

-- Appendix A --

Examples of Letters Opposing Development in Nunavut's Calving Grounds

****Note:** This is a list of *examples* of letters opposing development in Nunavut's calving grounds. It is by no means exhaustive.**

Submissions to the Nunavut Planning Commission calling for ban on mining/exploration in caribou calving grounds

- Baker Lake HTO letter and motion to NPC
(Oct 18, 2013; Motion 2013-10-17-3)
- Arviq (Naujaat) HTO letter and motion supporting Baker Lake HTO position
(Nov 20, 2013; Motion 471-11/13)
- Arviq (Naujaat) HTO letter and motion to NPC
(Feb 10, 2014; Motion 2014-031)
- Kivalliq Wildlife Board letter to NPC
(Jan 22, 2014)
- Kivalliq Wildlife Board submission to NPC
(June 22, 2015)
- Baker Lake HTO submission to NPC
(Sept 15, 2015)
- Aqigiq (Chesterfield Inlet) HTO submission to NPC
(Sept 18, 2015)
- Hamlet of Chesterfield Inlet letter to NPC
(Oct 6, 2015)
- Arviat HTO submission to NPC
(Sept 24, 2015)
- Issatik (Whale Cove) HTO submission to NPC
(Sept 30, 2015)

Regional Wildlife Board resolutions and letters

- Kivalliq Wildlife Board Resolution
(February, 2013; #KWB-2013-005)
- Kivalliq Wildlife Board Resolution
(October, 2013; #KWB-AGM-2013-001)
- Qikiqtaaluk Wildlife Board
(March 4, 2013)
- Kitikmeot Regional Wildlife Board
(May 29, 2013)

Letters to Members of the Legislative Assembly of Nunavut, requesting a ban on exploration in calving grounds, post-calving grounds, and water crossings.

- Aqigiq (Chesterfield Inlet) HTO
(February 29, 2016)
- Arviat HTO
(March 1, 2016)
- Baker Lake HTO
(March 2, 2016)

Letters to Nunavut Impact Review Board in opposition to Anconia Resources Inc's Victory Lake Project in qamanirjuaq calving grounds

- Arviat HTO
(January 20, 2012)
- Baker Lake HTO
(June 21, 2012)
- Arviat HTO
(December 19, 2012)
- Aqigiq (Chesterfield Inlet) HTO
(February 13, 2013)
- Issatik (Whale Cove) HTO
(February 28, 2013)
- Kangiqliniq (Rankin Inlet) HTO
(March 20, 2012)

Letters to Nunavut Impact Review Board in opposition to AREVA's proposed Kiggavik mine, out of concern that it may lead to increased mining activity in calving grounds

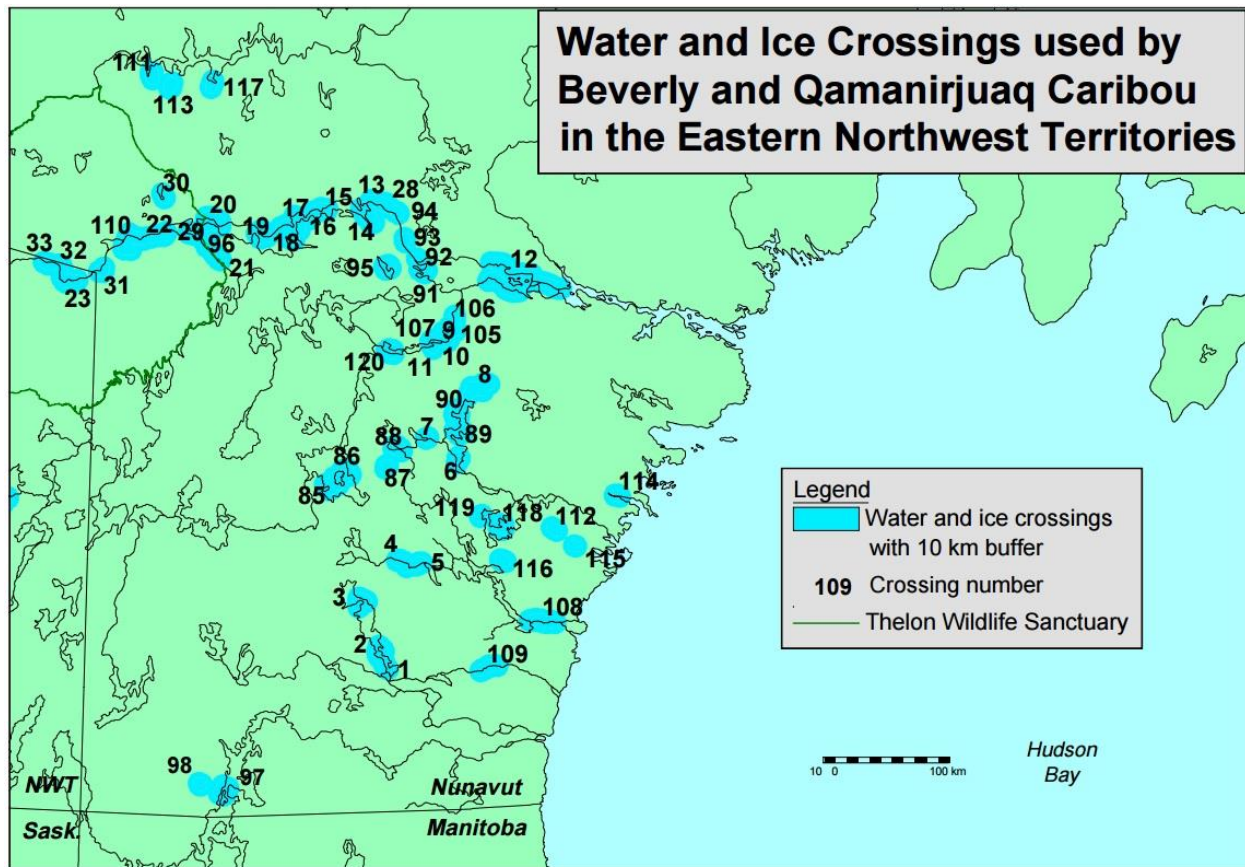
- Baker Lake HTO
(January 14, 2015)
- Arviq (Naujaat) HTO
(February 12, 2015)
- Aqigiq (Chesterfield Inlet) HTO
(February 19, 2015)
- Kivalliq Wildlife Board
(February 23, 2015)

Letters from Dene and Metis groups opposing mining/exploration in Nunavut's caribou calving grounds

- Tlicho Government letter to NPC
(March 4, 2016)

- Lutsel K'e Dene First Nation letter to NPC
(Jan 31, 2014)
- Fort Smith Metis Council letter to NPC
(Feb 4, 2014)
- Northwest Territories Metis Nation letter to NPC
(Feb 19, 2014)
- Sayisi Dene First Nation letter to NPC
(May 15, 2014)
- Northlands Dene First Nation letter to NPC
(May 27, 2014)
- Athabasca Denesuline letter to NPC
(Oct 20, 2014)
- Sahtu Renewable Resources Board letter to NIRB RE: Tundra Copper Project
(May 4, 2015)
- Wek'eezhii Renewable Resources Board to NIRB RE: Tundra Copper
(May 4, 2015)
- Athabasca Denesuline letter to AANDC RE: Anconia Victory Lakes Project
(May 25, 2012)
- Dene Nation letter to NIRB RE: Izok Corridor Project
(Dec 7, 2012)
- Lutsel K'e Dene letter to NIRB RE: Izok Corridor Project
(Dec 7, 2012)
- Yellowknives Dene First Nation letter to NIRB RE: Izok Corridor Project
(November 30, 2012)
- Athabasca Denesuline letter to NIRB RE: Uravan Gary Lakes Proposal
(June 9, 2008)
- Lutsel K'e Dene letter to NIRB RE: Uravan Gary Lakes Proposal
(June 9, 2008)

-- Appendix B --
Maps of Known Caribou Water Crossings



Source: BQCMB Map Atlas

-- Appendix C --
Map of Walrus Haul-Outs near Southampton Island



-- Appendix D --

Examples of Observations of Impacts of Marine Shipping in Chesterfield Inlet

Meliadine Final Hearing Transcripts: Volume 3

Leo Mimilalik (Chesterfield Inlet) “In Chesterfield Inlet, we have been impacted by shipping, and Marble Island, I believe, will be impacted by shipping. AEM does not know about the area. We know about it because we hunt in this area and live off the sea mammals as a source of food. We already know that there are impacts to sea life and sea mammals as of AEM shipping their goods, and there are the narrows that they are probably aware of already, and the land -- terrestrial mammals will also be passing the inlet. And I'm pretty sure that the migration paths will change as a result of -- of shipping. If we were to maybe have had a better plan in place and better suggestions, this wouldn't occur. The Meadowbank -- the company, Meadowbank -- Meadowbank is already having an impact on the -- on Baker Lake and gold is about the same distance -- the gold mine is about the same distance as Meliadine, and they're going -- they have already built the road, and it's going to have an impact on the caribou migration route and marine mammals. There will be impacts on our fish that we eat, on the fish that we eat.” (689-690)

Meliadine Final Hearing Transcripts: Volume 4

Leo Mimialik (Chesterfield Inlet) “Also, the seal population is declining because there's too many shipping -- there's too much shipping, and there will be some compensation to Inuit if there are any impacts to sea mammals. I think you guys should look forward to us applying for compensation because there are already impacts.” (981)

Leo Mimialik (Chesterfield Inlet) “Just a while ago -- or a long time ago, my ancestors, when I was a child, they used to hunt a lot of seals. There was an abundance of seals. Today, since there is a lot of shipping traffic and we call it sonic, maybe perhaps there's a -- somewhere is a disturbance in the shipping companies that we will -- and we may sight one or two seals in the summertime, and we have realized that we, as harvesters in Chesterfield Inlet, or the harvesters has been impacted by having no seals. Now, not only Chesterfield Inlet people have been noticing that there's a decline of population of seals. Even people in Rankin Inlet are noticing that the -- the seals are declining in population, and it's known for a fact that people from Chesterfield Inlet and Rankin Inlet are fully aware that the decline -- declination of the population of seals.” (1066)

NIRB, Public Information Meeting Summary Report for the Review of Agnico-Eagle Mines Ltd's Meliadine Gold Project (2013)

Chesterfield Inlet:

“the Inuit and environment has already been impacted. We have no more seals and fewer whales.” (13)

“Food security is affected by marine traffic” (13)

NIRB, Final Hearing Transcript for AREVA's Kiggavik Proposal, Volume 6

David Toolooktook (Baker Lake) “In the last few years, ever since the Agnico started transporting their supplies, we have been having or noticing that there's very few seals.” (1252)

NIRB, Final Hearing Transcript for AREVA's Kiggavik Proposal, Volume 7

David Aksawnee (Baker Lake) “We are using the same shipping route that the ships and barges use. We travel through the narrows as well, and we get all the way -- we travel all the way to Chesterfield Inlet. There are some people that are going whaling. (...) Before exploration started happening, we were able to see an abundance of seals, and we were able to catch lots of fish. We used to be a good fishing spot. But today, we don't see too many Arctic char being caught by nets. We don't see too many seals either.” (1615)

Leo Mimimalik (Chesterfield Inlet) “To me, there's going to be a lot of effects to the sea mammals, such as seals. We've noticed that already. Once they -- the ships from -- delivering materials and -- with Agnico company. Are you saying, once they start going back and forth, we've noticed the disturbance already near Chesterfield Inlet. The full-time -- the full-time hunters in Chesterfield and full-time hunters in Baker Lake know when the animals are more.” (1512)

NIRB, Final Hearing Transcript for AREVA's Kiggavik Proposal, Volume 8

Thomas Elytook (Baker Lake) “I hunted down between Chester and Baker when we had the horses and chestnut canoes. I've been hunting down there. I love the land. And before the -- before that, it was -- driving by, we see seal here, seal there, you know. And then when Agnico started barging in there, it stopped. It's very hard to find seal now. Sometimes we don't see anything come back. Same with caribou.” (1880)

NIRB, Public Information Meeting Summary Report for the Review of AREVA Resources Canada Inc Kiggavik Project: (2012)

Chesterfield Inlet:

“When AEM started shipping to Baker Lake, there was an increase in marine traffic with all the barges, tugs and ships going non-stop in the inlet. (...) All this created noise pollution driving the marine mammals and fish away, affecting Chesterfield Inlet.” (34)

NIRB, Preliminary Hearing Conference Decision Concerning the Kiggavik Project. (2013)

“It was stated that marine traffic is already impacting the marine mammal population near Chesterfield Inlet, and that mine-related marine traffic will only worsen the situation.” (18)

AREVA, Final EIS for Proposed Kiggavik Uranium Mine: Volume 3, IQ Study

Chesterfield Inlet:

“In the past, seals were hunted year round although the spring was the most common hunting season (IQ-Riewe 1992:173). At the 2011 community review meeting it was reported that seals travel north or south of Chesterfield Inlet in the summer, and that during this time they are not found near Chesterfield Inlet; the interview participants suspected that this is due to barge travel (IQ-CIHT 2011). The HTO representatives at the 2011 meeting commented that the number of seals has decreased over the past few years (IQCIHT 2011). It was then reiterated in 2014 that it's hard to catch seals in the inlet now (not caught in the last 2 years) now that ships going up inlet (IQ-CI HTO Feb 2014).” (4-30)

“During interviews, Elders said that beluga whales used to come into the harbour at Chesterfield in August, but come only occasionally now as there is too much noise from boat motors. The amount of barge traffic has increased over the last two years and this has also negatively affected the beluga whale population (CI04 2009; CI08 2009, IQ-CI HTO 201438). In 2014, HTO members said that they were not able to catch enough beluga for their families in 2013 (IQ-CI

HTO 2014). Seals are also affected by noise from marine transportation and because of the increase of barge traffic in Chesterfield Inlet there are fewer seals in the inlet (IQ-CI04 2009; CI05 2009, IQ-CI HTO 201439)” (4-31)

“People in Chesterfield are very concerned about the effects of increased marine traffic on the marine mammals living in Chesterfield Inlet. For example, many of the people believe that increased marine traffic in the inlet resulting from existing projects has already caused many beluga whales and seals to move away, and further increases will make the problem worse (IQ-CI01 2009; CI04 2009; CI05 2009; CI07 2009; CI08 2009; CI09 2009; CIHT 2009; CIHT 2011, IQ-CI HTO Feb 201442). There was particular concern expressed about the impacts of barging on beluga whales, seals and fish at the 2011 community review meeting. The HTO representatives at the 2011 meeting said that they believe project shipping will cause the marine mammals to leave Chesterfield Inlet and therefore the hunters will have to travel farther to reach them; they believe that this is already happening because of existing projects” (4-35)

NPC, Summary of Community Meetings on the Draft Nunavut Land Use Plan, Chesterfield Inlet (2014)

“Used to have a lot of seals in the area. Since the mine in Baker Lake started shipping through Chesterfield Inlet we never see seals in the summer anymore, only see them in the winter after the ships go.” (17)

“No sea mammals since the shipping started for the mine. Sea mammals are disturbed by the vibration, noise pollution from the ship.” (17)

“Chesterfield Inlet has been greatly impacted by companies. We have heavy ship traffic and our mammals have disappeared.” (18)

The entire inlet is “losing sea mammals since Agnico Eagle came” (21)

-- Appendix E --
Areas Nominated for Protection by Rankin Inlet HTO





-- Appendix F --
Beluga Calving Grounds Identified by Coral Harbour HTO



**-- Appendix G --
Essential Char Fishing Rivers Identified by Coral Harbour HTO**

