and engineering
 - 15-years to construct
- Recent developments:
 - Discussion regarding sequencing and feasibility of Winter Road as interim measure.
 - Potential for persuading P3 development

Possible Next Steps

- Re-establish the vision and strategy for developing and marketing the proposed AWR
- Engage federal government to secure commitment to funding future phases
- Project financing – financial modeling
- Preliminary engineering:
 - Environmental scoping study
 - High resolution aerial photography

Thank You

