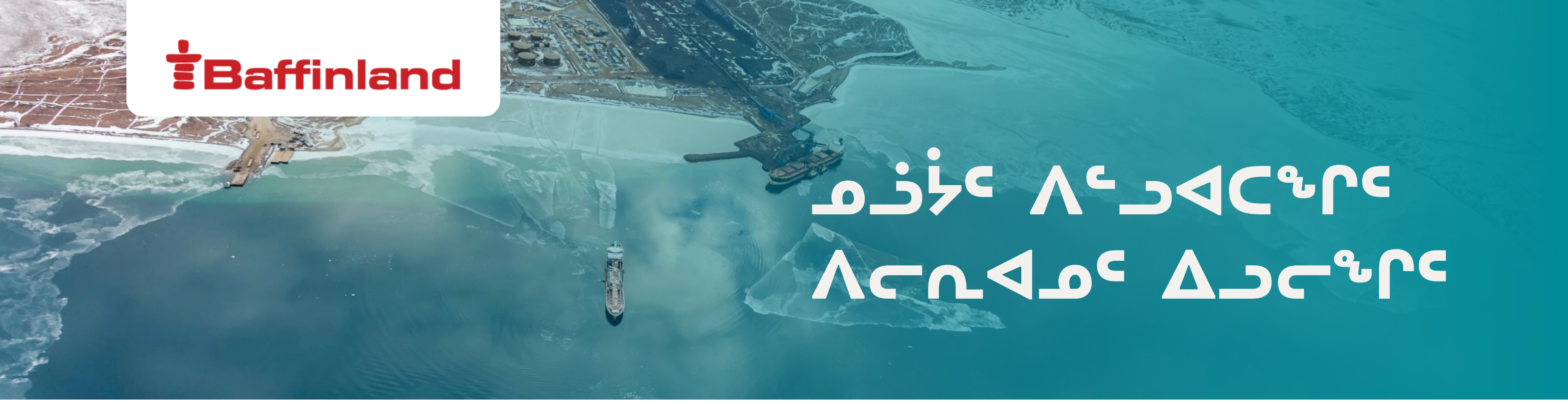


ᓄᓘᔾᔭᑦ ᐱᑦᓗᐊᑕᕐᒥᑦ ᐱᓕᕆᐊᓄᑦ ᐃᓗᓕᕐᒥᑦ

ᐃᑲᔫᑎᖕᓗᐊᑕᑦ ᓄᓘᔾᔭᑦ ᐱᓕᕆᐊᒧᑦ

ᐱᓕᕆᐊᒧᑦ ᓇᓗᓇᐃᖅᑕᐅᖕᓗᐊᑕᖅᓯᒪᔪᑦ

2024

ᓄᓘᔾᔭᖕᓂ ᐱᓕᕆᐊᖅ ᐊᐅᓚ
ᓂᖓ ᑕᐃᒪᙵᓂ 2014

$3.5B

$ 3.5 ᐱᓕᐊᓐ ᑮᓇᐅᓗᔭᐅᕈᑕᐅᔪᑦ
ᐱᓕᕆᐊᒧᑦ ᐅᑦᑐᒥᒧᑦ

$19.3B

$19.3 ᐱᓕᐊᓐ ᒥᒃᓴᐅᓴᒃᑕᐅᓯᒪᔪᖅ ᐊᖏᒡ
ᓯᒋᐊᕈᑎᓂᒃ ᑮᓇᐅᔭᓕᐅᕈᑎᒧᑦ ᓇᕗᒻᒥ

$30.7B

$ 30.7 ᐱᓕᐊᓐ ᒥᒃᓴᐅᓴᒃᑕᐅᓯᒪᔪᖅ ᖏᒡ
ᓯᒋᐊᕈᑎᓂᒃ ᑮᓇᐅᔭᓕᐅᕈᑎᒧᑦ ᓄᓇᕐᔪᐊᒥᒃ

ᐃᑲᔫᑏᑦ, ᓂᖏᖅᑕᕐᓃᑦ, ᐊᒻᒪᓗ ᑖᒃᓯᓕᕆᓃᑦ

$164M

$164 ᒥᓕᐊᓐ ᐊᑭᓕᐅᑕᐅᓯᒪᔪᖅ ᕿᑭᖅᑕᓂ ᐃᓄᐃᑦ ᑲᑐᔾᔨᖃᑎᒌᒃᑯᓐᓄᑦ ᓂᖏᖅᑕᕈᑎᓄᑦ ᐊᓯᖏᓐᓂᑦᓗ ᑮᓇᐅᔭᓄᑦ ᐊᑭᓕᐅᑎᓄᑦ (ᐃᓚᓕᐅᑎᖕᓗᓂ ᐊᑐᖅᑐᐊᕐᓃᑦ ᓇᖕᒥᓂᖅᑲᖅᑐᓂᒃ ᕿᑭᖅᑕᓂ ᐃᓄᐃᑦ ᑲᑐᔾᔨᖃᑎᒌᒃᑯᓐᓂ ᐊᒻᒪ ᐹᕙᓐᓛᓐᑯᓐᓂ, ᐱᓕᒻᒪᒃᓴᐃᕝᕕᖕᒧᑦ ᒥᑦᑎᒪᑕᓕᖕᒧᑦ, ᕿᑭᖅᑕᓂ ᐃᓄᐃᑦ ᑲᑐᔾᔨᖃᑎᒌᒃᑯᑦ ᐊᑐᓕᕐᑯᓯᒪᔭᖏᓐᓂᒃ ᐊᑭᖏᓐᓂᒃ, ᐊᓯᖏᓐᓂᑦᓗ ᓄᓘᔾᔭᖕᓂ ᐃᓄᐃᑦ ᐊᒃᑐᐊᔪᑦ ᐊᑭᓕᐅᑎᓄᑦᐊᒃᑐᖅᑕᐅᓂᐊᕐᓂᖏᓐᓄᑦ ᐊᒻᒪᓗ ᐱᕚᓪᓕᕈᑎᒃᓴᖏᓐᓄᑦ ᐊᖏᕈᑎ)

$16.7M

ᑖᒃᓰᔭᐃᔾᔪᑎᓄᑦ ᐊᑭᓕᐅᑏᑦ (ᑮᓇᐅᔭᓕᐅᕈᑎᓄᑦ ᑖᒃᓰ ᐊᒻᒪ ᐅᖅᓱᒧᑦ ᐋᒃᓰᔭᐃᔾᔪᑏᑦ) ᐹᕙᓐᓛᓐᑯᓐᓂ ᐋᕿᒃᑕᐅᔪᑦ ᓄᓇᕗᒻᒥ ᒐᕙᒪᒃᑯᓐᓄᑦ 2023-ᒥ $16.7 ᒥᓕᐊᓐ–ᓗᐊᑕᖅ

$33.3M

ᑮᓇᐅᔭᓕᐅᕈᑎᓄᑦ ᑖᒃᓰᔭᐃᔾᔪᑎᓄᑦ ᐊᑭᓕᐅᑏᑦ ᐹᕙᓐᓛᓐᑯᓐᓂ ᒐᕙᒪᑐᖅᑲᒃᑯᓐᓄ, ᓄᓇᕗᒻᒧᑦ ᐱᔪᓐᓇᐅᑎᓕᖕᓄᑦ 2023-ᒥ $33.3 ᒥᓕᐊᓐᓗᐊᑕ

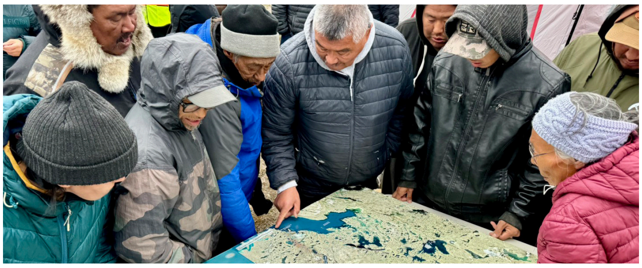
$5B

ᐅᖓᑖᓂ $5 ᐱᓕᐊᓐ ᐊᑭᓕᐅᑏᑦ ᓂᕈᐅᒋᔭᐅᔪᑦ ᓄᓇᕗᑦ ᑐᙳᕕᒃᑯᓐᓄᑦ, ᕿᑭᖅᑕᓂ ᐃᓄᐃᑦ ᑲᑐᔾᔨᖃᑎᒌᒃᑯᓐᓄᑦ, ᒐᕙᒪᒃᑯᓐᓄᑦ ᑲᓇᑕᒥᒃ ᐊᒻᒪ ᓄᓇᕗᒻᓂ ᐃᓅᓯᓕᒫᖅᒧᑦ ᐊᐅᓚᓂᖅᑲᖅᑎᑦᑐᒧᑦ ᐱᓕᕆᐊᖅ

$1B

ᐅᖓᑖᓂ $1 ᐱᓕᐊᓐ ᐃᓄᖕᓄᐊᖅᑕᕐᓗᐊᑕᖅᑐᑦ ᐃᖅᑲᓇᐃᔮᖅᑎᑦᑎᓂᒃᑯᑦ

ᐃᓚᐅᑎᑦᑎᓂᕐᒧᑦ ᓇᐃᓈᖅᓯᒪᔪᖅ ᑕᐃᒪᙵᓂ 2014-ᒥ



250-ᓗᐊᑕ ᑲᑎᒪᑎᑦᑎᓃᑦ Hᐋᒪᓚᒃᑯᓐᓂ ᐊᖑᓇᓱᒃᑐᓕᕆᔾᑯᓐᓂᓪᓗ

100–ᓗᐊᑕ ᑭᒃᑯᑐᐃᓐᓇᕐᓄᑦ ᑲᑎᒪᑎᑦᑎᓃᑦ, ᓄᓇᓕᖕᓂ ᐅᕝᕙᓘᓐᓃ ᓈᓚᐅᑎᒃᑰᖅᑎᑦᑎᓃᑦ

ᐅᖓᑖᓂ **75 ᐱᓕᕆᖅᑲᑎᒌᒃᑯᓐᓂ ᑲᑎᒪᑎᑦᑎᓃᑦ** (ᑕᕆᐅᒃ, ᓄᓇᐅᒃ, ᐊᒻᒪᓗ ᐃᓅᓯᕐᒧᑦ ᒪᑭᒪᓇᓱᐊᕐᑎᓄᑦ)

20 ᐅᖓᑖᓂ **ᐅᔭᕋᖕᓂᐊᕐᕕᖕᒧᑦ ᐳᓚᕋᕐᓃᑦ**

ᒪᒃᑯᒃᑐᓄᑦ ᑲᑎᒪᔩᑦ ᐊᒻᒪ ᓄᓇᓕᖕᓂ ᑲᑐᔾᔨᖃᑎᒌᒃᑯᓐᓂ ᑲᑎᒪᓃᑦ ᓲᕐᓗ ᒥᖅᓱᖅᑲᑎᒌᑦ, ᓂᕐᑭᖅᑲᖅᑎᑦᑎᔩᑦ, ᐃᓕᓐᓂᐊᕐᕖᑦ ᐊᒻᒪᓗ ᐱᖕᒋᖕᓇᖅᑐᓕᕆᔾᑯᑦ

ᐃᓚᐅᑎᑦᑎᓃᑦ ᐃᓅᖅᑲᑎᒌᖕᓂᒃᑯᑦ ᓄᓇᓕᖕᓂᕐᒥᐅᓄᑦ ᓄᓘᔾᔭᖕᓂ ᐱᓕᕆᐊᒥᒃ ᐅᕙᕋᖕᓂᐊᕐᕕᖕᒥᑦ

ᐃᓚᐅᑎᑦᑎᓃᑦ ᐹᕙᓐᓛᓐᑯᑦ ᓄᓇᓕᖕᓂ ᐃᖅᑲᓇᐃᔭᖅᑏᑦ ᐊᒻᒪ ᓄᓇᓕᖕᓂᕐᒥᐅᓄᑦ.

ᐃᓚᐅᑎᑦᑎᓃᑦ ᐃᓄᐃᑦ ᐊᑐᓕᕐᑯᓯᒪᔭᖏᓐᓂᒃ ᐃᓄᐃᑦ ᐊᒃᑐᖅᑕᐅᓂᐊᕐᓂᖏᓐᓄᑦ ᐊᒻᒪᓗ ᐱᕚᓪᓕᕈᑎᒃᓴᖏᓐᓄᑦ ᐊᖏᕈᑎᒃᑯᑦ, ᐃᓚᐅᑎᓪᓗᓂ ᐃᓚᐅᑎᑦᑎᓃᑦ ᐃᓄᖕᓂᑦ ᑳᓐᑐᕌᒃᑏᑦ, ᐃᖅᑲᓇᐃᔮᕐᓄᑦ ᑕᑯᒃᓴᐅᑎᑦᑎᓃᑦ ᐊᒻᒪᓗ ᐱᓕᒻᒪᒃᓴᐅᑎᓄᑦ ᐃᖅᑲᓇᐃᔭᓕᑐᐃᓐᓇᓇᕆᐊᓕᖕᓄᑦ ᐃᓄᖕᓄᑦ.

ᐃᓚᐅᑎᑦᑎᓃᑦ ᒐᕙᒪᒃᑯᓐᓂ (ᒐᕙᒪᑐᖅᑲᒃᑯᓐᓂ/ᓄᓇᕗᒻᒥ)

ᐃᓚᐅᑎᑦᑎᓃᑦ ᑭᒃᑯᑐᐃᓐᓇᕐᓄᑦ ᕿᒥᕈᔭᐅᔭᓐᓇᖅᑐᓂᒃ ᐱᕙᓐᓕᐊᑎᓪᓗᒋᑦ

ᐃᓚᐅᑎᑦᑎᓃᑦ ᑎᑎᖅᑲᑯᑎᒧᑦ ᑕᐅᖅᓲᖅᑲᑦᑕᐃᑎᓃᑦ ᐱᓕᕆᖅᑲᑎᒌᖕᓗᐊᑕᖅᓄᑦ ᓲᕐᓗ Hᐋᒪᓚᒃᑯᑦ ᐊᒻᒪ ᐊᖑᓇᓱᒃᑐᓕᕆᔾᑯᑦ ᐃᖕᒋᖅᓈᖅᑕᐅᒃᑯᑦ ᐊᒻᒪᓗ ᓄᓇᕗᒻᒥ ᐊᕙᑎᓕᕆᔾᑯᑦ ᑲᑎᒪᔨᖏᓐᓄᑦ ᕿᒥᕐᕈᓂᖅ ᐃᓱᒪᒋᔭᐅᔪᓐᓃ ᐱᓕᕆᔭᐅᕙᓪᓕᐊᑎᓪᓗᒋᑦ

ᐃᓚᐅᑎᑦᑎᓃᑦ ᐃᖕᐱᖅᓇᐅᖅᑕᐅᒃᑯᑦ ᐹᕙᓐᓛᓐᑯᑦ ᐃᖅᑲᓇᐃᔭᖅᑎᖏᓐᓄᑦ ᐊᒻᒪᓗ ᑐᓴᕐᒥᒍᓯᒃᑐᓂᒃ ᐱᓕᕆᖅᑎᖕᓄᑦ ᓄᓇᕗᒻᒥᑦᑐᓂ

Mary River Project Key Facts

Key Benefits of the Mary River Project

Project Highlights

2024

Mary River Project operating since 2014

$3.5B

billion dollars invested into the Project to date

$19.3B

billion Estimated Increase to the total GDP of Nunavut

$30.7B

billion to national GDP over the life of the Mary River Project

Benefits, Royalty, and Taxation

$164M

$164 million has been paid to Qikiqtani Inuit Association (QIA) in royalties and other financial payments (including rent under the commercial lease between QIA and Baffinland, contribution to a training centre in Pond Inlet, QIA implementation costs, and other Mary River IIBA related payments)

$16.7M

Tax payments (income tax and fuel tax) made by Baffinland to the Government of Nunavut in 2023 was approximately $16.7 million. (i.e. fuel tax)

$33.3M

Income tax payments made by Baffinland to federal, provincial and territorial authorities in 2023 was approximately $33.3 million

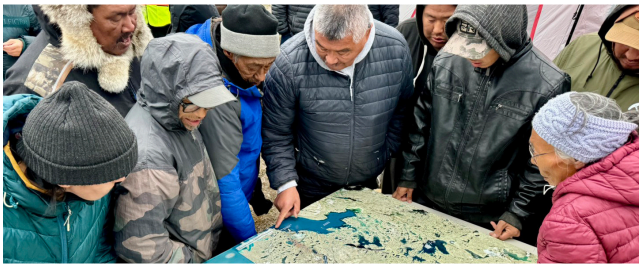
$5B

Over $5 billion in payments expected to Nunavut Tunngavik Inc. (NTI), QIA, Government of Canada and Government of Nunavut over the life of the Project

$1B

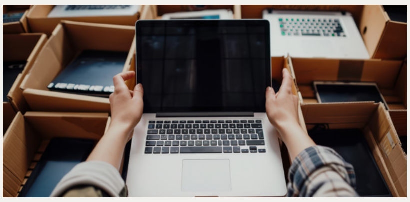
Over $1 billion could flow directly to Inuit through employment opportunities

Engagement Summary since 2014



- Approximately **250 formal meetings** have been held with Hamlet Councils and HTOs
- Approximately **100 Public Meetings**, Towns Halls or Public Radio Shows
- More than **75 Working Group Meetings** (Marine, Terrestrial, and Socio-Economic)
- More than **20 formal site visits**
- Youth forums and community organization meetings such as sewing groups, foodbanks, schools and Search and Rescue committees
- Informal engagements through many interactions with local community members at the Mary River Project site
- Informal engagements between Baffinland community-based staff and community members.
- Informal engagements with Inuit related to ongoing implementation of the IIBA, including engagements with Inuit contractors, job fairs and workshops and training of potential Inuit employees
- Informal engagements with Governments (Federal/ Territorial)
- Informal engagements through public review processes
- Engagement through the volume of written materials exchanged with key parties such as the Hamlets and the HTOs via email and via the NIRB review and reconsideration process
- Engagement through emails between Baffinland staff and interested parties based in Nunavut

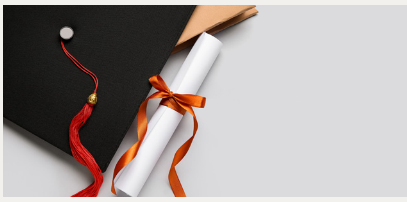
ᐱᓕᕆᐊᒍᑦᐃᓕᓐᓂᐊᕐᓂᕐᒧᑦ ᐱᓕᒻᒪᒃᓴᓂᕐᒧᓪᓗ ᐱᓕᕆᐊᖑᕙᓪᓕᐊᔪᒪᔪᑦ



386

ᖃᕆᓴᐅᔭᓂᒃ ᑐᓂᓯᓛᑦ

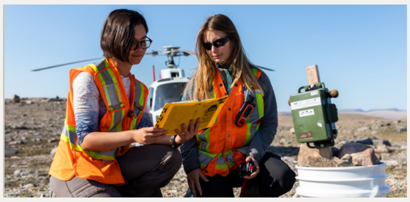
ᖃᕆᓴᐅᔭᑖᖅᑎᑦᑎᓃᑦ ᕿᑭᖅᑖᓘᑉ
ᐅᐊᓐᓇᖓᓂᑦ ᓄᓇᓕᖕᓂᑦ



$180,000

ᐊᕐᕌᒍᑕᒫᑦ ᐃᓕᓐᓂᐊᖅᑎᓄᑦ ᑮᓇᐅᔮᖅᑎᑦᑎᔾᔪᑏᑦ

36 ᐱᑎᑕᐅᔪᑦ



216,651 hr.

ᐃᑲᕐᕋᑦ ᐱᓕᒻᒪᒃᓴᖅᑎᑕᐅᔪᑦ ᐃᓄᐃᑦ ᐃᖅᑲᓇᐃᔭᖅᑏᑦ
ᐃᑲᕐᕋᑦ ᐱᓕᒻᒪᒃᓴᖅᑎᑕᐅᔪᑦ ᐃᓄᐃᑦ ᐃᖅᑲᓇᐃᔭᖅᑏᑦ

ᑳᓐᑐᕌᒃᓂᖅ ᓇᖏᓂᖃᖅᑐᓄᓪᓗ ᐱᕙᒃᓴᑦ

ᑲᑎᓪᓗᒃᑖᓗᒋᑦ ᐱᓪᓗ
ᐊᑕᐃᑦ ᑳᓐᑐᕌᒃᑎᓄᑦ
ᐃᓕᓴᕆᔭᐅᓯᒪᔪᖅ
2023-ᒥ

$471.3

ᐅᖓᑖᓂ $4.32 ᐱᓕᐊᓐ ᑕᐃᒪᖓᓂ
ᐱᓕᕆᐊ ᐊᐅᓚᓂᖃᓕᖅᑎᓪᓗᒍ 2014-ᒥ

ᑲᑎᓪᓗᒃᑖᓗᒋᑦ
ᐱᓪᓗᐊᑕᐃᑦ ᑳᓐᑐ
ᕌᒃᑎᑦᑎᓃᑦ ᐃᓄᐃᑦ
ᓇᖏᓂᖃᖅᑎᓄᑦ
2023-ᒥ

$171.3

ᐅᖓᑖᓂ $1.79 ᐱᓕᐊᓐ ᑕᐃᒪᖓᓂ
ᐱᓕᕆᐊ ᐊᐅᓚᓂᖃᓕᖅᑎᓪᓗᒍ 2014-ᒥ

ᐃᓗᓕᓪᓗᐊᑕᖏᑦ ᐃᒃᐱᑭᑦᑐᕐᔪᐊᑉ ᓄᓇᓯᐅᑎᑯᑖᑉ ᐊᖅᑯᑖ ᐃᓗᓕᖏᑦ | ᐱᓕᕆᐊᑉ ᖃᓄᐃᑦᑑᓂᖏᑦ

ᐊᐅᓚᓃᑦ ᓇᓗᓇᐃᖅᓯᒪᔪᑦ ᐃᒃᐱᑭᑦᑐᕐᔪᐊᑉ ᓄᓇᓯᐅᑎᑯᑖᑉ ᐊᖅᑯᑖᓄᑦ

ᓴᕕᒃᓴᓂᑦ ᓅᑎᑦᑎᓂᑦ (ᐊᖏᓖᖑᔪᓐᓇᖅᑐᑦ)

ᓴᕕᒃᓴᑦ ᖃᓄᐃᑦᑑᓂᖏᑦ
ᓴᕕᒃᓴᑦ: ᓴᕕᕋᔭᑦ ᐊᒻᒪᓗ ᓂᐱᑦᑕᖅᑐᑦ

ᓴᕕᒃᓴᑦ ᐅᓄᕐᓂᖏᑦ
2620 kg/m3 ᑭᓛᒥᑕ

ᓄᓇᓯᐅᑎᑯᑖᑉ ᐊᖅᑯᑖ ᑕᑭᓂᖓ
149 km ᑭᓛᒥᑕ

ᓄᓇᓯᐅᑎᑯᑖᑉ ᐋᕿᐅᒪᓂᖓ ᓱᒃᑲᓂᖓᓄᑦ
60 km/h ᑭᓛᒥᑕ/ᐃᑲᕋᒧᑦ

ᐃᓱᓕᕝᕕᒋᔪᓇᖅᑕᖓᑦ ᐊᐅᓚᓂᖅᑳᖅᑎᓪᓗᒍ ᓱᒃᑲᓂᖓ
60 km/h ᑭᓛᒥᑕ/ᐃᑲᕋᒧᑦ

ᐅᓯᒃᑕᖅᑕᐅᑏᑦ ᐊᑐᓂ ᓄᓇᓯᐅᑎᑯᑖᖑᒧᑦ
2

ᐅᓯᒃᑕᖅᑕᐅᑏᑦ ᐊᑐᓂ ᓄᓇᓯᐅᑎᑯᑖᖕᒥ
110

ᓄᓇᓯᐅᑎᑯᑖᑉ ᑕᑭᓂᖓ
1,094 m ᒦᑕ

ᓄᓇᓯᐅᑎᑯᑖᑉ ᐅᕝᑲᒪᐃᓐᓂᖓ ᐅᓯᒃᑕᖅᑎᓪᓗᒍ
13,347 metric tonnes ᑖᓐ

ᓄᓇᓯᐅᑎᑯᑖᑉ ᐅᕝᑲᒪᐃᓐᓂᖓ ᐃᓗᓕᖅᑲᖏᑎᓪᓗᒍ
2,890 metric tonnes ᑖᓐ

ᓄᓇᓯᐅᑎᑯᑖᑉ ᑕᑭᓂᖓ (110 ᐅᓯᒃᑕᕐᕖᑦ ᐊᒻᒪᓗ 2 ᐅᓯᒃᑕᖅᑕᐅᑏᑦ)
1,094 m

ᓄᓇᓯᐅᑎᑯᑖᑉ ᐅᓯᒃᑕᖃᑦᑕᖅᑕᖏᑦ ᐅᓪᓗᒧᑦ ᐊᑕᐅᓯᕐᒧᑦ
6.5 loads ᐅᓯᒃᑕᕐᓃᑦ / day
ᐊᑕᐅᓯᕐᒧᑦ ᐅᓪᓗᒧᑦ

ᐊᖅᑯᑏᑦ ᒪᕿᓕᖓᔪᑦ
Standard 1,435 mm
ᓈᓴᐅᑎᐅᒐᔫᒃᑐᖅ 1,435 ᒥᓕᒦᑕ

ᓄᓇᓯᐅᑎᑯᑖ

ᐊᖏᓂᖓ
8 + 2 spare ᓇᓪᓕᐅᑯᒫ

ᐊᐅᓚᐅᑎᐅᑉ ᖃᓄᐃᑦᑑᓂᖓ
ᐅᖅᓱᒃᓴᐅᑎᒧᑦ ᐆᒻᒪᖅᓴᐅᑎᒧᑦ

ᓴᙱᓂᖓ
4,400 hp

ᓇᓗᓇᐃᖅᓯᒪᑦᑎᐊᖅᑐᖅ
ES44AC EPA Tier-4 Type,
ES44AC EPA ᖁᓕᕇᑦ-4
ᖃᓄᐃᑦᑑᓂᖏᑦ,
ᓂᓪᓚᓱᒃᑐᖅᔪᐊᖅᓯᐅᑏᑦ

ᐊᖏᓂᖓ
6 axles ᐊᒃᓴᓗᐊᖏᑦ

ᓴᕕᒃᓴᓄᑦ ᐅᓯᒃᑕᖅᑕᐅᑏᑦ

ᐊᖏᓂᖓ
462

ᐅᓯᒃᑕᖅᕖᑦ ᐅᖁᒪᐃᓐᓂᖓ
21.9 metric tonnes ᑖᓐ

ᐅᓯᑎᓪᓗᒋᑦ ᓄᓇᓯᐅᑎᑯᑖᑦ
129.7 metric tonnes ᑖᓐ

ᒥᒃᓴᐅᓴᒃᑕᐅᓯᒪᔪᖅ ᑕᑭᓂᖓ
9.53 m per unit

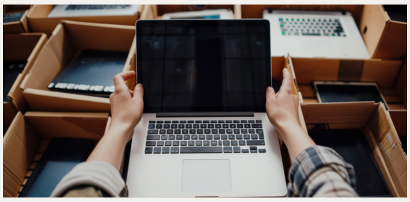
ᐊᒃᓴᓗᐊᓖᑦ ᐅᓯᒃᑕᕐᓗᑎᒃ
32.4 tonnes per axle ᑖᓐᓯ
ᐊᑐᓂ ᐊᒃᓴᓗᐊᓖᑦ

ᐅᓄᓖᖑᔪᓐᖅᑐᖅ ᑲᓕᖓ ᐳᖅᑐᓂᖓ
7.01 m from top of rail
7.01 ᒦᑕ ᖁᓖᓂ ᐅᓯᒃᑕᕝᕕᐅᑉ
ᐊᖅᑯᑖᓂ

ᐊᖏᓖᖑᔪᓐᓇᖅᑐᑦ
45 m3 per unit 45 ᒦᑕ ᐊᑐᓂ 45

ᑖᒃᑯᐊ ᓇᓗᓇᐃᔭᖅᓯᒪᔪᑦ ᓯᕗᓂᑦᑎᓐᓂᒃ ᐋᕿᒋᐊᖅᑕᐅᑐᐃᓐᓇᕆᐊᖃᖅᑐᑦ ᓇᓗᓇᐃᕆᓯᒪᔪᑦ ᐊᐅᓚᐅᓯᕆᓂᕐᒧᑦ ᐃᒃᐱᑭᑦᑐᕐᔪᐊᖅ ᓄᓇᓯᐅᑎᑯᑖᑉ ᐊᖅᑯᑖ ᐱᐅᓯᒋᐊᖅᑎᓪᓗᒍ. ᓯᕗᓂᑦᑎᓐᓂᒃ ᐱᖁᑏᑦ ᐊᓯᔾᔨᑐᐃᓐᓇᓱᕆᐊᖃᖅᑐᑦ ᐅᓂᒃᑳᐅᓯᐅᖃᑦᑕᕐᓂᐊᖅᑐᑦ ᑲᓇᑕᒥ ᐃᖏᕐᕋᔪᓕᕆᔾᔪᑎᓄᑦ ᓯᕗᓂᑦᑎᓐᓂᒃ ᐱᔭᕆᐊᖃᕈᑎᒃ ᑐᒃᓯᕋᐅᑎᓂᒃ ᒪᓕᒐᑎᒍᑦ ᐊᒻᒪᓗ ᐊᕙᑐᖅᓯᒪᔪᖅ 98 ᑐᓂᔭᐅᓯᒪᓕᕋᓗᐊᖅᑎᓪᓗᒍ ᓯᕙᓂᑦᑎᓐᓂᒃ ᐃᖏᕐᕋᔪᓕᕆᔾᔪᑎᓄᑦ.

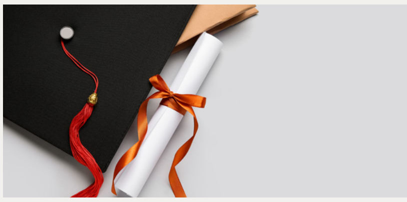
Project Education and Training Initiatives



386

Laptops donated

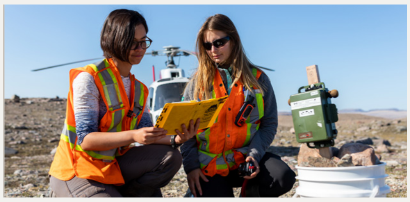
Laptop donations within the North Baffin Communities



$180,000

Annual scholarship fund

36 recipients



216,651 hr.

Hours of training for Inuit workers

Contracting and Business Opportunities

Total value of contracts awarded in 2023

$471.3

Over $4.32 billion since Project began in 2014

Total value of contracts awarded to Inuit Firms in 2023

$171.3

Over $1.79 billion since Project began in 2014

Key Steensby Railway Facts | Project Facts

Operating Specifications for the Steensby Railway[1]

Ore Transport (Highest Capacity)

Ore Type
Iron Ore: Hematite & Magnetite

Ore Density
2620 kg/m3

Railway Track Length
149 km

Train design speed
60 km/h

Maximum operating speed
60 km/h

Locomotives per train
2

Rail cars per train
110

Train length
1,094 m

Train weight loaded
13,347 metric tonnes

Train weight empty
2,890 metric tonnes

Train length (110 cars +2 locomotives)
1,094 m

Trainloads per day
6.5 loads / day

Track gauge
Standard 1,435 mm

Locomotives

Fleet size
8 + 2 spare

Engine type
Diesel electric

Horsepower
4,400 hp

Special specifications
ES44AC EPA Tier-4 Type, Extreme cold weather

Size
6 axles

Ore Cars

Fleet size
462

Car tare weight
21.9 metric tonnes

Gross Rail Load
129.7 metric tonnes

Estimated length
9.53 m per unit

Max axle load
32.4 tonnes per axle

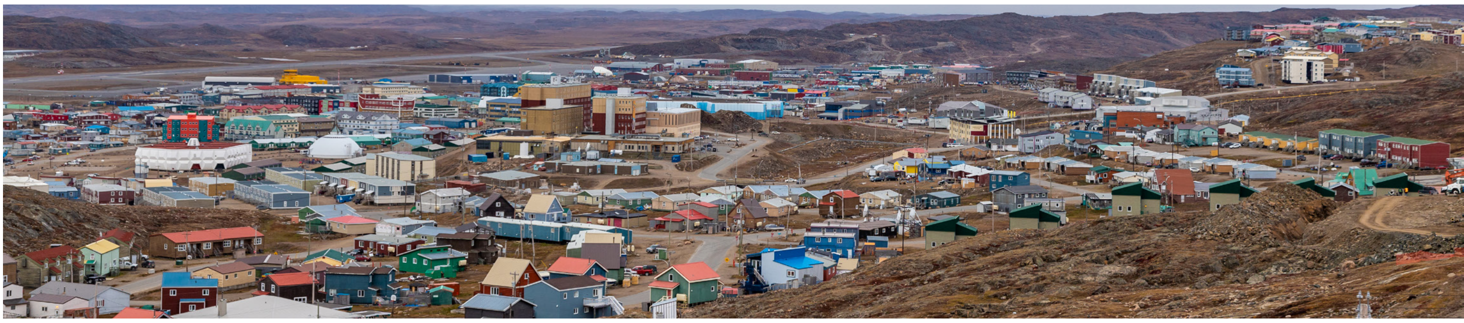
Maximum car height
7.01 m from top of rail

Volumetric Capacity
45 m3 per unit

---

[1] These specifications may be subject to future adjustment as detailed engineering of the Steensby Railway advances. Future material changes will be reported to the Canadian Transportation Agency in future as required by applicable legislation and any Section 98 issued in future by the agency.

ᐃᒃᐱᑭᑦᑐᕐᔪᐊᓂ ᐱᓕᕆᐊᕐᒧᑦ ᐃᓪᓗᕐᔪᐊᑦ ᐃᓂᒃᓴᓪᓗ



ᐃᓪᓗᕐᔪᐊᑉ ᐊᑎᖓ
ᓴᓇᕝᕕ ᐊᒻᒪ ᑐᖅᑯᐃᓯᒪᕝᕕᒃ

ᓇᓃᓐᓂᖓ
ᐃᒃᐱᑭᑦᑐᕐᔪᐊ

ᐊᖏᓂᖓ/ᐃᓂᖓ
4073 ᒦᑕ ᑭᑉᐹᓇᒃᓯᒪᔪᖅ

ᐃᓪᓗᕐᔪᐊᑉ ᐊᑎᖓ
ᑎᑎᕐᕖᑦ ᐊᒻᒪ ᓴᓇᕝᕖᑦ

ᓇᓃᓐᓂᖓ
ᐃᒃᐱᑭᑦᑐᕐᔪᐊ

ᐊᖏᓂᖓ/ᐃᓂᖓ
507 ᒦᑕ ᑭᑉᐹᓇᒃᓯᒪᔪᖅ

ᐃᓪᓗᕐᔪᐊᑉ ᐊᑎᖓ
ᐊᐅᓚᐅᑎᓂᒃ ᓴᓇᕝᕕᒃ/ᖃᐅᔨᓴᕐᕕᒃ ᓯᕐᓗᐊᖅ ᐊᒻᒪᓗ ᓄᓇᓯᐅᑎᑯᑖᒃᓴᒥᒃ ᑲᒪᓂᕝᕕᒃ

ᓇᓃᓐᓂᖓ
ᐃᒃᐱᑭᑦᑐᕐᔪᐊ

ᐊᖏᓂᖓ/ᐃᓂᖓ
70 ᒦᑕᑦ x 14 ᒦᑕᑦ ᐅᖅᑯᐃᕝᕕᒃ ᐊᒻᒪ 3.6 ᒦᑕᑦ x 18 ᒦᑕ ᐋᖅᑭᒃᓯᒪᑦ ᐃᓪᓗᕐᔪᐊᒃᓴᑦ

ᐃᓪᓗᕐᔪᐊᑉ ᐊᑎᖓ
ᓄᓇᓯᐅᑎᑯᑖᒃᓴᐅᑉ ᖃᐅᔨᓴᖅᑕᐅᕝᕕᖓ ᐊᒻᒪ ᓄᓇᓯᐅᑎᑯᑖᕐᒥ ᐃᖅᑲᓇᐃᔭᖅᑏᑦ ᐃᖅᑲᓇᐃᔭᓇᐊᕐᕕᖓ

ᓇᓃᓐᓂᖓ
ᓄᓘᔮᑦ

ᐊᖏᓂᖓ/ᐃᓂᖓ
3.6 ᒦᑕᑦ x 17 ᒦᑕ ᐋᖅᑭᒃᓯᒪᑦ ᐃᓪᓗᕐᔪᐊᒃᓴᑦ

ᐃᓪᓗᕐᔪᐊᑉ ᐊᑎᖓ
ᓴᓇᕝᕕᒃ ᐱᖁᑎᕐᔪᐊᓄᑦ ᑐᖅᑯᐃᕝᕖᑦ

ᓇᓃᓐᓂᖓ
ᐃᒃᐱᑭᑦᑐᕐᔪᐊ

ᐊᖏᓂᖓ/ᐃᓂᖓ
20 ᒦᑕᑦ x 80 ᒦᑕᑦ x 5.8 ᒦᑕᑦ ᐳᖅᑐᔪᑦ ᐃᓪᓗᕐᔪᐊᑦ ᐊᒻᒪᓗ 1 ᐊᖅᑯᑎᑯᑖᖓ 70 ᒦᑕᓂᒃ ᑕᑭᓂᓕᒃ

ᐃᓪᓗᕐᔪᐊᑉ ᐊᑎᖓ
ᓴᓇᕝᕖᑦ ᐱᖁᑎᕐᔪᐊᓄᑦ ᑐᖅᑯᐃᕝᕖᑦ ᓄᓇᓯᐅᑎᑯᑖᖕᓄᑦ ᑎᑭᐸᓪᓕᐊᔪᓄᑦ ᐊᒻᒪ ᓄᓇᓯᐅᑎᐅᑉ ᐊᖅᑯᑎᒥ ᓄᓇᓯᐅᑏᑦ

ᓇᓃᓐᓂᖓ
ᓄᓘᔮᑦ

ᐊᖏᓂᖓ/ᐃᓂᖓ
20 ᒦᑕᑦ x 80 ᒦᑕᑦ x 5.8 ᒦᑕᑦᐳᖅᑐᔪᑦ ᐃᓪᓗᕐᔪᐊᑦ ᐊᒻᒪ 1 ᐊᖅᑯᑎᑯᑖᖓ 70 ᒦᑕᓂᒃ ᑕᑭᓂᓕᒃ

ᓄᓇᓯᐅᑎᑯᑖᑉ ᐊᖅᑯᑖ ᐃᓗᓕᖏᑦ

ᐊᒡᒍᖅᑐᖅᓯᒪᓂᖏᑦ
ᐃᒃᑲᕐᕈᐃᑦ ᑰᖕᒐᓂ ᑕᒻᒫᖅᓯᒪᕝᕖᑦ
ᓇᓃᓐᓂᖏᑦ
KP 30

ᐃᓪᓗᕐᔪᐊᖅ
ᑕᒻᒫᕐᕕᐅᓚᐅᑲᒃᑐᖅ
ᐃᓄᖃᕈᓐᓇᕐᓂᖏᑦ
ᖃᔅᓯᐅᔪᓐᓇᕐᓂᖏᑦ
200

ᐅᖅᓱᐊᓗᖕᒥᒃ ᑐᖅᑯᐃᕝᕖᑦ ᓖᑕᑎᒍᑦ
200,000

ᐊᒡᒍᖅᑐᖅᓯᒪᓂᖏᑦ
ᐊᖅᑯᑎᑯᑖᑉ ᕿᑎᐊᓂ ᑕᒻᒫᖅᓯᒪᕝᕖᑦ ᓇᓃᓐᓂᖏᑦ
KP 55

ᐃᓪᓗᕐᔪᐊᖅ
Temporary Camp ᑕᒻᒫᕐᕕᐅᓚᐅᑲᒃᑐᖅ

ᐃᓄᖃᕈᓐᓇᕐᓂᖏᑦ ᖃᔅᓯᐅᔪᓐᓇᕐᓂᖏᑦ
320

ᐅᖅᓱᐊᓗᖕᒥᒃ ᑐᖅᑯᐃᕝᕖᑦ ᓖᑕᑎᒍᑦ
5,000,000

ᐊᒡᒍᖅᑐᖅᓯᒪᓂᖏᑦ
KP 81.6 ᓴᓇᕝᕕᒃ

ᓇᓃᓐᓂᖏᑦ
KP 81.6

ᐃᓪᓗᕐᔪᐊᖅ ᐃᓄᖃᕈᓐᓇᕐᓂᖏᑦ
ᖃᔅᓯᐅᔪᓐᓇᕐᓂᖏᑦ
N/A ᐱᑕᖃᖏᑦᑐᖅ

ᐅᖅᓱᐊᓗᖕᒥᒃ ᑐᖅᑯᐃᕝᕖᑦ ᓖᑕᑎᒍᑦ
200,000

ᐊᒡᒍᖅᑐᖅᓯᒪᓂᖏᑦ
ᐅᐊᖕᓇᖕᒐᓂ ᐃᒃᐱᑭᑦᑐᕐᔪᐊᑉ ᑕᓯᖕᒐᓂ ᑕᒻᒪᖅᑕᕐᕕᒃ

ᓇᓃᓐᓂᖏᑦ
KP 105

ᐃᓪᓗᕐᔪᐊᖅ
ᑕᒻᒫᕐᕕᐅᓚᐅᑲᒃᑐᖅ

ᐃᓄᖃᕈᓐᓇᕐᓂᖏᑦ ᖃᔅᓯᐅᔪᓐᓇᕐᓂᖏᑦ
250

ᐅᖅᓱᐊᓗᖕᒥᒃ ᑐᖅᑯᐃᕝᕖᑦ ᓖᑕᑎᒍᑦ
9,500,000

ᐊᒡᒍᖅᑐᖅᓯᒪᓂᖏᑦ
ᓂᕆᐊᓂ ᐃᒃᐱᑭᑦᑐᕐᔪᐊᑉ ᑕᓯᖕᒐᓂ ᑕᒻᒫᖅᑕᕐᕕᒃ

ᓇᓃᓐᓂᖏᑦ
KP 120

ᐃᓪᓗᕐᔪᐊᖅ ᑕᒻᒫᕐᕕᐅᓚᐅᑲᒃᑐᖅ
ᐃᓄᖃᕈᓐᓇᕐᓂᖏᑦ ᖃᔅᓯᐅᔪᓐᓇᕐᓂᖏᑦ
360

ᐅᖅᓱᐊᓗᖕᒥᒃ ᑐᖅᑯᐃᕝᕖᑦ ᓖᑕᑎᒍᑦ
9,000,000

ᓴᓇᕝᕕᒃ
ᓇᓃᓐᓂᖏᑦ
KP 130

ᐃᓪᓗᕐᔪᐊᖅ
ᓴᓇᕝᕕᒃ

ᐃᓄᖃᕈᓐᓇᕐᓂᖏᑦ
ᖃᔅᓯᐅᔪᓐᓇᕐᓂᖏᑦ
ᐱᑕᖃᖏᑦᑐᖅ

ᐅᖅᓱᐊᓗᖕᒥᒃ ᑐᖅᑯᐃᕝᕖᑦ ᓖᑕᑎᒍᑦ
600,000

ᐊᒡᒍᖅᑐᖅᓯᒪᔪᑦ
ᐃᐱᑭᒃᑐᕐᔪᐊᓂ ᓄᓇᐃᓐᓇᕐᒥ ᑖᒻᒫᕐᕕᒃ

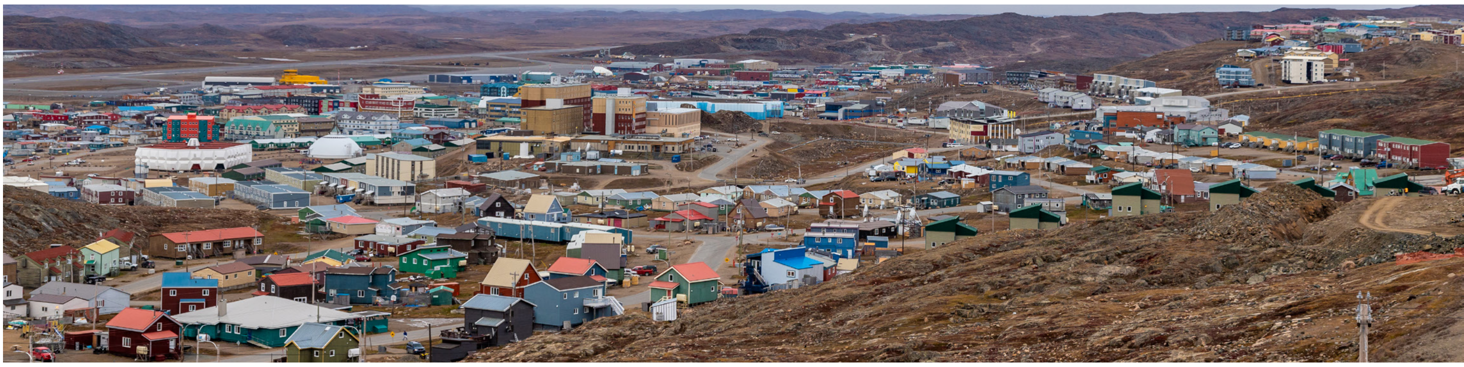
ᓇᓃᓐᓂᖏᑦ
\-

ᐃᓪᓗᕐᔪᐊᖅ
ᑖᒻᒫᕐᕕᐅᓂᐊᖅᑐᖅ

ᐃᓄᖃᕈᓐᓇᕐᓂᖏᑦ ᖃᔅᓯᐅᔪᓐᓇᕐᓂᖏᑦ
670

ᐅᖅᓱᐊᓗᖕᒥᒃ ᑐᖅᑯᐃᕝᕖᑦ ᓖᑕᑎᒍᑦ
ᐱᑕᖃᖏᑦᑐᖅ

Steensby Project Buildings and Areas



Building Name
Maintenance shop and stores
Location
Steensby
Dimensions/Area
4073 m2

Building Name
Office and welfare facilities
Location
Steensby
Dimensions/Area
507 m2

Building Name
Locomotive servicing/inspection shed nd train servicing area
Location
Steensby
Dimensions/Area
70 m x 14 m shelter and 3.6 m x 18 m prefab building

Building Name
Train Inspection area and Train Crew booking-in office
Location
Mary River
Dimensions/Area
3.6 m x 17 m prefab building

Building Name
Maintenance of Way Equipment Storage Shed
Location
Steensby
Dimensions/Area
20 m x 80 m x 5.8 m high building and 1 track 70 m long

Building Name
Maintenance of Way Equipment Shed for MoW rail-bound and road vehicles.
Location
Mary River
Dimensions/Area
20 m x 80 m x 5.8 m high building and 1 track 70 m long

Rail Compounds

Compound
Ravn River Camp
Location
KP 30
Facility
Temporary Camp
Accommodation Capacity
200
Fuel Storage Liters
200,000

Compound
Mid-Rail Camp
Location
KP 55
Facility
Temporary Camp
Accommodation Capacity
320
Fuel Storage Liters
5,000,000

Compound
KP 81.6 Maintenance Depot
Location
KP 81.6
Facility
Maintenance Depot
Accommodation Capacity
N/A
Fuel Storage Liters
200,000

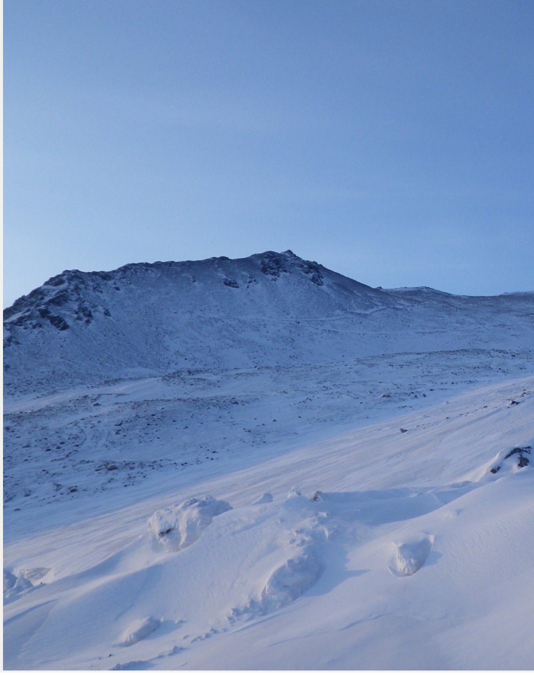
Compound
N. Cockburn Camp
Location
KP 105
Facility
Temporary Camp
Accommodation Capacity
250
Fuel Storage Liters
9,500,000

Compound
S. Cockburn Camp
Location
KP 120
Facility
Temporary Camp
Accommodation Capacity
360
Fuel Storage Liters
9,000,000

Compound
KP 130 Maintenance Depot
Location
KP 130
Facility
Maintenance Depot
Accommodation Capacity
N/A
Fuel Storage Liters
600,000

Compound
Steensby Mainland Camp
Location
-
Facility
Permanent Camp
Accommodation Capacity
670
Fuel Storage Liters
N/A

ᓄᓇᓯᐅᑎᑯᑖᒃᓴᐅᑉ ᐊᖅᑯᑎᑯᑖᒃᓴᖓᓂ ᐃᑳᕐᕖᖕᓄᑦ ᓇᓗᓇᐃᔭᐅᑏᑦ



258
ᖃᔅᓯᐅᓂᖏᑦ ᑰᕝᕕᑦ

ᖃᓄᐃᑦᑑᓂᖏᑦ ᑰᕝᕕᑦ
ᐅᖁᒍᓐᓇᙱᑦᑐᑦ ᓴᕙᖅᔭᐃᑦ ᓱᓪᓗᐃ

ᑰᓪᕕᑦ ᐊᖏᓂᖏᑦ
15 – 215 meters ᒦᑕ

42
ᖃᔅᓯᐅᓂᖏᑦ ᐃᑳᕐᕖᑦ

ᑰᓪᕕᑦ ᐊᖏᓂᖏᑦ
0.9–ᒥ 4.3–ᒧ ᐊᖏᓂᖏᑦ

ᓱᒃᑲᓕᕝᕙᐅᓛᖑᔪᓐᓇᖅᑐᑦ ᐃᑳᕐᕕᒃ ᓴᓇᓯᒪᓂᖏᑦ ᒪᓕᒃᓱᒋᑦ
ᐃᑳᕐᕖᑦ ᓴᓂᒧᑦ

. ᓴᓇᓯᒪᓂᖓ ᐊᑐᕈᓐᓇᖅᑐᖅ
1:200-ᐊᕐᕌᒍᓄᑦ ᐊᑐᖅᑕᐅᓪᓚᕆᒃᑐᓂ, ᑲᖏᕿᕆᓗᒍ ᓇᑉᐸᖓ ᐊᑖ ᑰᕝᕕᑦ ᓯᒃᑯᔾᔭᐅᓯᒪᓗᑎᒃ ᐊᒻᒪᓗ ᐃᓗᓕᖅᑭᕈᔾᔭᕐᓗᑎᒃ ᐊᑐᖅᑕᐅᓗᑎᒃᓗ ᔭᒐᐃᑦᑕᐃᓕᒪᕐᓂᕐᒧᑦ ᓯᓚᐅᑉ ᐊᓯᔾᔨᖅᐸᓪᓕᐊᓂᖓᓄᑦ ᐋᕿᙳᐊᖅᑕᐅᓯᒪᔪᓂᑦ

ᐃᑳᕐᕖᑦ ᓴᓂᒧᑦ
0.5 ᒦᑕᑦ ᐅᖓᑖᒍᑦ 1:200 ᐊᕐᕌᒍᐃᑦ ᐊᑐᖅᑕᐅᓪᓚᕆᒃᑐᓪᓗᒍ ᐱᖃᓯᐅᑎᓪᓗᒍ 40% ᓯᓚᐅᑉ ᐊᓯᔾᔨᖅᐸᓪᓕᐊᓂᖓᓄᑦ ᐱᔾᔪᑕᐅᔪᑦ

ᐊᓯᖏᑦ ᓄᓇᓯᐅᑎᑯᑖᒃᓴᒥ ᐊᖅᑯᑎᑯᑖᒃᓴᖓᓄᑦ ᓇᓗᓇᐃᔭᐅᑏᑦ

ᑲᔅᓯᐅᓂᖏᑦ ᑐᒃᑐᐃᑦ ᐃᑳᕐᕕᖏᑦ

3
ᐱᖓᓱᐃᑦ ᐃᑳᕐᕕᓪᓗᐊ

2
ᑕᑦ,ᐃᑳᕐᕕᑯᑖᑦ ᓇᒨᓐᓂᖏᑦ

ᖃᔅᓯᐅᓂᖏᑦ ᓄᓇᒥᒃ ᐊᑐᖅᑎᓄᑦ ᐃᑳᕐᕕᑦ

9
ᐱᔪᑎᓪᓗᐊᑕᖅ, ᐊᓯᔾᔩᑐᐃᓐᓇᕆᐊᓕᒃ ᑐᙵᕕᒋᓪᓗᒋᑦ ᐃᓄᐃᑦ ᐅᖃᐅᓯᖏᑦ

ᖃᔅᓯᐅᓂᖏᑦ ᓄᓇᐅᑉ ᐃᓗᐊᒍᑦ

2
ᒦᑕᓂ ᑕᑭᓂᓖᑦ ᐊᒻᒪ 300 ᒦᑕᑦ ᑕᑭᓂᖏᑦ

ᐊᖏᖅᑕᐅᓪᓗᐊᑕᖅᓯᒪᔪᑦ ᐊᒻᒪ ᐊᖏᕈᑕᐅᓯᒪᔪᑦ

ᐊᖏᖅᑕᐅᓯᒪᔪᑦ/ᐊᖏᕈᑏᑦ

ᐋᕿᒋᐊᖅᓯᒪᔪᖅ ᓈᓴᐅᑖ 1 ᕿᑭᖅᑖᓗᑉ ᐅᐊᖕᓇᖓᓂ ᓄᓇᐃᑦ ᐊᕕᒃᑐᖅᓯᒪᔪᑦ ᓄᓇᒥᒃ ᐊᑐᕐᓂᕐᒧᑦ ᐸᕐᓇᐅᑎᒧᑦ

ᒪᓕᒐᑎᒍᑦ ᐱᔪᓐᓇᐅᑎᖃᖅᑎᑕᐅᔪᑦ ᐊᒻᒪ ᐱᓕᕆᐊᒧᑦ ᐱᓕᕆᓃᑦ

ᓄᓇᕗᒻᒥ ᐸᕐᓇᐃᔨᖏᑦᑕ ᑲᑎᒪᔨᖏᑦ ᓴᖅᑮᔭᕆᐊᖅᑲᖅᑎᑦᑎᔪᑦ ᓄᓇᓯᐅᑎᑯᑖᒃᓴᐅᑉ ᐊᖅᑯᑎᑯᑖᒃᓴᖓᓂ ᐅᓯᑲᖅᑕᕐᓂᕐᒧᑦ ᐊᖅᑯᒻᒥᒃ ᐃᓗᐊᓂ ᕿᑭᖅᑖᓗᑉ ᐅᐊᖕᓇᖓᓂ ᓄᓇᐃᑦ ᐊᕕᒃᑐᖅᓯᒪᔪᑦ ᓄᓇᒥᒃ ᐊᑐᕐᓂᕐᒧᑦ ᐸᕐᓇᐅᑎᒥ

ᑐᓂᔭᐅᓂᖏᑦᑕ ᐅᓪᓗᖓ

2024

ᐊᖏᖅᑕᐅᓯᒪᔪᑦ/ᐊᖏᕈᑏᑦ

ᐅᔭᕋᖕᓂᐊᕈᓐᓇᐅᑎᐅᑉ ᓈᓴᐅᑖ 005

ᒪᓕᒐᑎᒍᑦ ᐱᔪᓐᓇᐅᑎᖃᖅᑎᑕᐅᔪᑦ ᐊᒻᒪ ᐱᓕᕆᐊᒧᑦ ᐱᓕᕆᓃᑦ

ᓄᓇᕗᒻᒥ ᐊᕙᑎᓕᕆᔨᒃᑯᑦ ᑲᑎᒪᔨᖏᑦ ᐱᔭᕆᐊᑏᑦ ᐊᑐᖅᓱᒋᑦ ᑎᑎᕋᖅᓯᒪᔪᖅ 12 ᓄᓇᕗᒻᒥ ᐊᖏᕈᒻᒥ ᐱᔭᐅᖁᑦᓗᒋᑦ ᐱᒋᐊᖅᑮᙳᕆᓂᕐᒧᑦ ᐱᔪᓐᓇᐅᑏᑦ ᐊᒻᒪᓗ ᐊᖏᖅᑕᐅᓃᑦ ᑲᔪᓯᑎᐊᖁᑦᓗᒍ ᐱᓕᕆᐊᖅ.

ᑐᓂᔭᐅᓂᖏᑦᑕ ᐅᓪᓗᖓ

2012, ᐋᕿᒋᐊᖅᑕᐅᔪᖅ 2014-ᒥ, 2018-ᒥ, 2020-ᒥ, 2022-ᒥ ᐊᒻᒪ 2023-ᒥ

ᐊᖏᖅᑕᐅᓯᒪᔪᑦ/ᐊᖏᕈᑏᑦ

ᐃᓄᐃᑦ ᐊᒃᑐᖅᑕᐅᓂᐊᕐᓂᖏᓐᓄᑦ ᐊᒻᒪᓗ ᐱᕚᓪᓕᕈᑎᒃᓴᖏᓐᓄᑦ ᐊᖏᕈᑎ

ᒪᓕᒐᑎᒍᑦ ᐱᔪᓐᓇᐅᑎᖃᖅᑎᑕᐅᔪᑦ ᐊᒻᒪ ᐱᓕᕆᐊᒧᑦ ᐱᓕᕆᓃᑦ

ᕿᑭᑦᑕᓂ ᐃᓄᐃᑦ ᑲᑐᔾᔨᖃᑎᒌᖏᑦ ᐅᔭᕋᖕᓂᐊᕐᕕᖕᒥ ᐱᕚᓪᓕᐊᑎᑦᑎᓂᖏᓐᓄᑦ ᐱᓕᕆᓃᑦ ᐃᓄᐃᑦ-ᓇᖕᒥᓂᖏᓐᓂᒃ ᓄᓇᓂ

Issued Date ᑐᓂᔭᐅᓂᖏᑦᑕ ᐅᓪᓗᖓ

2013

ᐊᖏᖅᑕᐅᓯᒪᔪᑦ/ᐊᖏᕈᑏᑦ

ᐃᓄᐃᑦ ᐊᒃᑐᖅᑕᐅᓂᐊᕐᓂᖏᓐᓄᑦ ᐊᒻᒪᓗ ᐱᕚᓪᓕᕈᑎᒃᓴᖏᓐᓄᑦ ᐊᖏᕈᑎ ᒪᓕᒐᑎᒍᑦ ᐱᔪᓐᓇᐅᑎᖃᖅᑎᑕᐅᔪᑦ ᐊᒻᒪ ᐱᓕᕆᐊᒧᑦ ᐱᓕᕆᓃᑦ

ᕿᑭᖅᑕᓂ ᐃᓄᐃᑦ ᑲᑐᔾᔨᖃᑎᒌᖏᑦ

ᐱᑕᖃᓇᐊᓕᒃ ᐊᑐᖅᓱᒍ ᑎᑎᕋᖅᓯᒪᔪᖅ 26 ᓄᓇᕗᒻᒥ ᐊᖏᕈᑦ ᑲᔪᓯᑎᐊᖁᑦᓗᒍ ᐱᓕᕆᐊᖅ

ᑐᓂᔭᐅᓂᖏᑦᑕ ᐅᓪᓗᖓ

2013, ᐋᕿᒋᐊᖅᑕᐅᔪᖅ 2018–ᒥ

ᐊᖏᖅᑕᐅᓯᒪᔪᑦ/ᐊᖏᕈᑏᑦ

Type A Water Licence 2AM-MRY1325

ᒪᓕᒐᑎᒍᑦ ᐱᔪᓐᓇᐅᑎᖃᖅᑎᑕᐅᔪᑦ ᐊᒻᒪ ᐱᓕᕆᐊᒧᑦ ᐱᓕᕆᓃᑦ

ᐃᒪᕐᒥᒃ ᐊᑐᕐᓂᖅ ᐊᒻᒪ ᐊᑐᖅᑕᐅᔾᔨᔪᓐᓃᖅᑐᓂᒃ ᑯᕕᓯᓂᖅ ᐊᒃᑐᐊᓂᓖᑦ ᐅᔭᕋᖕᓂᐊᕐᓂᕐᒧᑦ

ᑐᓂᔭᐅᓂᖏᑦᑕ ᐅᓪᓗᖓ

2013, ᐋᕿᒋᐊᖅᑕᐅᔪᖅ 2015-ᒥ

ᐊᖏᖅᑕᐅᓯᒪᔪᑦ/ᐊᖏᕈᑏᑦ

ᒪᓕᒐᑎᒍᑦ ᐱᔪᓐᓇᐅᑎᖃᖅᑎᑕᐅᔪᑦ ᐊᒻᒪ ᐱᓕᕆᐊᒧᑦ ᐱᓕᕆᓃᑦ

Governor in Council
ᑯᐃᓐ ᑭᒡᒐᖅᑐᐃᔨᖓ ᑲᑎᒪᔨᓂ ᐱᑕᖃᓇᐊᓕᒃ ᐱᔪᓐᓇᐅᑎᖃᕐᓂᖏᓐᓄᑦ ᑯᐃᓐᒧᑦ–ᓄᓇᖃᖅᑳᖅᓯᒪᔪᓕᕆᓂᒃᑯᑦ ᐊᒻᒪᓗ ᐅᑭᐅᖅᑕᖅᑐᓕᕆᓂᒃᑯᑦ ᑲᓇᑕᒥ ᑐᓂᓯᓂᕐᒧᑦ ᐊᑐᖅᑐᐊᕐᓂᕐᒧᑦ ᐃᒃᐱᒋᑦᑐᕐᔪᐊᓄᑦ ᓄᓇᓯᐅᑎᑯᑖᒃᓴᐅᑉ ᐊᖅᑯᑎᑯᑖᒃᓴᖓᓂ ᓄᓇᖓᓃᑦᑐᑦ ᒐᕙᒪᒃᑯᑦ ᓄᓇᕐᑯᑎᖏᓐᓂ

ᑐᓂᔭᐅᓂᖏᑦᑕ ᐅᓪᓗᖓ

2013

Railway Crossing Specifications

258
Number of Culverts

Type of Culvert
Corrugated steel pipes

Bridge Length
15 – 215 meters

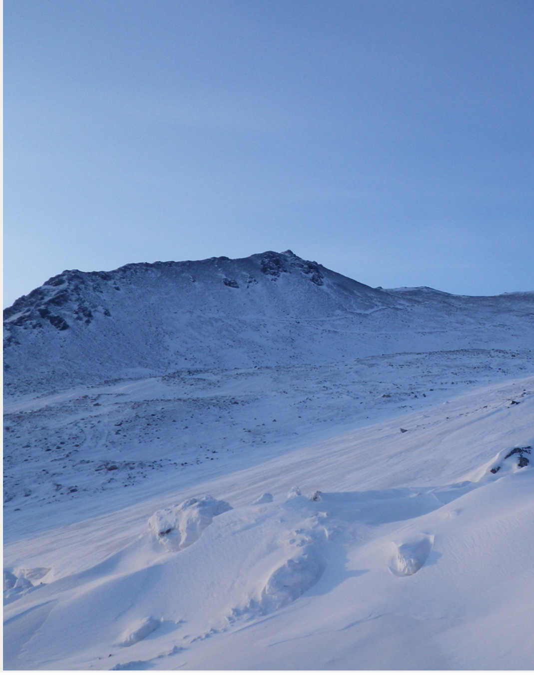
42
Number of Bridges

Culvert Diameter
0.9 to 4.3 Diameter

Max Bridge Design Speed
Bridge vertical clearance

Culvert Design Criteria
Designed for 1:200-year peak flows, assuming bottom half of culvert filled with ice and debris and using conservative climate change models.

Bridge Vertical Clearance
0.5 meters above the 1:200 years peak flows plus the 40% climate change factor



Other Railway Specifications

Number of caribou crossing areas

3
key crossing location

2
broad crossing locations

Number of land user crossings

9
proposed, subject to change based on Inuit feedback

Number of Tunnels

2
1000 m in length and 300 m in length

Key Approvals and Agreements

Approval/Agreement
Amendment No. 1 to NBRLUP
Regulatory Authority and Project Activity
Nunavut Planning Commission (NPC)
Required to establish a railway transportation corridor within the NBRLUP
Issued Date
2024

Approval/Agreement
Project Certificate No. 005
Regulatory Authority and Project Activity
Nunavut Impact Review Board (NIRB)
Required under Article 12 of the Nunavut Agreement to obtain the requisite permits and approvals to proceed with the Project
Issued Date
2012, amended in 2014, 2018, 2020, 2022 and 2023

Approval/Agreement
Inuit Owned Land (IOL) Commercial Lease Q13C301
Regulatory Authority and Project Activity
Qikiqtani Inuit Association (QIA)
Mine development activities on Inuit-Owned Land (IOL)
Issued Date
2013

Approval/Agreement
Inuit Impact and Benefits Agreement (IIBA)
Regulatory Authority and Project Activity
QIA
Required under Article 26 of the Nunavut Agreement to proceed with Project
Issued Date
2013, amendmended in 2018

Approval/Agreement
Type A Water Licence 2AM-MRY1325
Regulatory Authority and Project Activity
Nunavut Water Board (NWB) Water use and waste disposal associated with the mine
Issued Date
2013, amended in 2015

Approval/Agreement
Order-in-Council 2013-0953
Regulatory Authority and Project Activity
Governor in Council
Required for authority for CIRNAC to issue lease for Steensby Railway lands located on federal lands
Issued Date
2013