

Building on this progress, the market sounding exercise will engage senior executives across key sectors - including mining, energy, potash, grain and northern resupply - to better understand how transformative infrastructure investments could shape long-term planning. In particular, the study will explore how extended or year-round shipping supported by icebreaking, a modernized Class 1 railway, an all-season road connection, as well as a potential energy corridor could influence future import and export strategies, supply chain decisions, and private sector investment.

The findings will inform future decision-making in partnership with the federal and provincial governments as well as Indigenous leaders and support the continued development of Churchill as Canada's Arctic and Northern trade gateway."

On March 30, 2026, the Government of Canada and the Qikiqtani Inuit Association announced the:

"... establishment of the Qikiqtait and Sarvarjuaq Marine Protected Areas (MPAs) in Nunavut, bringing Canada one step closer to protecting 30 per cent of the ocean by 2030. Partners also marked the recent signing of an Inuit Impact and Benefit Agreement covering these marine areas as well as terrestrial areas in the Belcher Islands, which are soon to be designated as Inuit Protected and Conserved Areas by the Qikiqtani Inuit Association."

On April 14, 2026, the Prime Minister of Canada announced the signing of an agreement with the Province of Manitoba in respect to the proposed Port of Churchill Plus project. The announcement indicated that:

"... the new Co-operation Agreement will help accelerate major infrastructure projects across Manitoba - getting shovels in the ground faster on projects like the Port of Churchill Plus. This project would modernise the Port of Churchill by advancing potential improvements, such as an all-weather road, rail line enhancements, a new energy corridor, and strengthened marine ice-breaking capacity. Together, these upgrades would establish a reliable trade corridor in the North, enabling Canada to export more resources to European markets.

In September 2025, Canada's new government referred this project to the Major Projects Office to help move it forward. Since then, the federal government has provided \$500,000 to enable decision-making led by First Nations, the Assembly of Manitoba Chiefs, and the Manitoba Métis Federation, as well as the development of the Manitoba Crown Indigenous Corporation to help lead the project, while also working with the private sector through the Major Projects Office (MPO) to explore efficient ways to move critical minerals and Liquefied Natural Gas (LNG) through the port. Now, with today's Co-operation Agreement, Canada and Manitoba can pool our resources to further advance this project and unlock its full potential."

As you will appreciate, the community and residents of Sanikiluaq are deeply concerned about the potential transboundary impacts that this project may have on our marine environment. Given Sanikiluaq's location in the heart of Hudson Bay, any industrial expansion, increased shipping traffic or potential pipeline infrastructure upstream has direct implications for our marine environment, wildlife harvesting and community safety. It is essential that my constituents receive clear information concerning this proposed project.

Consequently, I ask that your reply to my correspondence clarify, in detail, the following issues:

- The extent to which the Government of Nunavut, the Qikiqtani Inuit Association and the Municipality of Sanikiluaq have been consulted by the Government of Canada and the Government of Manitoba regarding the proposed Port of Churchill Plus project and its potential impacts on Inuit in the Nunavut Settlement Area;
- The extent to which the Government of Nunavut is working with the Qikiqtani Inuit Association to ensure that relevant provisions of the *Nunavut Agreement* (including, but not limited to, Articles 5 and 20) are enforced in respect to the proposed Port of Churchill Plus project and its potential impacts on Inuit in the Nunavut Settlement Area;
- The extent to which the Government of Nunavut has been able to determine whether or not the proposed Port of Churchill Plus project, as currently presented, is expected to be in compliance with all applicable federal, provincial and territorial environmental protection legislation;
- The extent to which the Government of Nunavut has been able to determine its potential future role in ongoing monitoring of the environmental impact of the proposed Port of Churchill Plus project;
- The extent to which the Government of Nunavut has determined the impact of the proposed Port of Churchill Plus project on the territory's mining and critical minerals strategy and related infrastructure development, including, but not limited to, the proposed Kivalliq Hydro-Fibre Link project and the proposed Kivalliq Inter-Community Road project;
- The extent to which the Government of Nunavut has determined the impact of the proposed Port of Churchill Plus project on marine traffic routes and volumes in Hudson Bay;
- The extent to which the Government of Nunavut has developed emergency preparedness, spill response and environmental damage mitigation strategies related to the potential increase in marine traffic in Hudson Bay; and

- The extent to which the Government of Nunavut has determined what enhancements to Sanikiluaq's marine transportation infrastructure will be required to address the impact of the proposed Port of Churchill Plus project.

I look forward to your reply.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Daniel Qavvik".

Daniel Qavvik, MLA
Hudson Bay

- c.c. Senator for Nunavut
Member of Parliament for Nunavut
President, Qikiqtani Inuit Association
Municipal Council of Sanikiluaq
Sanikiluaq Hunters and Trappers Association
Arctic Eider Society