

Keith Morrison
Manager, Project Monitoring
Nunavut Impact Review Board
P.O. Box 1360 Cambridge Bay, NU X0B 0C0
Sent via email: kmorrison@nirb.ca

October 27, 2025

Re: Baffinland Response to the 2025 Site Visit Report (NIRB FILE No. 08MN053)

Dear Keith,

Thank you for providing Baffinland Iron Mines Corporation (Baffinland) with your 2025 Site Visit Report for the Mary River Project.

Baffinland would like to take this opportunity to address the observations in the report and confirm to the Nunavut Impact Review Board (NIRB) what has already been done to address concerns and/or what our plans are to address the matters identified.

We have added many of the items noted to our corrective action registry in Safety Culture to be addressed. Specifically, this will support corrective measures with overall c-can management (placement, open doors, etc.) and ensure that hazardous waste is in secondary containment. Baffinland is committed to environmental protection and will closely monitor the placement and storage of hazardous waste. In 2025, we backhauled roughly 800 c-cans to improve housekeeping on the Project and remove waste, unused materials and obsolescent equipment.

Baffinland routinely performs erosion and sediment control inspections on the tote road and prioritises repairs at locations that are adjacent to fish bearing crossings. After receiving the Site Visit Report, damaged silt fences identified on the tote road were evaluated and many have been restored and documented in the bi-weekly DFO reports (see attached photos). Silt fences that were unable to be repaired due to freeze-up and frozen ground will be remediated upon thawed conditions in 2026. Baffinland will continue to review silt fences and erosion and sediment control measures in 2026 to ensure they are operating effectively. In addition, Baffinland is working with DFO to permit road embankment retrofits that will reduce erosion at select fish bearing crossings.

Baffinland finalised the permitting process with DFO, QIA, and the NWB for the CV 216 culvert replacement at Km 82 in Q3. Erosion and sediment control measures and fish salvage was completed prior to freeze-up and the culvert replacement is scheduled for Q4, 2025. Photos of the repair work will be forthcoming. With respect to the exposed liners within sedimentation ponds, Baffinland confirms that this is consistent with the design and industry standard and mitigates interaction of sediments within the sedimentation ponds.

We thank the NIRB for the 2025 Site Visit Report and observations. We look forward to having you back in 2026.

If you have any questions then please reach out to me directly.

Regards,

A handwritten signature in black ink, appearing to read "Cortney Oliver".

Cortney Oliver

Sr. Manager, Environmental, Social Governance

Cc: Megan Lord-Hoyle, Lou Kamermans, Kelli Gillard, Varun Nayak



Photo 1. BG 24 (KM 87.5)– Photo 46 from the NIRB inspection.



Photo 2. BG-24 (KM 87.5)- Follow up photo of new silt fences installed to mitigate erosion and sedimentation adjacent to the crossing.



Photo 3. BG-24 (KM 87.5)- Follow up photo of new silt fences installed to mitigate erosion and sedimentation adjacent to the crossing.



Photo 4. CV-216 (km 82) -Photo 48 from the NIRB inspection



Photo 5. CV-216 (KM 82) – Follow up photos of new silt fences installed to mitigate erosion and sedimentation adjacent to the crossing.



Photo 6. CV-216 (KM 82), Follow up photos of new silt fences installed to mitigate erosion and sedimentation adjacent to the crossing.



Photo 47: Culverts at KM 85

Photo 7. BG 29/30 (KM 85)- Photo 47 of the NIRB inspection Report KM 85),



Photo 8. BG-30 (KM 85)- Re-secured and performed maintenance on silt fence



Photo 9. BG-30 (KM 85), Roadway bank erosion, additional silt fence installed upstream of culvert



Photo 10. BG-30 (KM 85), Roadway bank erosion, silt fence installed downstream of crossing



Photo 11. BG-29 (KM 85.5), Roadway bank erosion, silt fence installed upstream of crossing