

### **2025 Steensby Component Community Engagement**

Community consultations on the Steensby Component of the Project in Arctic Bay, Clyde River, Igloolik, Kinngait, Kimmirut, Pond Inlet and Sanirajak were led by the Federal Government in December 2024 and in April and June 2025. These consultations focused on the regulatory authorizations for construction of the Steensby Railway and Port. Baffinland participated in these meetings as an observer and provided responses to questions where required.

Baffinland held a meeting in Igloolik on May 29<sup>th</sup> with the Igloolik Working Group to discuss the regulatory authorizations for the Steensby Component. Baffinland also met virtually with the Sanirajak HTO on July 3<sup>rd</sup> to discuss shipping plans for the Southern Shipping Route. Engagements continued in-person in these communities between November 18-21, focusing on marine environmental monitoring and mitigation measures associated with future shipping along the Southern Shipping Route. Meeting records from these November engagements may be found in Attachments 1-5.

#### **Attachments**

Attachment 1 – Invitation Letters

Attachment 2 – Meeting Presentation

Attachment 3 – Meeting Minutes

Attachment 4 – Mapping Exercise

Attachment 5 – Follow-Up Letters

# ATTACHMENT 1

## Invitation Letters







October 20, 2025

Mayor George Auksaq  
Hamlet of Igloolik  
P.O. Box 30  
Igloolik, Nunavut  
X0A 0L0

Mr. Lloyd Idlout  
Chairperson  
Igloolik Hunters and Trappers Organization  
P.O. Box 89  
Igloolik, Nunavut  
X0A 0L0

**RE: MEETING ON THE STEENSBY COMPONENT OF THE MARY RIVER PROJECT – NOVEMBER 18, 2025**

Dear Mayor and Chairperson,

Following the meetings held in late 2024 and early 2025 regarding Federal authorizations for the Steensby Component of the Mary River Project, Baffinland Iron Mines (Baffinland) would like to request a meeting with the Hamlet of Igloolik and the Hunters and Trappers Organization (HTO). The purpose of this meeting is to continue discussions on key topics identified as priorities by the community, and to ensure open, two-way communication between Baffinland and community representatives.

Based on previous discussions, we understand that the following topics are of importance to the community regarding the Steensby Component of the Project:

- Marine mammals
- Fish and fisheries
- Caribou
- Land user crossing and access
- Ballast water exchange
- Shipping
- Geotechnical considerations in railway design
- Railway construction
- Inuit involvement and participation in Project Monitoring
- Supplemental baseline studies
- Climate change
- Spill at sea response
- Inuit employment
- Benefits for communities

We recognize that shipping and the marine environment are your community's current priorities. At the same time, we acknowledge that other topics are also important. Baffinland remains committed to returning for additional meetings to address matters not covered in the two-day meeting.

Baffinland proposes to host in-person joint Hamlet/HTO meetings in Igloolik on November 18, 2025. As highlighted above, the focus of these meetings will be on the marine environment and shipping, with the intention of both sharing information on these topics, and gaining a better understanding of community use of the area. A draft agenda is provided in Table 1.

**Table 1.** Proposed Meeting Agenda

Date	Time	Discussion Topics	Participants	Location
<b>Meeting 1</b> November 18, 2025	9:00 AM – 12:00 PM	<ul style="list-style-type: none"><li>• 2024 Mary River Overview</li><li>• Steensby Overview</li><li>• Steensby shipping route integration of IQ and Inuit feedback</li><li>• Environmental Monitoring and Mitigation Measures</li></ul>	Hamlet and HTO representatives	To be determined
<b>Meeting 2</b> November 18, 2025	1:00 PM – 5:00 PM	<ul style="list-style-type: none"><li>• Community use of the Steensby shipping route area</li><li>• Supplemental baseline studies</li><li>• Next steps and future meetings</li></ul>	Hamlet and HTO representatives	To be determined

We kindly request confirmation of your availability for this meeting by October 24.

Should you have questions or require additional details on this meeting, you can contact me at (867) 222-6622.

Sincerely,



Joseph Tigullaraq

Head of Northern Affairs





October 20, 2025

Mayor Manasee Ulayuk  
Hamlet of Sanirajak  
P.O. Box 198  
Sanirajak, Nunavut  
X0A 0K0

Mr. Paul Nagmalik  
Chairperson  
Hunters and Trappers Organization  
P.O. Box 14  
Sanirajak, Nunavut  
X0A 0K0

**RE: MEETING ON THE STEENSBY COMPONENT OF THE MARY RIVER PROJECT – NOVEMBER 20-21, 2025**

Dear Mayor and Chairperson,

Following the meetings held in late 2024 and early 2025 regarding Federal authorizations for the Steensby Component of the Mary River Project, Baffinland Iron Mines (Baffinland) would like to request a meeting with the Hamlet of Sanirajak and the Hunters and Trappers Organization (HTO). The purpose of this meeting is to continue discussions on key topics identified as priorities by the community, and to ensure open, two-way communication between Baffinland and community representatives.

Based on previous discussions, we understand that the following topics are of importance to the community regarding the Steensby Component of the Project:

- Shipping operations
- Marine mammals
- Ballast water exchange
- Spill at sea response
- Fish and fisheries
- Caribou
- Inuit involvement and participation in project monitoring
- Benefits for communities
- Land user crossing and access
- Geotechnical considerations in railway design
- Access to Mary River soapstone

We recognize that shipping and the marine environment are your community's current priorities. At the same time, we acknowledge that other topics are also important. Baffinland remains committed to returning for additional meetings to address matters not covered in the two-day meeting.

Baffinland proposes to host in-person joint Hamlet/HTO meetings in Sanirajak on November 20-21, 2025. As highlighted above, the focus of these meetings will be on the marine environment and shipping, with the intention of both sharing information on these topics, and gaining a better understanding of community use of the area. A draft agenda is provided in Table 1.

**Table 1.** Proposed Meeting Agenda

Date	Time	Discussion Topics	Participants	Location
<b>Day 1</b> November 20, 2025	1:30 – 5:30 PM	<ul style="list-style-type: none"><li>• 2024 Mary River Overview</li><li>• Steensby Overview</li><li>• Steensby shipping route integration of IQ and Inuit feedback</li><li>• Environmental Monitoring and Mitigation Measures</li></ul>	Hamlet and HTO representatives	To be determined
<b>Day 2</b> November 21, 2025	9:00 AM – 1:30 PM	<ul style="list-style-type: none"><li>• Community use of the Steensby shipping route area</li><li>• Supplemental baseline studies</li><li>• Next steps and future meetings</li></ul>	Hamlet and HTO representatives	To be determined

We kindly request confirmation of your availability for this meeting by October 24.

Should you have questions or require additional details on this meeting, you can contact me at (867) 222-6622.

Sincerely,

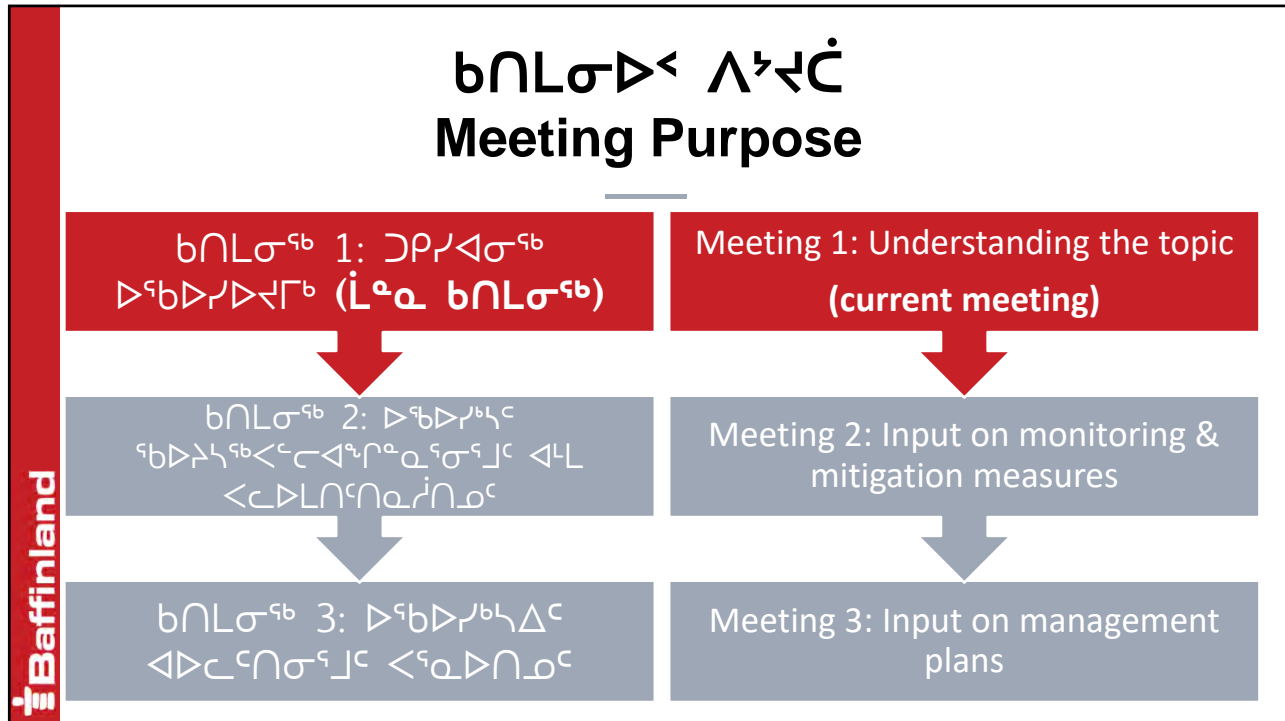


Joseph Tigullaraq

Head of Northern Affairs

ATTACHMENT 2  
Meeting Presentation








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Agenda**
- |                                   |                                   |
|-----------------------------------|-----------------------------------|
| 1. 2024-ᅆ ᅆᅇᅇᅇᅇ<br>ᅇᅇᅇᅇ ᅆᅇᅇᅇᅇᅇᅇᅇᅇ | 1. 2024 Mary River Overview       |
| 2. ᅇᅇᅇᅇᅇᅇᅇᅇᅇᅇ<br>ᅇᅇᅇᅇ ᅆᅇᅇᅇᅇᅇᅇ     | 2. Steensby Component<br>Overview |
| 3. ᅇᅇᅇ ᅇᅇᅇᅇ                       | 3. Marine Environment             |
| 4. ᅇᅇᅇᅇᅇ ᅇᅇᅇᅇᅇᅇᅇ                  | 4. Next Steps                     |
- Baffinland**
- 3






## 2024 ᓄᓂᓴᓄᐅ ᐱᓂᓴᓄᐅ

## 2024 Highlights

ᓄᓂᓴᓄᐅ ᐱᓂᓴᓄᐅ Mary River Project

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  - ᐱᓂᓴᓄᐅ ᐱᓂᓴᓄᐅ ᐱᓂᓴᓄᐅ ᐱᓂᓴᓄᐅ, ᐱᓂᓴᓄᐅ ᐱᓂᓴᓄᐅ ᐱᓂᓴᓄᐅ ᐱᓂᓴᓄᐅ ᐱᓂᓴᓄᐅ
  - Continued use of Capesize vessels, making less trips overall
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  - ᐱᓂᓴᓄᐅ ᐱᓂᓴᓄᐅ ᐱᓂᓴᓄᐅ ᐱᓂᓴᓄᐅ ᐱᓂᓴᓄᐅ ᐱᓂᓴᓄᐅ
  - Aulatijit Inuit Leadership Development Program graduation
- 
  - 12 ᐱᓂᓴᓄᐅ ᐱᓂᓴᓄᐅ ᐱᓂᓴᓄᐅ ᐱᓂᓴᓄᐅ
  - 12 shipping monitors hired in Pond Inlet

**Baffinland**

## 2024 ΔοΔϑ ροΔϑϑϑϑϑϑ ρϑϑ ϑϑϑϑϑϑ 2024 Inuit Payroll and Procurement



**376**

ΔοΔϑ Δϑϑϑϑϑϑϑϑ  
ροΔϑϑϑϑϑϑ ϑρϑϑϑϑϑϑ  
(Δϑϑϑϑϑϑϑϑ  
ϑϑϑϑϑϑϑ)

Inuit Workforce  
Average  
(Employees &  
Contractors)



**\$150M**

Δοϑϑϑ  
ϑϑϑϑϑϑϑϑϑϑϑϑ  
ϑϑϑϑϑϑϑ (37)

Inuit Firm  
Contracts (37)



**\$10.07M**

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ροΔϑϑϑϑϑϑϑϑ  
(Δϑϑϑϑϑϑϑϑ  
ϑϑϑϑϑϑϑ)

Inuit Female Payroll  
(Employees &  
Contractors)

Baffinland

7

## 2024 ΔοΔϑ ροΔϑϑϑϑϑϑ ρϑϑ ϑϑϑϑϑϑ 2024 Inuit Payroll and Procurement



**36,032**

ΔοΔϑ Δϑϑϑϑϑϑϑϑ  
Δϑϑϑϑϑϑ  
(Δϑϑϑϑϑϑϑϑ  
ϑϑϑϑϑϑϑ)

Inuit Training Hours  
(Employees & Contractors)



**\$30.46M**

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(Δϑϑϑϑϑϑϑϑ  
ϑϑϑϑϑϑϑ)

Inuit Payroll  
(Employees & Contractors)

Baffinland

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## 2024 ዓ.ክ.ዓ. ልምድ ስራዎች 2024 Highlights

ግብርና ስራዎች **Shipping**

**6.06 ገርብ** ርዕዮ ዓለብ ልምድ ስራዎች ለምሳሌ ጋራ ስራዎች

**6.06 Mt** of ore was shipped from Milne Port

**70** ልምድ ስራዎች ለምሳሌ ግብርና

**70** individual ore carrier vessels

**92** ግብርና ስራዎች (ግብር 27 - ግብር 26, 2024)

**92 Day** Shipping Season (July 27<sup>th</sup> - October 26, 2024)



## ልምድ ስራዎች STEENSBY COMPONENT




 Baffinland

ᐱᓄᓯᓐᓄᓂᐱᓂᐱ

APPROVAL PROCESS

13

 Baffinland

## ᐱᓄᓯᓐᓄᓂᐱᓂᐱ ᐱᓄᓯᓐᓄᓂᐱ

### Steensby Component

ᐱᓄᓯᓐᓄᓂᐱ ᐱᓄᓯᓐᓄᓂᐱ Approval Process

14

ᐱᓄᓯᓐᓄᓂᐱ ᐱᓄᓯᓐᓄᓂᐱ  
Environmental Baseline  
Studies

**2005**

ᐱᓄᓯᓐᓄᓂᐱ ᐱᓄᓯᓐᓄᓂᐱ  
Project Certificate  
(PC) No. 005 for  
Mary River Project –  
Steensby Approved

**2012**

ᐱᓄᓯᓐᓄᓂᐱ ᐱᓄᓯᓐᓄᓂᐱ  
IIIBA Signatures,  
Commercial Lease  
Type 'A' Water Licence  
Approved

**2013**

ᐱᓄᓯᓐᓄᓂᐱ ᐱᓄᓯᓐᓄᓂᐱ  
Lessons  
Learned from  
Northern  
Operation






**2020**

ᐱᓄᓯᓐᓄᓂᐱ ᐱᓄᓯᓐᓄᓂᐱ  
Steensby Permitting  
Baseline Data Collection

**2023**

ᐱᓄᓯᓐᓄᓂᐱ ᐱᓄᓯᓐᓄᓂᐱ  
Steensby Activity Specific  
Permitting

**2025**

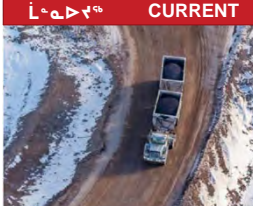











ᐃᐅᑕᓂᑦᐱ ᐅᓂᑲᑲᑦ  
 ዳገᑲᑦᑲᒃᒃᐱᑦ  
 OPERATIONAL OVERVIEW

ᐃᐅᑕᐅᓂᑦᐱ  
 Operations

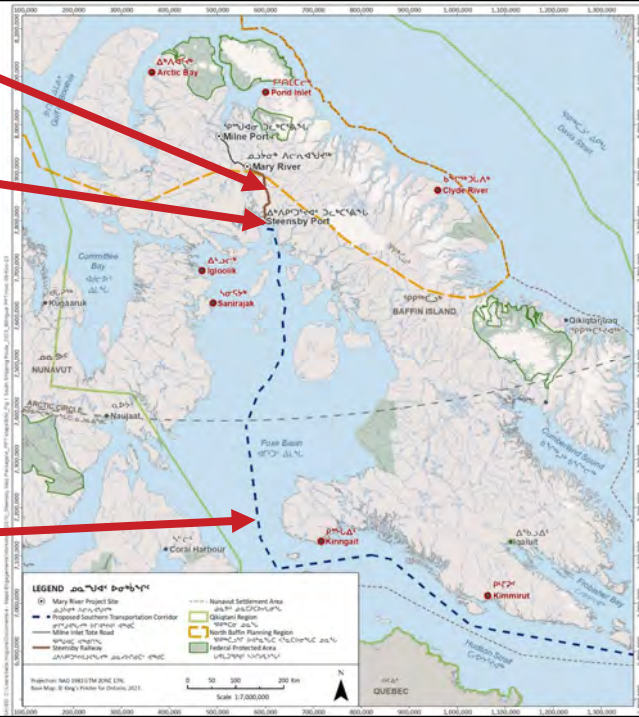
1 ᐅᓂᑲᓂᐃᑦᐃᑦ Mine Site	2 ᐅᓂᑲᑲᓂᑦᓂᑦ Transportation	3 ነጻᑲᑦᓂᑦ ᓂᐃᑕᐅᓂᑦᓂᑦ Stockpiling	4 ᐅᐱᑲᑲᐅᑲᑲᑲᓂᑦ Shipping
	 <p>CURRENT</p>  <p>ᐃᑲᑲᓂᑲᑲᑲᑲᑲᑲ STEENSBY</p>		

# Steensby Component

149 Km ᐃᑲᐱᑦᑲᑦᑲᑦᑲᑦ  
ᑲᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ  
149 Km Steensby Railway

ᐃᑲᐱᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑲᑲᑦᑲᑦᑲᑦ  
Steensby Port

ᑲᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑲᑲᑦᑲᑦᑲᑦᑲᑦ  
Southern Shipping Route



# Steensby Railway

ᑲᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ Overview

149 ᑲᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ

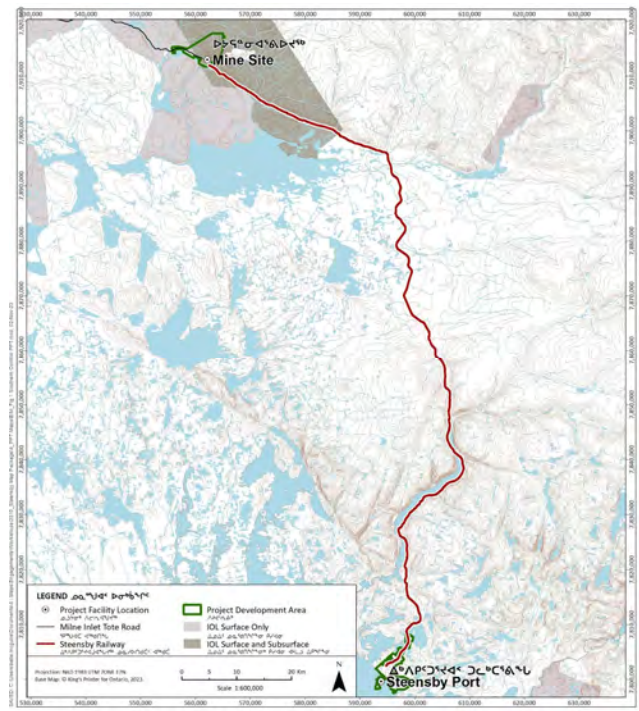
149 Km of mainline track

6.5 ᑲᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑲᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ

6.5 loaded train trips per day (average)

60 ᑲᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑲᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ

60 km/hr maximum speed



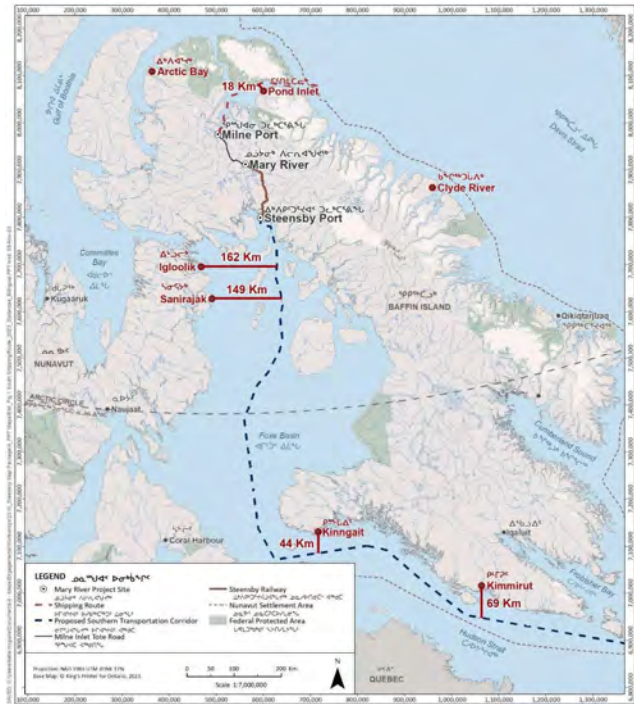
# ᑭᓯᐱᑦ ᐅᑦᐱᑦᐱᑦ ᐅᑦᑭᑦᑕᑦᑎᑦ ᐱᑦᑭᑦ Southern Shipping Route



ᐱᑦᑎᑦᑕᐅᑦᑕᑦ 12-ᑦᑕ ᑕᑦᑭᑦᑕ  
ᐅᑦᐱᑦᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ  
Approved for 12-month shipping



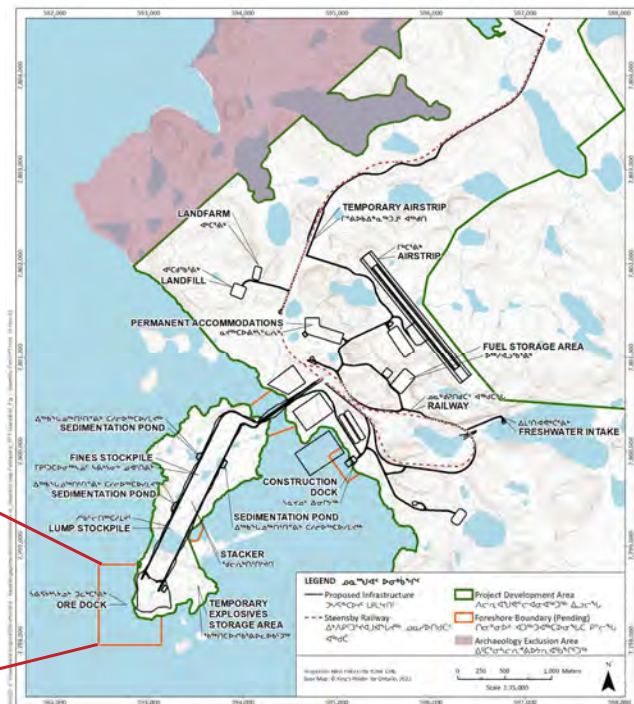
ᐱᑦᑎᑦᑕᐅᑦᑕᑦ 242 ᐅᑦᑎᑦᑕᑦᑕ  
ᐱᑦᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ  
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Approved for 242 vessel  
transits to Steensby Port per  
year



# ᐱᑦᐱᑦᑕᑦᑕᑦᑕᑦ ᑕᑦᑕᑦᑕᑦᑕᑦ Steensby Port

ᑦᑕᑦᑕᑦᑕᑦᑕᑦ Infrastructure

- ᑦᑕᑦᑕᑦᑕᑦ ᐅᑦᑕᑦᑕᑦᑕᑦ  
ᐱᑦᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ  
ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ
- Ore Dock at Steensby Port will be  
similar to Milne Port



# ᐃᕐᐱᕈᑦᐅᑦᐅᐅᑦ ᓄᓚᕈᐅᐅᐅᕐᓴᕈᑦ ᐅᕈᐅᐅᐅᕐᓴᕈᑦ Steensby Railway

ᓄᓚᕈᐅᐅᕐᓴᕈᑦ ᕐᓴᕐᐅᕈᑦ Components of a Train



2 ᐅᐅᐅᐅᕈᑦ  
2 Locomotives

110 ᐅᕈᕈᑦ  
110 Rail Cars

ᐅᕈᕈᕈᑦ  
Freight Cars

ᐅᕈᕈᑦ - 1.1 ᕈᐅᕐᑦ  
Length - 1.1 km



# ᐃᕐᐱᕈᑦᐅᑦᐅᐅᑦ ᕐᓴᕈᐅᕈᑦ Steensby Construction

ᕈᕐᓴᕈᑦᐅᕈᑦ Timeline



3-4 ᐅᕈᕈᑦ ᕐᓴᕈᐅᕈᑦ  
3-4 year construction period



ᐱᕈᐅᕈᑦᐅᕈᑦᐅᕈᑦ ᐅᕈᐅᕈᑦ  
ᕐᓴᕈᐅᕈᑦ ᐱᕈᐅᕈᑦᐅᕈᑦᐅᕈᑦ:  
• ᐱᕈᐅᕈᑦ  
• ᕈᓄᐅᕈᕐᓴᕈᑦ

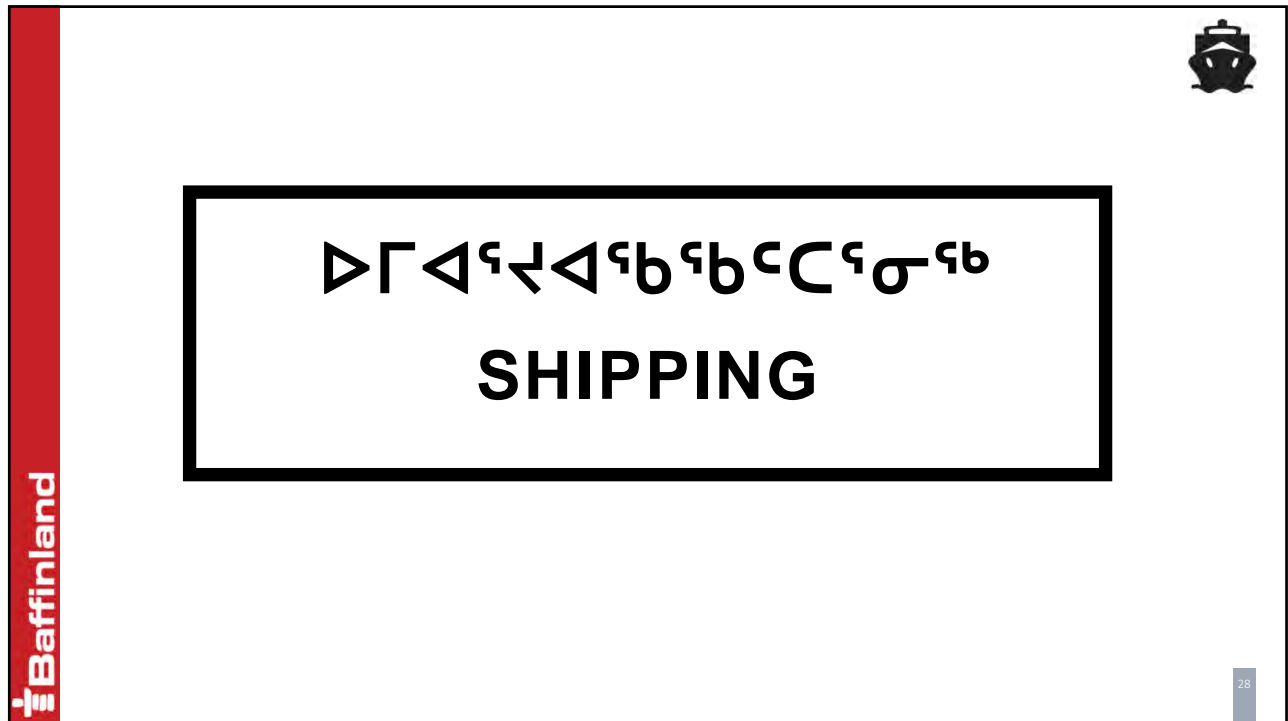


Key factors impacting construction  
Start Date:  
• Permitting  
• Financing





ᑕᓂᐅᑦ ᐃᑲᓂᓂ  
**MARINE ENVIRONMENT**



ᐅᐱᐃᑦᐱᐃᑦᑲᑦᑲᑦᑕᑦᑲᑦ  
**SHIPPING**



# ᐃᑲᐱᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ

## Steensby Shipping



ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ

ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ

- ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ
- ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ
- ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ
- ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ
- ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ
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- ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ



Baffinland

### Considerations for operational shipping plan:

- Operate safely and efficiently
- Project Certificate Terms and Conditions
- Incorporate community feedback
- Minimize ice breaking
- Lessons learned from Northern Shipping Route
- Follow navigation best practices, while continuously monitoring environmental conditions
- Find cost efficiencies

# ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ

## Shipping Route



ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ

ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ

- ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ
- ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ
- ᐅᑦᑎᑦᑎᑦ ᐅᑦᑎᑦᑎᑦ

### Shipping route selection inputs:

- Community feedback
- Inuit knowledge
- Environmental studies



Baffinland



# ᐅᑦᐱᑦᐱᑦᐱᑦ ᐱᑦᐅᑦ Shipping Route



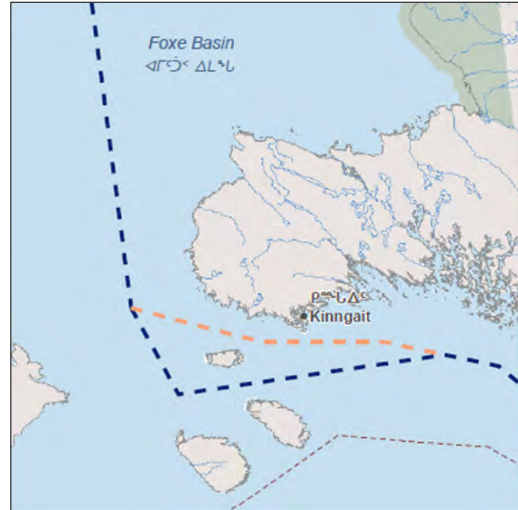
ᑦᐅᐱᑦᐱᑦᐱᑦ ᐱᑦᐅᑦ Key Findings

## ᑦᐱᑦᐱᑦᐱᑦ:

- ᐱᑦᐱᑦᐱᑦᐱᑦᐱᑦ ᑦᐱᑦᐱᑦ ᐱᑦᐱᑦᐱᑦᐱᑦ
- ᐅᑦᐱᑦᐱᑦᐱᑦ ᐱᑦᐱᑦᐱᑦ ᐱᑦᐱᑦᐱᑦᐱᑦ ᐱᑦᐱᑦᐱᑦ
- ᐱᑦᐱᑦᐱᑦ ᐱᑦᐱᑦᐱᑦᐱᑦᐱᑦ ᐱᑦᐱᑦᐱᑦᐱᑦ

## Mill Island:

- Variable and heavy ice
- Vessels will follow safest route at the time of travel
- Aligns with Project Certificate Term & Conditions



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# ᐅᑦᐱᑦᐱᑦᐱᑦ ᐱᑦᐅᑦ Shipping Route



ᑦᐅᐱᑦᐱᑦᐱᑦ ᐱᑦᐅᑦ Key Findings

## ᑦᐱᑦᐱᑦᐱᑦ:

- ᑦᐱᑦᐱᑦ ᐱᑦᐱᑦᐱᑦᐱᑦ ᑦᐱᑦᐱᑦᐱᑦ
- ᐅᑦᐱᑦᐱᑦᐱᑦ ᐱᑦᐱᑦᐱᑦ ᐱᑦᐱᑦᐱᑦᐱᑦ

## Rowley Island:

- Heavy and compacted ice on eastern side
- Vessels will follow safest route at the time of travel



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# ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ Southern Shipping Route

ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ - ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ Planned Mitigation – Land Use



ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ

Ice travel detour route



ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦ ᑭᑦᑲᑦᑲᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦᑲᑦᑲᑦ

Food & fuel at Steensby Port



ᑭᑦᑲᑦᑲᑦᑲᑦ ᑭᑦᑲᑦ ᑭᑦᑲᑦᑲᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ

Hunter and Visitor Site Access  
Procedure  
Adaptive management

Baffinland

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# ᑭᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦ Community Travel Routes

ᑭᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ Mapping Activity

ᑭᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ


Draw travel routes

ᑭᑦᑲᑦᑲᑦᑲᑦᑲᑦ = ᑭᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ

Blue = ice travel route

ᑭᑦᑲᑦᑲᑦᑲᑦᑲᑦ = ᑭᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ  
ᑭᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑭᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ

Purple = water travel route



Baffinland

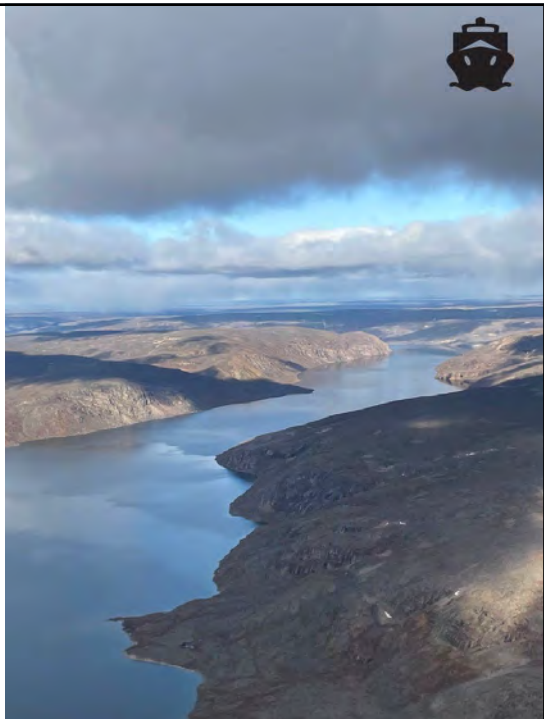
52



# ΛΓΓΔΓ ፍፅረኛ ፍጻሜ ምርመራ PROJECT MONITORING

## ፊሊፕፕስ ፍጻሜ ምርመራ Steensby Studies

- ረጅም ጊዜ ውጤቶችን ለመከታተል ለሚያስፈልጉት ጊዜ ለምሳሌ ፊሊፕፕስ ፍጻሜ ምርመራ 2005-ገምገማ
- ለጊዜ ገደብ ምርመራ ለማድረግ ለምሳሌ ማህተም ለሚያስፈልጉት ጊዜ ለምሳሌ ማህተም
- ፍጻሜ ምርመራ ለምሳሌ ማህተም ለሚያስፈልጉት ጊዜ ለምሳሌ ማህተም:
  - ማህተም ለምሳሌ ማህተም
  - ማህተም ለምሳሌ ማህተም
  - ማህተም ለምሳሌ ማህተም
  - ማህተም ለምሳሌ ማህተም
  - ማህተም ለምሳሌ ማህተም
- Baffinland has been collecting environmental information for Steensby area since 2005
- Working closely with Igloolik, Sanirajak and Pond Inlet
- Data gathered for the following areas:
  - Atmospheric environment
  - Marine environment
  - Freshwater environment
  - Terrestrial Environment
  - Socio-economic environment





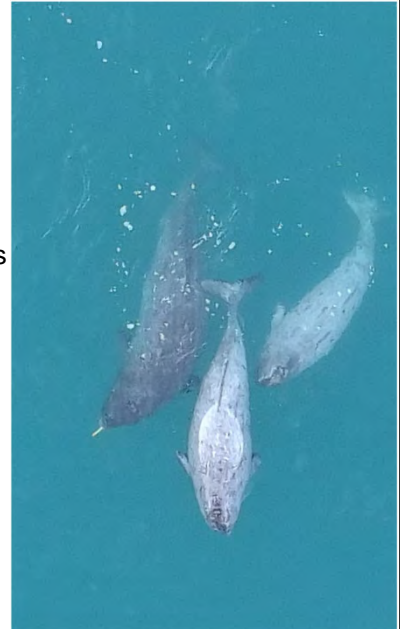
# ᑕᓚᑦ ᐱᑦᐸᑦᑕᑦᑦ ᑭᑦᑕᑦᑕᑦᑕᑦ ᑭᑦᑕᑦᑕᑦᑕᑦ

## Marine Baseline Studies



2006 - 2012

- ᑕᓚᑦᑕᑦ ᑕᓚᑦᑕᑦᑕᑦ
- ᐃᑦᑕᑦ ᑕᓚᑦᑕᑦ ᐸᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ
- ᑦᑕᑦᑕᑦ ᑭᑦᑕᑦᑕᑦᑕᑦ
- ᑕᓚᑦᑕᑦ ᑕᓚᑦᑕᑦᑕᑦ ᑭᑦᑕᑦᑕᑦᑕᑦᑕᑦ
- ᑕᓚᑦᑕᑦ ᐸᑦᑕᑦᑕᑦ
- ᑕᓚᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ
- ᐸᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ
- ᐸᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ
- ᐸᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ
- ᐸᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ
- Physical oceanography
- Underwater noise modelling
- Ice studies
- Marine mammal aerial surveys
- Marine environment
- Shipping studies
- Ballast water modelling
- Spill modelling
- Bathymetry

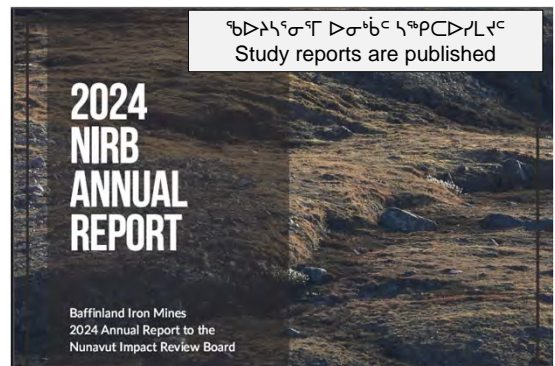


# ᐃᑦᑕᑦᑕᑦ ᐸᑦᑕᑦᑕᑦᑕᑦ ᐸᑦᑕᑦᑕᑦᑕᑦ

## Supplemental Steensby Baseline Studies

2020 - 2025

- ᑕᓚᑦᑕᑦ ᑕᓚᑦᑕᑦᑕᑦ
- ᐃᑦᑕᑦ ᑕᓚᑦᑕᑦ ᐸᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ
- ᐸᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᑕᓚᑦᑕᑦ ᐸᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ
- ᑦᑕᑦᑕᑦ ᑭᑦᑕᑦᑕᑦᑕᑦ
- ᑭᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᑦᑕᑦᑕᑦᑕᑦᑕᑦ
- ᑕᓚᑦᑕᑦ ᐸᑦᑕᑦᑕᑦᑕᑦ ᐸᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᑭᑦᑕᑦᑕᑦᑕᑦᑕᑦ
- ᐸᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ
- Physical oceanography
- Underwater noise modelling
- Airborne noise modelling
- Ice studies
- Aerial ice survey
- Ringed seal aerial surveys
- Marine fish and habitat surveys
- Bathymetry



ᑭᑦᑕᑦᑕᑦᑕᑦ ᑕᓚᑦᑕᑦ ᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ  
Study reports are published

# ᐃᑲᑦᑎᑲᓐ ᐃᑲᐱᑦᑕᑕᑦᑲᐱᑦ ᑲᐃᑲᓐᓴᑎᑦ ᐱᑦᐱᑦᑕᐱᑦᑲᑦ

## ᑲᐃᑲᓐᓴᑎᑦᑲᑦ

### Supplemental Steensby Baseline Studies

2026+

ᑭᑦᑲᑲᓐᓴᑎᑦ ᑲᐃᑲᓐᓴᑎᑦᑲᑦᑕᑦ:

- ᑕᑎᐱᑦ ᐱᑦᑲᑎᑲᑦᑲᑦ
- ᑕᑎᐱᑦ ᑲᑦᑲᑎᑦ (ᐱᑦᑲᑲᑕᑦ, ᑎᑲᑦᑕᑦ)
- ᑕᑎᐱᑦ ᑲᐃᑲᓐᓴᑎᑦ ᑲᑲᑲᑦᑕᑦ ᑲᐃᑲᓐᓴᑎᑦᑲᑦ
- ᐱᐱᑦᑕᑦ
- ᐃᑲᑲᓐᓴᑎᑦᑲᑦᑕᑦ ᐱᑦᑲᑲᑎᑲᑦᑲᑦᑕᐱᑦᑲᑦ

Future studies:

- Marine environment
- Marine wildlife (fish, birds)
- Marine mammal aerial surveys
- Walrus
- Spill modelling

ᐃᑲᑲᓐᓴᑎᑦᑲᑦ ᐱᑕᑦᑲᑎᑲᑦᑲᑦᑲᑦᑎᑦᑎᑦᑲᑦ ᐃᑲᑦᑎᑲᓐ ᑲᐃᑲᓐᓴᑎᑦᑲᑦ ᑲᑎᑦᑎᑲᑦᑲᑦ

Project Certificate requires supplemental data collection



# ᐃᑲᑲᓐᓴᑎᑦᑲᑦᑕᑦ ᐱᑦᑲᑲᑎᑲᑦᑲᑦᑕᐱᑦᑲᑦ

## Spill Modelling

2025 - 2026

ᐃᑲᑲᓐᓴᑎᑦᑲᑦᑕᑦ ᐱᑦᑲᑲᑎᑲᑦᑲᑦᑕᐱᑦᑲᑦ = ᑲᐃᑲᓐᓴᑎᑦᑲᑦ ᐱᑦᑕᑦᑕᐱᑦᑕᐱᑦᑲᑦ ᐱᑦᑕᑦᑕᐱᑦᑕᐱᑦᑲᑦ ᑲᐃᑲᓐᓴᑎᑦᑲᑦ ᐃᑲᑲᓐᓴᑎᑦᑲᑦᑕᑦ ᐃᑲᑲᓐᓴᑎᑦᑲᑦ

Fuel Spill Modelling = computer simulations predict what happens if fuel spills from a ship

ᐃᑲᑲᓐᓴᑎᑦᑲᑦᑕᑦ ᐃᑲᑲᓐᓴᑎᑦᑲᑦᑕᐱᑦᑲᑦ ᐃᑲᑲᓐᓴᑎᑦᑲᑦᑕᑦ ᐱᑕᑦᑲᑦᑲᑦᑲᑦ Proposed Spill Model Location





## ደቡብ ምዕራብ ኔቫሊንግ ምዕራብ ጠቅላይ ምርመራ ምርመራ Ringed Seal Aerial Survey

2021 & 2024

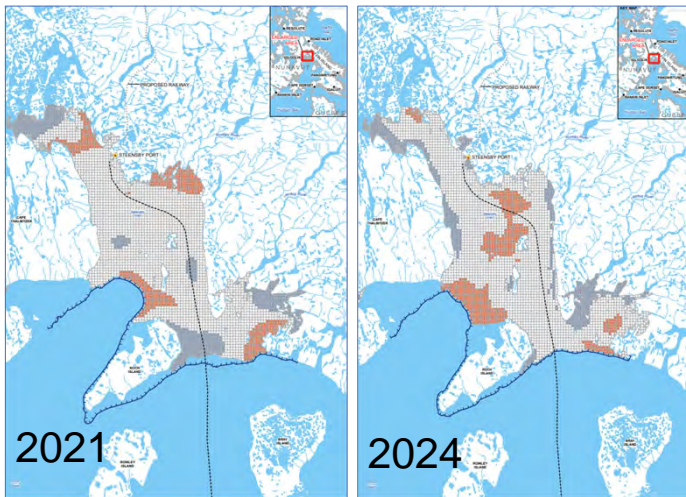
- ለጠቅላይ ምርመራ ደቡብ ምዕራብ ኔቫሊንግ ምርመራ ምርመራ ለጠቅላይ ምርመራ ጠቅላይ ምርመራ 2006-ፖ, 2007-ፖ ተፈጻሚ ደጋፊ 2008-ፖ
- ደጋፊ ምርመራ ለጠቅላይ ምርመራ ምርመራ ደቡብ ምዕራብ ኔቫሊንግ ምርመራ ምርመራ 2021
- 2024 ኔቫሊንግ ምርመራ ምርመራ ለጠቅላይ ምርመራ ጠቅላይ ምርመራ ደቡብ ምዕራብ ኔቫሊንግ ምርመራ ጠቅላይ ምርመራ ጠቅላይ ምርመራ
- Baseline ringed seal aerial surveys done in June 2006, 2007 and 2008
- Updated baseline survey done in June 2021
- 2024 aerial survey completed in June during ringed seal haul-out on the ice
- Inuit participation



## ደቡብ ምዕራብ ኔቫሊንግ ምርመራ ምርመራ ጠቅላይ ምርመራ Ringed Seal Aerial Survey

የምርመራ ድምፅ Results

- ደቡብ ምዕራብ ኔቫሊንግ ምርመራ ምርመራ ለጠቅላይ ምርመራ ምርመራ ምርመራ ምርመራ
- Ringed seal numbers change over space and time
- የኔቫሊንግ ምርመራ ምርመራ ለጠቅላይ ምርመራ ምርመራ ምርመራ ምርመራ
- Continued monitoring during Steensby shipping operations





ᑭᓂᑦᑕᑦᑦ ᐱᑕᑎᐅᑭᓂᑦ  
**NEXT STEPS**

**Baffinland**

ᑭᓂᑦᑕᑦᑦ ᐱᑕᑎᐅᑭᓂᑦ  
**Next Steps**

ᐃᑕᑦᑕᓂ ᑲᑎᒪᑦᑲᑎᑦᑲᑦᑕᑦᑕᑦᑕᑦᑕᑦ  
**Community Engagement**

- ᐅᑲᑕᑦᑎᓂᑦᑕᑦ ᐅᑲᑲᐅᑎᓂᑦ ᐅᑕᑦᑕᓂᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᑲᑎᒪᓂᑦᑕᑦ
- ᐃᑕᑦᑕᓂ ᐅᑦᑲᐅᓂᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ
- Management plan workshops
- Community topics of interest



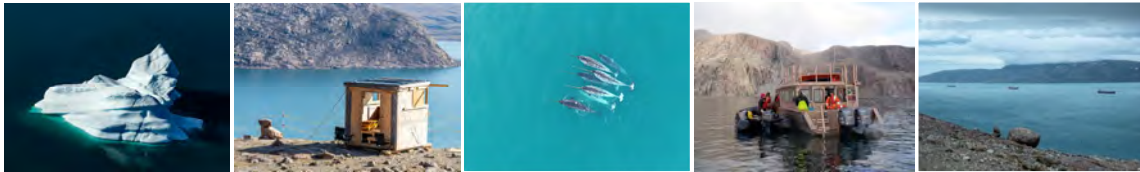
**Baffinland**

# ᐃᑦᑭᑦ ᐱᑦᑭᑦᑎᑦᑭᑦ ᐱᑦᑭᑦᑭᑦ?

## What is a Management Plan?

ᐱᑦᑭᑦᑎᑦᑭᑦ ᐱᑦᑭᑦᑭᑦ ᑭᑦᑭᑦᑭᑦᑭᑦ ᑦᑭᑦᑭ ᐱᑦᑭᑦᑭᑦᑭᑦ ᑎᐃᑭᑦᑭᑦᑭᑦ ᐱᑦᑭᑦᑭᑦᑭᑦᑭᑦ ᑦᑭᑦᑭᑦᑭᑦᑭᑦ ᑦᑭᑦᑭᑦᑭᑦᑭᑦ ᑭᑦᑭᑦᑭᑦᑭᑦᑭᑦ ᑭᑦᑭᑦᑭᑦᑭᑦᑭᑦᑭᑦ.

A management plan describes how Baffinland will meet its responsibilities to protect the land, environment and communities.

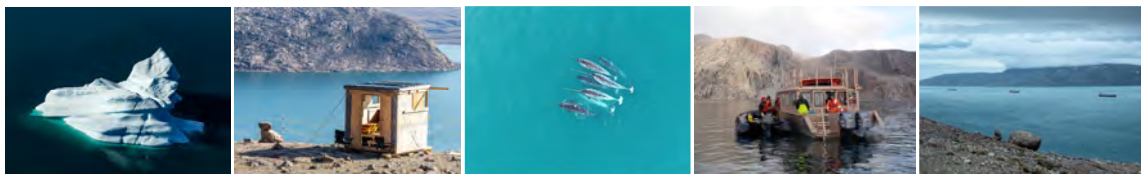


# ᐃᑦᑭᑦ ᐱᑦᑭᑦᑎᑦᑭᑦ ᐱᑦᑭᑦᑭᑦ?

## What is a Management Plan?

ᐱᑦᑭᑦᑭᑦᑭᑦ ᐱᑦᑭᑦᑭᑦᑭᑦᑭᑦᑭᑦ ᑭᑦᑭᑦᑭᑦᑭᑦ ᐃᑦᑭᑦᑭᑦᑭᑦᑭᑦ ᑭᑦᑭᑦᑭᑦᑭᑦᑭᑦᑭᑦ ᑭᑦᑭᑦᑭᑦᑭᑦᑭᑦᑭᑦ ᐱᑦᑭᑦᑭᑦᑭᑦᑭᑦᑭᑦ ᐱᑦᑭᑦᑭᑦᑭᑦᑭᑦᑭᑦᑭᑦ.

Baffinland works with communities and scientists to identify environmental and social aspects that need to be protected from potential negative impacts.



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# Management Plan Workshops

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<p>ᓄᓇ <b>Terrestrial</b></p>  <p>ᓂᑦᑕᑎᑦ Wildlife ᐱᑕᑦᑕᑦ Vegetation</p>	<p>ᐃᑕᑎᑕᑦᑕᑦ <b>Freshwater</b></p>  <p>ᐃᑦᑲᓄᐃᑦ Fish ᐃᑕᐅᑦ ᑦᑲᓄᐃᑦᑕᑦᑕᑦᑕᑦ Water Quality</p>	<p>ᑕᑎᐅᑕ ᓂᑦᑕᑎᑦ <b>Marine Wildlife</b></p>  <p>ᑕᑎᐅᑕ ᐅᑕᑦ Marine Mammals ᑎᑦᑕᑦᑕᑦ Birds</p>	<p>ᐅᑕᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ <b>Shipping</b></p>  <p>ᑕᐅᐃᑦᑕᑦᑕᑦᑕᑦᑕᑦ Emergency Response</p>
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# Management Plan Workshops

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<p>ᐅᑕᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ <b>Shipping</b></p>  <p>ᐱᑕᑎᑦᑕᑦ ᐃᑕᑦᑕᑦ ᐃᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᐋᐅᑕᑎᓂᑦᑕᑦ Ballast water management</p>	<p>ᑕᑎᐅᑦ ᐃᑕᑎᑦᑕᑦ <b>Marine Environment</b></p>  <p>ᓄᑦᑕᑦ Habitat ᐃᑕᑦᑕᑦ ᐋᑕᑕᑦ ᐃᑕᑦᑕᑦ ᑦᑲᓄᐃᑦᑕᑦᑕᑦᑕᑦ Water &amp; sediment quality</p>	<p>ᑕᑎᐅᑕ ᓂᑦᑕᑎᑦ (ᐋᐅᑕᑦᑕᑦ) <b>Marine Wildlife (Operations)</b></p>  <p>ᑕᑎᐅᑕ ᐅᑕᑦ Marine mammals ᑎᑦᑕᑦᑕᑦ Birds</p>
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# ᐅᑦᑲᑦᑲᑦ ᐃᑦᑲᑦᑲᑦ ᐅᑦᑲᑦᑲᑦ Looking Ahead

ᐅᑦᑲᑦᑲᑦ ᐃᑦᑲᑦᑲᑦ Future Operations



### ᐅᑦᑲᑦᑲᑦ 2026

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2026  
Earliest anticipated start of Steensby construction



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Deposits 2 and 3  
Plans to start regulatory process in the next few years



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Northern Transportation Corridor  
Plans to suspend ore transportation in Northern Transportation Corridor once Steensby is fully operational

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## THANK YOU

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**ATTACHMENT 3**  
**Meeting Minutes**







































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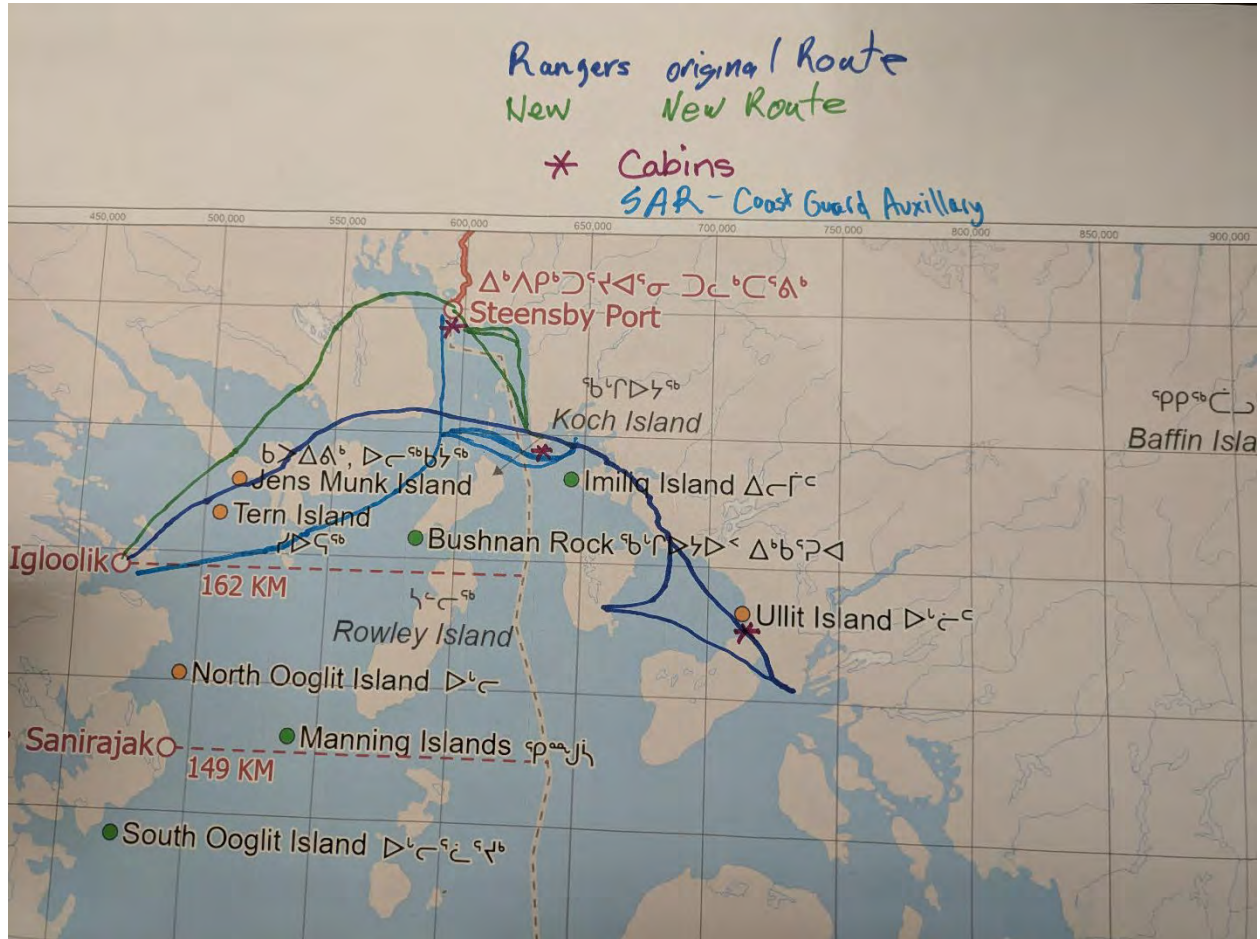


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**Meeting Minutes**

**Meeting Date:** November 18-19, 2025  
**Time:** November 18: 9:00 – 5:00  
 November 19: 9:00– 11:30  
**Meeting Name:** Steensby Update - Igloolik  
**Meeting Type:** In person  
**Meeting Location:** Igloolik Council Chambers  
**Meeting Chair:** Paul Quassa  
**Interpreter:** N/A

Organization / Stakeholder Name	Participants (First and Last Name)
Baffinland	<ul style="list-style-type: none"> <li>• Paul Quassa</li> <li>• Joseph Tigullaraq</li> <li>• Lou Kamermans</li> <li>• Jorgen Nyhus</li> <li>• Elisabeth Luther</li> <li>• Celestino Uyarak</li> <li>• Theo Ikummaq</li> <li>• Peter Ivalu – Interpreter</li> <li>• Jack Haulli - Interpreter</li> </ul>
Meeting Participants	<ul style="list-style-type: none"> <li>• Curtis Sidebotham (Hamlet Council)</li> <li>• Natalino Piugattuq (IHTA)</li> <li>• Amanda Curley (Hamlet Council)</li> <li>• Ludger Makkik (Hamlet)</li> <li>• Seemee Qamaniq (IHTA)</li> <li>• Billy Pauloosie (IHTA Manager)</li> <li>• Patrick John (Ranger)</li> <li>• Tony Kunuk (Ranger)</li> <li>• George Auksaq (Mayor, Hamlet)</li> <li>• George Qattalik (Hamlet, Ranger)</li> <li>• Lucy Qattalik (IHTA, Ranger)</li> <li>• Andrew Attagutalukutu (IHTA)</li> <li>• Peter Kulchyski (IHTA Technical Advisor)</li> <li>• Lloyd Idlout (IHTA Chairperson)</li> <li>• Ike Ungala (IHTA vice chair)</li> <li>• Jacob Maliki (Hamlet)</li> <li>• Daniel Qattalik (Inuit Knowledge Holder)</li> <li>• Peter Awa (Elder)</li> </ul>

**MEETING DETAILS**

<b>Project Component(s) Discussed</b>	Steensby Port, Steensby Railway, Southern Shipping Route, General Project
<b>Amendment(s) Discussed</b>	N/A
<b>IIBA / ICA Relevance</b>	N/A

**MEETING SUMMARY**

Baffinland met with the Hamlet of Igloolik, Igloolik Hunters and Trappers Association and Canadian Ranger Patrol Group (Igloolik) to provide an update on Mary River operations in 2024, planned Steensby Component shipping activities, planned marine environment monitoring and mitigation measures along the Southern Shipping Route and next steps for engagement. During the meeting, information was collected on the Ranger's patrol routes from Igloolik (see Photo 1).

**MEETING MINUTES****TUESDAY NOVEMBER 18, 2025**

Introductions facilitated by Joe.

Paul delivered the presentation in Inuktitut.

**Discussion and Questions****Slide 6: 2024 highlights, shipping slide**

Lloyd: Thank you for allowing Inuit to become managers. Regarding ballast water, is there any Indigenous group monitoring the ballast water that is dumped?

Paul: When it comes to ballast water, every year, we have to abide by Transport Canada regulations. There have been studies by DFO, who did tests on our ships, and Baffinland tests all our ships regarding ballast water. How is the chloring properly applied. We abide by regulations. I am not sure if there is an Inuk working there, but we collaborate with DFO and monitor this.

Celestino: Lloyd, there were two individuals from Pond Inlet working there.

Paul: DFO had 6-7 monitors that were Inuit, and one from Igloolik worked with DFO on the ballast water monitor. DFO will be coming in communities in 2 weeks to present to residents.

How many ships are being tested?

Andrew: Once they start moving to southern route, will you use capesize vessels right away and how many ships?

Paul: Yes, we will use bigger size ships. We are still confirming how many ships we will use, and we are allowed under PC to have 242 transits.

George: Can we see the reports, do they actually make reports, and can we access them?

Paul: Ship monitors in Pond Inlet - reports they make are given to NIRB, they are public information and can be accessed.

### **Slide 8: 2024 Inuit Payroll and Procurement**

Jacob: Some of the Work Ready Program participants are former fly in fly out employees – would this be because some former fly in fly out employees are having difficulty getting rehired and they feel it would be easier to get rehired if they took WRP?

Joe: The purpose of the WRP is to prepare potential fly in fly out employees, and to expose them, to work and live at the work sites (Mary River and Milne Port), fly in fly out procedures (3 weeks work and 3 weeks at home) and to help them with financial literacy. They are also exposed to available key positions that can help with counselling at the sites.

Ludger: I know they also train in first aid, Workplace Hazardous Materials Information System (WHMIS), supervisor level 1 and level 2, it is a good operation and it keeps going.

Lloyd: What I am concerned about is there are number of how many Inuit are employed, and while I am grateful you are helping with employment strategy, I am wondering if we can be provided with numbers, on quarterly basis, regarding how many became managers within the training provided by Baffinland. Is there any possibility that the success rate be identified in % of numbers?

Joe: To my understanding, Baffinland and contractor employee numbers are reported on quarterly basis but I don't know if the numbers of promoted individuals are included in quarterly reports. When the most recent quarterly report was reported by QIA to Igloolik, there was a confusion between the quarterly report and the fact that IIBA document is supposed to be revised every 3 years. Paul mentioned earlier that there were successful candidates under the Sivuliqtiit (leadership program) program, and that would be a good example.

Lloyd: I asked for numbers.

Lou: Checked our annual report and develop a socio-ec report and report advancements by Inuit, which could include promotions or move to other departments. In 2024, there were 28 career advancements. Because we have that number, can provide the comparison next year, posted on the NIRB website and the company website.

### **Slide 14: Steensby Component Approval Process**

Lloyd: When we were in Pond Inlet for the Water Licence, I don't remember the meeting dates.

Joe: The water licence renewal occurred for the current project.

Lloyd: We request - did you receive a reply for the Water Licence?

Paul: Yes, we received our renewed Water Licence until 2040 so we can operate the whole project. From the federal government, we have our Project Certificate and our Water Licence until 2040.

#### **Slide 15: Baffinland PC**

George: In 2013, the IIBA, we need to renew the IIBA, it is a bit out of date. We should have a new IIBA before ships go on Southern route. Igloodik residents are supposed to receive a boat/research vessel. It would be good for Igloodik to receive this before operations begin at Steensby.

Paul: Every 3 years, communities get a research vessel. Pond Inlet got the first boat. Arctic Bay is the next community and then it will be Igloodik. The IIBA, this is being renewed with the QIA. Baffinland and QIA are currently negotiating the IIBA. In September 2013, it was first signed, then renewed in 2018 and the new one will be finalized in early 2026. QIA will determine how they want to involve the communities.

Joe: The current IIBA was developed for Steensby, as it was the only approved project, at the time – the IIBA has been revised a few times and the most recent revision is being worked on right now and will likely be approved by the early 2026. It is QIA's responsibility to check with Inuit on what changes should be made in the IIBA. The buying of research vessel for communities is behind schedule. Pond Inlet received one first, then Arctic Bay. In discussions now with Arctic Bay regarding how to arrange for the boat. I am not sure exactly which community is next to get the research vessel. Then it will be Clyde River, and after Igloodik and Sanirajak.

Peter Awa: When the Project goes to Steensby Inlet, what about the communities in the South. It seems like the Northern route will be used as much. What good will the boats be for the high arctic communities when ships don't go there anymore?

Joe: Those research vessels will be used along the northern route even after Steensby begins. Communities will continue to monitor the shipping Operations through Milne to ship supplies. Will have the opportunity to monitor with those ships along the Northern route. Pond Inlet, Arctic Bay, when they receive their boats, they get more opportunities to do research and monitoring. They want to be able to use it for other purposes than research. There is no ship going near Arctic Bay, the way it is set up, with the five communities identified, those ships will still be used.

Ike: We were given a document that outlined the dates when these communities will get a boat. The one for Igloodik was way too late, like 2030. Want to get this boat earlier than 2030, not even sure if we will get it.

Joe: Thanks for sharing your concern. We understand that some communities were given higher priority over Igloodik. The IIBA document is used for the order the surrounding communities will receive their vessel. I will bring this to the attention of those who work on the IIBA, on the BIM side.

Lloyd: IIBA - There will always be impacts whether it be impacts on the environment, terrestrial mammals, etc. I am not working for Baffinland. If you can say that there will be impacts regardless before Steensby Project starts. You are aware it will be impacted. We come up with benefits for us, like you mentioned the community garage with mechanic. Why don't you just come up with these before the Project begins?

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Initial IQ baseline studies. Were the studies conducted fully by archaeologists or historians

involved? If not, can such a study be undertaken in Spring/Summer 2026?

Lou: Archaeological sites are managed by Gov of Nunavut and Inuit Heritage Trust. We have done work in the Project area since 2008. We did some work in 2012 to protect and excavate sites. Just surveying sites mostly and ensuring that anywhere there is Project infrastructure, to ensure we understand where key sites are. We will avoid them first, if can't be avoided, we protect them through fencing. Where it cannot be avoided, we document and excavate them, and provide them to the Government of Nunavut who holds them on behalf of Inuit. This work has been approved under the permit application, developed by Baffinland Archaeologists, to Culture and Heritage, and work with IHT and communities to review. Local Inuit join the survey team, and led by archeologists who are experts in the field. We have not found any burial sites so far. There is a Chance Find procedure, where activities would stop, and contact the authorities.

Lloyd: About conducting a survey from local people in the spring or early summer of 2026, if you remember my question correctly.

Lou: We are still working on the plan for 2026. We will go forward with another archaeological survey and protection program. It depends on funding we receive in 2026, needs to be done in advance of construction. Will work with Culture and Heritage, and IHT for this program.

Lloyd: Inuit will be impacted so we should listen to their voices. You are fully aware there will be impacts. You continue to say this. Come up with benefits for us before Steensby, for instance, do our benefits proposed under Phase II continue or be revisited?

Paul: Confirmed we work with Inuit on archaeological sites. We work alongside Inuit and their Inuit knowledge. Inuit have to be involved throughout. Trying to save money, no luxury of coming up with something right away. We talked about benefits, as it stands, we don't have any certificate for Steensby. All the communities have a shared concern that benefits be brought up before Steensby commences. There are benefits we won't see for this community until Steensby commences.

George (Hamlet and HTO): What do we think about benefits, we were looking for benefits for many years and we haven't seen anything. Maybe we should have a better understanding of how they operate. The impacted communities have not seen any benefits.

Paul: We are not a gold mine, we are dealing with iron ore. We look at the commodity prices, gold vs iron. One ounce of gold is \$4,000, for 1 tonne of iron ore, it is approximately \$104 today. Gold commodity is enviable. You have every right to check with them.

Lloyd: When will construction on the Project start for Steensby? Has funding been secured or is there remaining uncertainty about if it will be funded? Is the timing the same on North and South side of the Project. What is the planned completion of construction and when will operation begin?

Paul: We need permits, then we will go to the funders to get the financing. Cost around \$5B to construct Steensby. Once the project commences at Steensby, it will potentially start construction in 2026, and will be completed in 3-4 years for the railroad and the port. Once complete, then the ships would go to Steensby.

Joe: Waiting for permits to be approved and fall 2026 everything could start if permits in hand and

financing became available. Until we get the permits, the funders will not be able to give us the money. Need to wait for finance. For community benefits, once Steensby begins, benefits that were promised under on Phase 2 will be provided (daycare, office complex, maintenance garage) to the surrounding communities. Those are the benefits slated to be delivered.

Lou: Just to be clear, the authorizations we are waiting on are the Fisheries Act Authorizations (FAAs) for bridges and port, Approval to Construct a Railway from the Canadian Transportation Agency (CTA), Land leases from Crown-Indigenous Relations and Northern Affairs (CIRNAC). These are what the federal government has been discussing with the communities in the past 6 months. Once the permits are issued, that completes the approval. The Water Licence was renewed in March and the Project Certificate remains valid. Once permits are in hand, lenders will be able to finalize the funding. Realistically construction could start in the Fall 2026, but would likely be a small program to bring in equipment and materials, with more shipments in 2027. Baffinland will continue to engage. Even with that timeline, operational shipping would occur at the earliest in 2030, and may get delayed. That is the best info we have right now.

Lloyd: There are more questions that keep coming up, but will add them later on.

George Qattalik: We saw earlier, talking about syllabics, on slide 15 - wondering why it is called Final Environmental Impact Statement (FEIS).

Paul: This is just the name used by the NIRB. We know it is not the final component but it is just the terminology from NIRB for the environmental assessment. We know it is iterative, it is not the ultimate end.

Joe: The contents of the proposal kept changing, on the main project, to accommodate community members' input that eventually led to the FEIS filed with the NIRB. This was the final version BIM gave to NIRB before the Project Certificate.

## **Lunch Break**

## **AFTERNOON**

### **Slide 21-22: Steensby Railway and Shipping Route**

Question: How many trains will you be using to transit ore from mine to port?

Paul: There will be 3 trains.

Tony: How big would the building be the construction camp?

Paul: It would be smaller than the camp at Mary River, and fewer people than there are at Mary River. The building would have less people.

Patrick: You mentioned 3-4 years construction period. Could it be completed before that time, or will it be 3-4 years minimum? When will the benefits start coming?

Joe: Once we have the money from investors and construction is started, we will be in a better position to provide benefits to communities, such as sponsorships and donations.

Ike: If you have 3 trains, will there be 3 trains for every transit? How will they go side by side? Will they continue to use 3 trains? Will they be transiting 24h per day? Is there a risk of accidents of running into each other?

Lou: There will be 3 train sets, but that doesn't change the number of round trips (about 6.5 per day, or 13 one-way transits). It takes about 6h for a round trip, so need 3 sets of trains. One loading at mine, one on railway and one at Port. Running in a circuit.

Ike: Will the railway be constructed be built the same way? Will it be compatible for winter conditions? Will it need grease to run properly? Will it emanate smells?

Paul: We would have to grease the wheels, but we wont grease the railway directly.

Ike: I understand, it is that way south of 60? Will you be following Canadian Railroad Standards?

Paul: We will get approval from Transport Canada and CTA and will need to approve for the safety of the railway well before the construction commences. It will have to be safe and constructed differently than they do in south, contracting people experienced with railroad to ensure safety. Only after we receive the approvals.

Lloyd: Can we still change the railway if somebody requests if anything is approved? Will the train cars carrying ore be covered? What other dust mitigation measures will you use? What is the timing of potential shutdown for shipping?

Lou: Time to change the railway - the Project Certificate has approved the approved railway. This is where we conducted environmental studies and Nunavut Planning Commission recognized the transportation corridor. This is what is being considered for approval by the CTA. Right now, is about making sure we manage potential environmental effects from that, installing caribou crossings, fish passage and working with HTO to ensure crossings for hunters. Today, we wanted to speak mostly about shipping and we will get into that, but we will have more sessions with the community and HTO to focus on the Railway. In terms of dust, we are not proposing to cover the railway cars now. We don't see dust coming off trucks from where ore is. Dust comes from wheels on the road. I can circulate the samples of ore that we can circulate so you can see how heavy it is. We will monitor for this and if monitoring shows it is happening, we will implement adaptive management if needed over time. We will get into shipping soon, so can discuss timing of potential shutdowns

Natalino: Back in 2005, Paul and I were councillors. They wanted to do year-round shipping back then. We haven't heard about the rail updates to the rail route. We are aware of the crossings around the rail route, but new councillors, new members usually don't know where those crossings will be.

George Qattalik: Length of the train will be the length from here to George Q's house, they will go fast and I don't think caribou will go through there. Children wont ever see caribou again. It will take a long time to get this again, we have to do this properly if we will proceed. We were able to see a few caribous, once it operates, we won't see caribou again. We need some compensation. They ship over 4mtpa, making 440m in revenue - we haven't seen any benefits, no gas vouchers. We are not just going to stand by if we consider our descendants. This is our land and destroying it

this much. That area is like paradise, once we get there will be nothing.

Paul: We just want to hear these types of concerns by Inuit, on Inuit land. We will continue to listen and collaborate.

Seemee: When going through Mary River, will want 30m tonnes, 121 ships - would it be appropriate to track a ship with 30m tonnes? We have to take care of our land, if we take care of it, it will be ok.

Paul: Approved for 22mtpa, we can't ship more than that, maybe we can ship less.

Daniel: We are caribou hunters, use it for clothing. Caribou doesn't go through any route, use foot paths, if they will continue to be used by the current population now. Change between one area and another, where the caribou is, we have to know exactly where they are. Maybe they will not be able to change. This is a big issue when it comes to Mary River Project. We have to work extra hard for our descendants. It is already set, our parents and ancestors asked where they used to live. People knew where those areas were, have to work extra hard for our descendants.

Lloyd: When it comes to shipping and transit, could the number of transits be changed based on what Inuit want? Improve it? You can listen to our concerns; we have to do something about the shipping route and the rail route. Inuit should be truly involved. I now have a question to ask the two Elders here, who are they representing? We could improve this based on what Inuit want pertaining to the number of ships and train transits

Paul: Number of transits, the NIRB advised on this, based on Inuit board members and consultation with communities and public hearings where they came to communities to provide input prior to approval of Steensby and railway. Inuit shared their concerns back there and their concerns were integrated by NIRB. This has already been approved. We follow NIRB's advice.

Joe: If the number of trains has adverse effects, we will investigate and look at other options based on what is covered and we can do adaptive management based on input from communities.

Patrick: During the construction, while the Railway is being constructed, the ships will start going to Port. Is that when the shipping will commence from Steensby, after the Railway is completed? During construction, will they ship through Milne or Steensby?

Paul: from Mary River, the train would get ore at the mine and bring it to Port. Once at the Port, transported to ships. Only after the construction has been completed will there be shipping.

Patrick: The track themselves, will the rail tracks be brought from Mary River site or from Steensby Port?

Paul: The railroad tracks will be installed from both the mine site and Steensby Port. They will construct the railway and meet midway along the route. This is how it will be constructed.

Lucy: How many ships will be used to bring materials to construct Steensby

Paul: Approximately 60- 80 ships will be needed to bring supplies and equipment for construction, it will come through Milne Port and Steensby.

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#### **Slide 34: Shipping Route Key Findings Rowley Island**

Jacob: It is obvious that Coast Guard will be around that area for safety purposes. I assume that the Coast Guard will be available to this community to be near shipping routes.

Paul: We have no control over the Canadian Coast Guard if they will have presence in that area. We will be using our own ice breakers.

Lloyd: Is the shipping route the safest route? Has that been identified? If problems arise from trying to use that route, is this the final route we will be using? If you find there are hazards along the route, you need to deviate?

Paul: Yes, we have done extensive studies on this shipping route, and found there are hardly any hazards, but based on how much ice there is, we will talk to Kinngait if there is a deviation required from the route.

### **Slide 35: Bathymetry**

Jacob: We have radar equipment with GPS that can do bathymetry. You could actually do bathymetry studies with the boats. The research vessel could be used for bathymetry and other studies.

Jorgen: If the vessels will have depth sounders, most of the vessels to be used for shipping ore will be built no later than 2028, so they will be very modern.

Ike: Slides showing quotes, we only see pro mining quotes. Were there any that were opposed to shipping? There was a ship that ran to ground somewhere in that area. In around Steensby, does the bathymetry change? Has it been studied?

Jorgen: We have conducted bathymetry studies in 2023 and 2025. Waiting on the results of the 2025 studies, but early indication is that it is very deep in Steensby Port, down to more than 100m very quickly from the land. For the Baffinland vessels, the largest ones that we will use have a draft of 23m. To clarify, the depth sailing into Steensby is not a problem and does not pose a risk.

Lloyd: The depth of the ship, is that fully loaded?

Jorgen: Yes, this is correct. 23m fully loaded.

### **Slides 44-46: Walrus Haulout**

Lloyd: Thank you for studying the walrus. Can we see the report once it is ready? It would be good if you indicate that there are studies made, that we get a copy of the report.

Paul: DFO has done studies. Our own Baffinland reports are published and are publicly accessible.

Ike: we are dealing with Nunavut Land Use. We have indicated very clearly what our plan was. It would be a lot better if you ask for those things, because we asked for those. The new committee is brand new, so we might skip a lot of information. When dealing with land use, it would be nice if there is evidence that they were used. We have asked about it and didn't get a response yet.

Paul: Yes, I do agree, thank you. We will look into that one.

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Ike: I am curious if we are dealing with Nunavut Land Use. This has been dealt with birds and locations. Anything to do with wildlife, we have answers for all those. If you want to continue with your exercise, we can cooperate.

Paul: Yes, that is true that they were done.

Lucy (Ranger): Submission from Igloolik Canadian Rangers

- Received a letter as of October 14 from Joe Tigullaraq, regarding Baffinland. It is to state that they will be coming here today regarding Steensby. They wanted to have a meeting with hamlet and Canadian Rangers
- Inspect DEW line sites twice a year, once in the winter by snowmobile and one in summer by boat. (see locations and station names on maps provided)
- They travel by snowmobile in the winter (March) from Igloolik through Kappuivik, Igluqujuq and cross over through Itillikuluk. Same route since the Rangers started doing those trips.
- When mining shipping route starts, they will need to change the route through Steensby Inlet to avoid shipping route.
- For search and rescue, go beyond Baffinland. For example, it would be nice if they could provide help with gasoline, food or equipment.
- If they will go through that and change our path, it would be good to receive help from Baffinland for that area. We are requesting 3 houses for emergency shelters
- Request the following:
  - Gasoline
  - 3 cabins (Steensby Inlet, Itilliq, Saatuqjuaq)
- New route would be from Igloolik through Aukannaarjuk, Sapugaarjuk, Umiakkuvittiariktuq, Ammaluqtualuk, Qaliliup tungaagut and finally to Ikpikittujuaq. This is the path they would like to take, so would like to mark it on maps.
- Usual trip takes 5 days there and back by snowmobile. They are only approved to use 5 days to complete the task of monitoring DEW line sites. If the route has to be changed, the days would have to be extended because the route has been changed a lot. Travel time will be longer.

Paul: During summer, when do you go?

Lucy: Whenever there is less ice and we can access, we usually go in late July-August. Best time is usually in August.

Paul: Regarding the request, we can look into this and provide a response back. We have to go through beyond Baffinland. We often help other communities for emergency purposes, and we erect small cabins for hunters and trappers, so we can provide a response soon. For now, we will look into this and provide a response. We will also look at where and how often we may cross your path. With regards to search and rescue also involved in this area.

Ike: I would like to remind you that the stuff that QIA has reported and I know you have the reports (Tusaqtavut studies), our area has been marked. You have the reports and it has been marked several times. I rarely go out of town these days, it's not like before. A lot of animals have a different behaviour.

Paul: We will proceed with plan at hand. We will review the Tusaqtavut studies and we can mark them down on the map based on the Tusaqtavut studies. What we have is what is on those maps. We

will also look into the routes that hunters take to travel and mark those down.

Ike: If there is anything that we haven't mark down, come back and remind us, but for now, we prefer to work with what we have.

Peter: As an Elder, I am just visiting and a lot of time, Baffinland mentioned they wanted to speak to Elders. Since you are talking about, they come out is in the middle or end of September. It is active time for walrus, they are in the areas in south Baffin. They are with their children and will be coming up North and go up the stream. I might be wrong, they go a little bit further South and during summer time, they go back up North. Not a lot of people know about this but this is knowledge that Elders know and it is important to share. This knowledge about animals giving birth is getting pretty hard to pass on. Trying to let the young people know, but they seem to ignore us. Thankful that we are able to talk in this community with Baffinland, HTO and others, and how this is being documented. Regarding caribou, they are always on the move, never stay in one place. That kind of knowledge, it would be easy to start marking things down. There is not a lot of us, but we still have the knowledge that we can pass along. As for Lucy, I hope you can help her address the problem and help find the right route.

Paul: Any other comments or questions before we proceed?

#### **Slides 47 – 49: Ballast Water**

Seemee: There is more than one way to treat ballast water. Can you use electromagnetic to clean ballast water instead of using chlorine?

Jorgen: Baffinland does not decide what treatment happens on the vessel, that is the ship owner. 95-97% of all treatment systems are chloride. There is also electromagnetic and UV light. Follow Canadian and international rules. Do an exchange, if the vessel comes from Europe, vessel pumps out water mid-Atlantic. Takes water from 2000m deep and 200 nautical miles from land. All vessels are tested for salinity when arrive at Milne so we know if they complied with this rule. Since end of 2024, every vessel built after 2009 will need a treatment system. Majority of systems are chlorine. In 2024, started a scientific project on levels of chlorine in ballast water. Results so far says that we were 98% within the limits of IMO. However, we don't know which vessels were not within the limits as it was done by DFO. Now need to determine if we are able to change the treatment systems. Like answer is no because we don't pay for them. It is the ship owner, and as long as we only use vessels for 3 months, cost of this will be too expensive for ship owners or Baffinland. Unless there is a regulation change, slim chance that they will change it, not cost effective to use UV or electromagnetic.

Seemee: Have you spoken with Greenland or exchanged information regarding ballast water?

Paul: We do not deal with Greenland, follow the regulatory procedures.

#### **Slide 51-52: Planned mitigation - Land Use**

Ike: I feel bad that if we don't write it down. If you leave it for us, we will be able to mark it down if it is not possible today. We can deal with this very quickly and send this back as soon as possible.

#### **Slide: Marine Baseline Studies (2006-2012)**

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Lloyd: When the animals will be impacted. It would be good if you have more local people on the committee. Whenever Baffinland has a meeting, it would be useful to be informed about the topic on hand.

Paul: HTA typically participates in the MEWG and TEWG, so it is their responsibility to inform the locals on what they were having the meeting about. That is how I see it.

Joe: To make it clearer, there were 189 terms and conditions imposed, upon approving the Steensby Project in 2012. One of the terms and conditions was for BIM to establish two environmental working groups (Marine Environment Working Group or MEWG or Terrestrial Environment Working Group or TEWG). The working groups started out with scientists participating from the Federal Government, Nunavut Government and QIA. HTOs from the 5 communities were added on, a bit later. Kinngait and Kimmirut now have been invited to participate in these working groups as well. Meetings of the working groups are conducted in both Inuktitut and English now. Seemee from the IHTO participated in the working group meetings, yesterday. Meeting minutes are recorded in both languages. These meeting minutes are available to each participating HTO.

Seemee: If you go to page 27, it is stated that under Inuit contributions, QIA was here about a month ago regarding IIBA. They were going to do a quarterly report. We had a meeting with QIA (IHTA), and the HTA stated that before Steensby, it needs to be upgraded and still waiting for a response. We were told that Baffinland and QIA are the ones to make the changes. If we want to see changes, and want to improve for modernism, how do we request those changes?

Joe: The IIBA was signed, by QIA and BIM in 2013 for Steensby. It is stated within 3 years, it will be updated. In 2018, it was updated. QIA represents Inuit, they are the ones who should be asking if the community members want to see some changes made. QIA is made up of Community Directors from each Qikiqtani community. As a Nunavut Agreement Beneficiary, not as a BIM staff, I would encourage you to work with QIA on your concerns pertaining to IIBA.

Meeting ended at 5pm.

Will reconvene tomorrow morning.

**WEDNESDAY NOVEMBER 19, 2025**

Joe - Introduction

Continued presentation, starting at Marine Baseline studies slide

**Slide 62: Emergency Planning and Training**

Natalino: Baffinland didn't want to participate back in 2006 or help, were told not to go to Steensby area. We were able to use our own radio, and we were told to leave. It was not appropriate as we were trying to do studies. We could have done better studies if we were closer to the study area.

Paul: Was Baffinland involved with this study?

Natalino: It is stated that in 2006, there was marine studies taking place in that area.

Paul: Apologize for the situation that happened. We document all the studies and meetings, and this information is available.

Natalino: Thank you, you answered pretty well everything.

Seemee: Fuel spill modelling - What kind of fuel will it carry? Some fuels are not good for the environment. As for emergency planning and training, how soon will they be able to respond, and who will be paying for it? If regular people see a spill, is there a place where they can call?

Lou: We have responsibilities and capabilities for spill response at Steensby Port. Where we will be best able to respond is the one that happens at Port, most likely to happen with fuel transfer. We prepare for that each year and have training on site. We have equipment needed to respond to spills at port, and we concentrate on the highest risk area. Spills outside the Port area is a shared responsibility. Canadian Coast Guard has the primary response responsibility. Under the regs, they are the ones to respond first to a spill at sea. Baffinland will assist and coordinate with DFO. This spill modelling is the beginning of the work we will do to begin preparing for shipping operations at Steensby Port. Working with TC, CCG and communities. I want to emphasize that spill modelling and spill response planning is critical, but our focus is 99% on prevention. Ensuring our operations are safe and that a spill will not happen in the first place. We will work with state-of-the-art vessels, safely built and designed for preventing spills (e.g. double hauls, equipment to detect water depth). Practices in place and lessons learned from operations at Milne Port (e.g. well-defined shipping corridor, convoy) are based on best practice recommendations from TC to avoid spills. For spills reporting, the government of Canada has spill response line.

Jorgen: Regarding fuel types that vessels will use, there is a fuel oil ban in 2027, that will take any heavy fuel oil out of the question. Current vacuum in shipping in terms of which fuel will be used in the future. Most likely fuel is marine gas oil, used in areas close to land. Fuel that vessels will use most of the time. Most vessels will likely be dual fuel, and this is to be decided (e.g. ammonia, hydrogen, methanol, biofuel). There is no clear path at the moment as the international organization has not made a decision/recommendation. Only safe dual fuel that can be used now is LNG - needs to be tested. Until we build those vessels for Steensby, the fuel to be used is gas oil.

Ludger: Coast guard, there will be more ships coming up here and they informed the committee that

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they will need to be prepared for emergency response. At the moment, if there is an emergency there is DFO, Coast Guard and DSA that need to be informed.

Jacob: I want to go back to page 45, will we need to respond and will they contact search and rescue or the local SAR team?

Jorgen: If require the vessel to stop, it will stop. The authorities will use the local SAR teams if available.

**Slide: Seal studies**

Lloyd: Will you provide the information on paper? Are socio-economic monitoring committee and working group sponsoring research for impacted communities to monitor on hunting, number of families for food production, distance travelled for getting country food, etc. Is such research conducted and if people have to travel further because of project, would Baffinland consider providing fuel, help import southern food as a form of mitigation? Environmental monitoring: will qualify Innu be employed during the construction and operations for monitoring? For the construction and operation or before, will Inuit be trained to be able to work in the Steensby Operations? Will Inuit be trained for spill response as well?

For the existing mine, I feel that Inuit will not want Baffinland to do their own research, as heard from Natalino earlier, we have limited access to see Inuit's point of view of impact of the operations. We will need easier access as impacted people.

Lou: Funding programs for harvesters (e.g. food vouchers) has close ties to the program we have in Pond Inlet. Interested in talking about those types of programs for communities more affected by Steensby shipping, we are missing a partner in the room for those discussions, and it is QIA. We need to all get together, and align on what communities want in the next version of the IIBA. We are finishing a round of revisions now that will be finalized this year and issued next year. Those edits include a lot of improvements to contracting process to ensure more Inuit are benefiting from contracting. The concept of measurable objectives, we are held to satisfy objectives, and if not, have to compensate financially for the lost benefit. The next round of edits to the IIBA is where we can talk about the community investments like we did for Phase 2 (community garages, daycares, etc.). We need to work with each community and are willing to make those investments, come to the table with those ideas and we will work together with QIA on those. Every community has their unique needs. Need to bring QIA in the discussion.

Regarding monitoring, Inuit form a large proportion of our environmental monitoring programs already - integrated into our site environment team on site, and two of them are getting promoted this week. In the summer, hire Inuit for marine monitoring, part of aerial surveys. No planes to survey wildlife without local people who know the area. At the working group meetings, we involve Inuit to scope the programs. This will continue with Steensby. Inuit are part of programs; part of analysis and results are made available publicly and reviewed by Inuit/NWB/NIRB. There are many forums where you can keep bringing that up - bring it up to QIA, working groups, with local BIM staff.

When talking about Inuit led monitoring, we are also working on this with QIA on the Inuit Stewardship Program. Tim Soucie is here with QIA working on the ISP, QIA wants this to move forward. This is what Baffinland wants to see the program, community led but funded by Baffinland. Baffinland reviews work plans and reports. Programs are community run. We want to

develop programs with communities.

I have been with Baffinland for 8 years, and I haven't seen a program where there was no Inuit involvement. Our Bruce Head program designed with input from elders in Pond Inlet, etc. Inuit are critical for all these programs.

Lloyd: I hope you won't forget the questions I pose, keep them in mind. When we ask questions to BIM, some questions are not responded to.

Paul: We respond to questions based on our understanding and bring technical advisors to give best responses.

Ludger: Thanks for asking questions and we always come up with same answers, we need to send the questions before you arrive to Town. It is better to be able to have questions before the meeting. When you arrive, we will finally have answers after this meeting. No wonder we will need to come up with some type of working group.

Ike: We have a technical advisor. We have a meeting right now, you keep referring to our technical advisor and saying these questions don't come from us. It is the same thing as us, you are the senior advisor and you use your technical advisors. He is trying to help us understand, he guides us and gives us better understanding. We will continue to have a technical advisor and since the inception of the Mary River Project, we were supposed to have tech advisors. As Government, the mandate is different. At this meeting, we are representing the HTO and we have a lot more questions than the hamlet. Maybe the hamlet is pro-mining or thinks Inuit needs to be employed. I have been thinking this for a while and I am saying it now. What you say usually, I want our technical advisor to be welcome too. He has been bullied way too much. To hear this non-Inuk person will be talking is not appropriate to hear. He is trying to help Igloolik people understand.

Peter: Those that are trying to be supportive or trying to help, even us, we are trying to support anyone. There tends to be backlash against trying to help others. We tend to get backlash. I am an Elder now, I am closer to the century mark, I know there needs to be an elder at these meetings, specifically with Baffinland and HTO. Marine mammals, animal behaviour can change with climate change as our seasons are changing. Our culture and seasons have changed. Right now, it should be winter. The ground doesn't freeze, no options to ferment walrus. Everything changes due to climate. I can say that people don't want to hear about issues that if Inuit don't abide by God's will, then the weather changes and everything changes because no one is following God's word. This is what I heard. Things change from way back where we used to live. I just wanted you to have this. The reason why I try to participate in this, Elders know more than youth. I am not HTO or Baffinland, but still want to participate in the meetings. Want to ensure you get accurate information, even if we are already approved by regulators. These sorts of things we can give support.

Paul: Thank you, we use Inuktitut to try and be better understood when we come to the communities.

Natalino: I want to be able to express my opinions. That guy from Arctic Bay, we participated in aerial surveys for ringed seal for 1 day. He did not know they survey area, had no idea about height of land. It was inappropriate for him to be taken in the aerial survey. I partook in aerial survey in Pond Inlet, I did not know the area so we didn't find much. When I did aerial survey for Steensby, it was difficult to count seal. If you would use two Inuit for aerial surveys, it would be better.

Paul: Up in Pond Inlet, they do aerial surveys using drones. Understand where you are coming from.

Patrick: What will happen to the infrastructure at Steensby once the operation is done

Paul: Baffinland will remediate the area.

Lloyd: Thank you for continuing to improve your project. Caribou appear to be returning to the Steensby area. Now they are in larger numbers, has the plan for construction and operation been adapted to account for this, if so, how?

Lou: Baffinland has always prepared for the presence of caribou during construction. Many of the mitigation measures remain the same. For construction, we have added more detail to are setbacks and shutdowns for certain activities. For example, for blasting, we have a procedure developed for blasting to ensure the area is cleared before any blasts. If any caribou is within 1km of the blast, there will not be any blasting. Similarly, we have road traffic rules, if caribou is approaching the Tote Road within 100m, you shut down. If they are standing there, approach with caution and lower speed. For helicopter use, helicopter pilot inspects for wildlife and avoid them. For the railway, there are calving areas where we will modify operations during certain times of year. Will detect if caribou approach the area, especially during the most sensitive seasons. We have a terrestrial management plan, it is under review by QIA with a Inuit rights protection harvest. The plans will go to the NIRB for public review. This session is focused on marine environment, and we will want to organize the same thing for caribou protection. Get your input to improve the Project.

Lloyd: Is this the right time for my question: can Baffinland operate successfully without shipping in July and August. How much such a restriction would impact the profit structure. Have you conducted such an analysis.

Jorgen: No, we haven't looked into this. We have been working in the shipping department on the idea that we can ship year-round. How we would quantify what it means to us in terms of lost profit is hard to calculate. Load 150,000-200,000 tonnes per day. If you remove 60 days, it is a lot of money. I would like to ask a question to you. What is the concern about shipping in July and August.

Lou: This is the first in a series of meetings, and want to focus on understanding each other. What is it that is driving the request to avoid shipping in July/August. We want to understand the reasons why you are asking that, what is the time frame, what is driving the request, where people are harvesting and at what time? We can then analyze and see what is possible.

Lloyd: One of the communities, if not two, has a motion to try not have ore shipped during July and August.

Paul: We are aware of the motion from Sanirajak. Jorgen is the first time he is here and may not be aware of the question,

Tony: The work plan developed by Baffinland, we hear about wildlife. We just hear from Baffinland, we don't hear from HTO if there is any wildlife over there, we want to hear from HTO on caribou, walrus, fish. This is surprising.

Peter: This will be my last opportunity to say, from Mary River to Steensby, the Railway will impact caribou. They travel during fall and spring. During fall, they migrate from one spot to another. They have to go through the caribou foot crossings. We don't have luxury to hunt caribou because of government. We catch too many, we may get arrested even if we are Inuit. Government has taken our land away, built houses and we now pay rent in our hometown. It seems that there will be caribou crossings, I have heard about it, but it is not much of an issue anymore. Today, we can't hunt freely of any animals. Near Steensby, there is walrus, bearded seals, ringed seals who have pups there. The sea mammals will be impacted. If you are going to do studies, Igloolik participants want to participate in those studies. Make sure that if you do studies, use local knowledge and local hunters, like the Igloolik/Hall Beach resident. Not someone from Arctic Bay. This was a good meeting. Thank you.

Paul: We will use traditional knowledge and local knowledge.

Lloyd: We understand you will return here more times. There is a letter stating this is our first meeting. Do you have a date for the next meeting?

Paul: We are thinking in early 2026 we will hold the next meeting, with focus on Inuit participation in management and monitoring plans.

Lloyd: Last question: If you remember, there was work stoppage due to the protest from Pond Inlet who came on the runway to prevent plane from landing.

Paul: The way I see this, when there is a federal regulation, there is no one allowed to be in any runway within Canada. These are abided to by Baffinland, they broke Canadian law during work stoppage.

Ike: Thank you for meeting with us and progress with the Project. We are gearing more towards Steensby and I hope these meetings won't be hushed like today. We haven't covered most of the information we were supposed to cover. There is more input you could have heard like Tony and what we discuss is not just for today. Before we participate in those discussions. Please try not to rush these meetings when go to communities. When Steensby commences, the HTO never try and block a project, but rather try to ensure that Baffinland won't have negative impacts on wildlife. This is our goal at HTO, to ensure wildlife is not adversely affected. There may be times where we ask the train to be stopped for a whole year based on animals around this area. They are going to be using 242 ships going from Steensby. Do you need to decrease the number of ships to reduce impact on wildlife? These things lead to misunderstanding. Thanks for helping Inuit, if an Inuk give a small candy, tend to be so thankful. If they are given small token, they are ok with it. Thank you, don't give them peanuts. We now have a better understanding. We may have different skins, but we are all humans.

Paul: We never want to rush anything, we reached the end of our presentation and shared everything we wanted to share. We will come back to Igloolik and have many more meetings. This is the first meeting to try and understand each other. The second meeting will cover different topics.

Closing statements: George (Mayor): Thank you for coming and for allowing us to have longer meeting than just 1 day. We are learning along as this Project is going. We want to continue to work with you Baffinland and HTO. I now close the meeting.

Lloyd: Thank you for coming here regardless of what your plans were. Thank you for coming today, we

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will expect to meet with you once the next date arrives. We want to be able to collaborate with you as we try to improve the Project. Thanks to the Elders, Rangers and for all to come to Igloolik. Thank you to our technical experts to partake into these meetings. Some of our questions on technical topics were helped by our technical advisor and thank you Peter.

Joe: We want to work with communities closely, on the Steensby component of the Mary River Project.

**Meeting closed at approximately 11:30am.**





**MEETING PHOTOS**



Photo 1. Steensby Update Meeting in Igloolik Council Chambers



Photo 2. Steensby Shipping Meeting in Igloolik Council Chambers

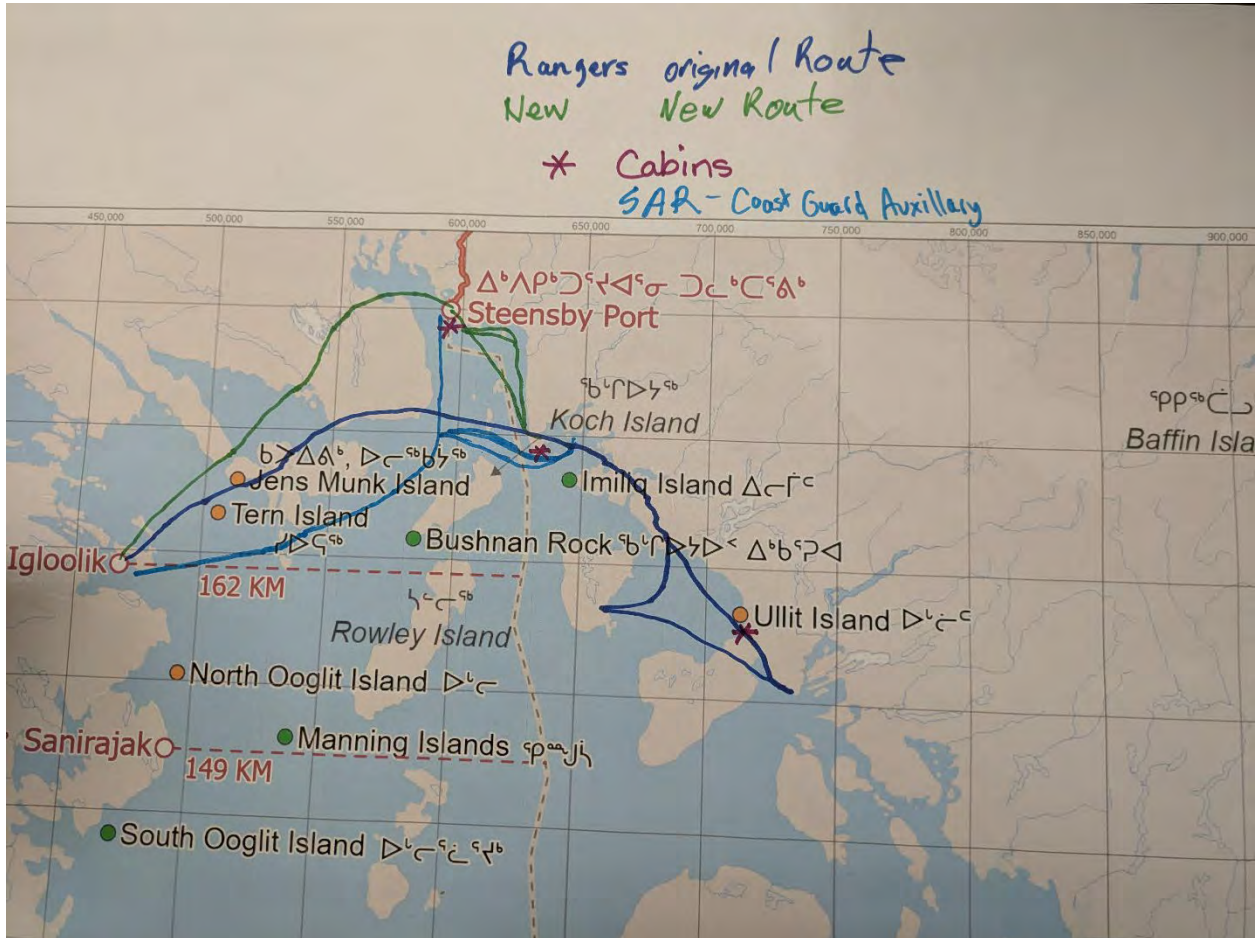


Photo 3. Mapping Exercise



Photo 4. Mapping Exercise

MAPPING EXERCISE



Map 1. Canadian Ranger Patrol Routes from Igloolik





















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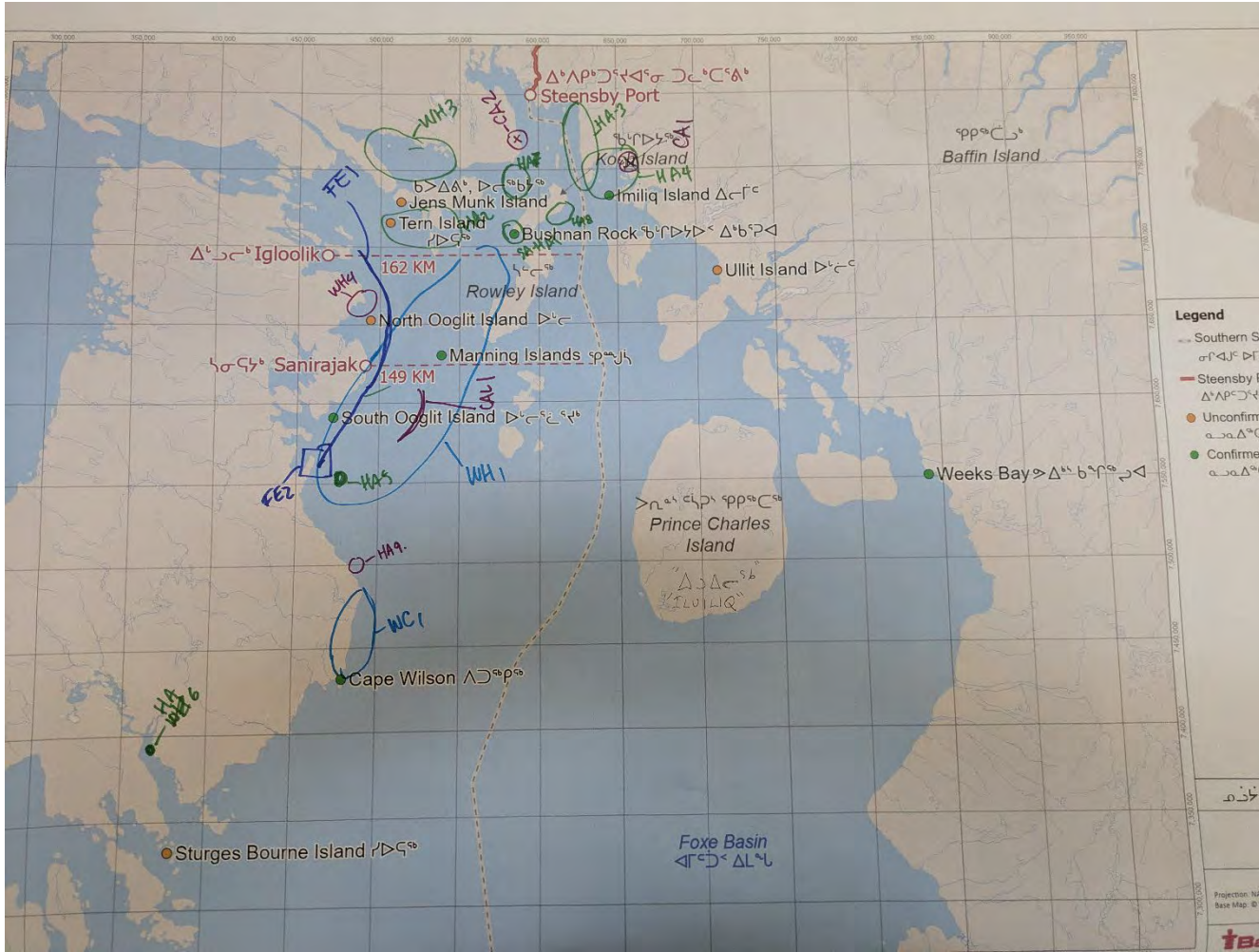


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## Meeting Minutes

**Meeting Date:** November 20-21, 2025  
**Time:** November 20: 9:00-10:30; 1:30-5:00  
 November 21: 9:00-11:30  
**Meeting Name:** Steensby Update - Sanirajak  
**Meeting Type:** In person  
**Meeting Location:** Community Hall  
**Meeting Chair:** Paul Quassa  
**Interpreter:** N/A

Organization / Stakeholder Name	Participants (First and Last Name)
Baffinland	<ul style="list-style-type: none"> <li>• Paul Quassa</li> <li>• Joseph Tigullaraq</li> <li>• Lou Kamermans</li> <li>• Jorgen Nyhus</li> <li>• Elisabeth Luther</li> <li>• Peter Ivalu, Interpreter</li> <li>• Jayko Simonie, Interpreter</li> <li>• Reena Iqittuq, BCLO</li> <li>• Timothy Kuppaq, Inuit Knowledge Holder</li> <li>• Enoki Iqittuq, Community Relations Guide</li> <li>• Dominic Kaernell – BIM, fly-in-fly-out staff</li> <li>• Anita Anguratsiaq – BIM, fly-in-fly-out staff</li> <li>• Jenna Anguratsiaq – BIM, fly-in-fly-out staff</li> </ul>
Meeting Participants	<ul style="list-style-type: none"> <li>• Manasee Ulayuk, Mayor</li> <li>• Solomon Allurut, QIA, Community Director</li> <li>• Jean Marie Ipkarngnak, SAO</li> <li>• Iga Maliki, Hamlet</li> <li>• Irene Morgan, Hamlet</li> <li>• Lily Arnaqjuaq, HTO</li> <li>• Paul Nagmalik, HTO Chairperson</li> <li>• Tommy Issigaitok, HTO</li> <li>• Isaac Issigaitok, HTO</li> <li>• Sam Arijardjuak, HTO</li> <li>• Laimiki Ulluapak, HTO</li> <li>• Elizabeth Arnaqjuaq, HTO Manager</li> <li>• Peter Kulchysky, HTO Advisor</li> </ul>

Organization / Stakeholder Name	Participants (First and Last Name)
	<ul style="list-style-type: none"> <li>Taylor Ammarualik, Canadian Northern Rangers (1.5 hours only in the morning)</li> </ul>
DFO	<ul style="list-style-type: none"> <li>Kimberley Howland</li> <li>Justine Sutherland</li> </ul>

**MEETING DETAILS**

<b>Project Component(s) Discussed</b>	Steensby Port, Steensby Railway, Southern Shipping Route, General Project
<b>Amendment(s) Discussed</b>	N/A
<b>IIBA / ICA Relevance</b>	N/A

**MEETING SUMMARY**

Baffinland met with the Hamlet of Sanirajak and Sanirajak Hunters and Trappers Association to provide an update on Mary River operations in 2024, planned Steensby Component shipping activities, planned marine environment monitoring and mitigation measures along the Southern Shipping Route and next steps for engagement. DFO representatives were also in Sanirajak to discuss their ballast water research and attended the meeting. During the meeting, information was collected on locations of walrus haul out sites (see Photo 1).

**MEETING MINUTES**
**THURSDAY NOVEMBER 20, 2025**

Introductions facilitated by Joe.

Paul Quassa delivered the presentation in Inuktitut.

**Discussion and Questions**

Lily Arnaqjuaq: What is the meeting purpose?

Paul: This is the first meeting and there will be more.

Question: Have you done an analysis of Inuit employees, and how many in management and how many in other positions?

Paul: In the annual report, we report by skill level amongst Inuit.

Solomon: How many people work for Baffinland altogether? If you have 376 employees

Lou: We report this annually as well, but will confirm later today.

Solomon: Baffinland was approved by QIA for their operational. What would happen if Baffinland decides to quit? Project Certificate - what would happen if Inuit quit their job at the mine, if there is temporary closure at the mine. On Slide 7, middle one - for Project phases. Baffinland had a Project certificate for everything, including reclamation, is it still standing?

Lou: Yes, we maintain an Interim Closure and Reclamation Plan so we are ready to close and remediate the site at any time. We post financial security to do all of that work. The QIA holds the majority of the closure letters of credit (\$130M), so if we stop operating tomorrow, there is money set aside and plans to restore the land.

Solomon: There is no debt today? Is the money there

Lou: Yes, this is all money that is there.

Manasee: Was Coral Harbour and Arviat informed about this?

HTO: Steensby component - there are some areas where there is always ice in there. For the tankers, is there something to contain the spill if there is an oil spill and the oil goes in the water? Are there plans in place to clean up the oil?

Paul: We will get in your question later in the presentation and we will provide more details. It has been noted that the shallow areas going in Steensby Port will be studied, the shipping route up to Steensby Port, we are aware of this and will discuss this further in the presentation, discuss emergency response plan.

Lou: We have conducted many studies and will conduct more before we start shipping. Doing bathymetry, spill modelling and revising emergency response plan to respond to a spill.

Lily: We are also concerned about the ice that is there until late August/September, that could damage ships. Would there be fuel spill clean-up equipment available in the area in the event of a fuel spill?

Lou: We are also studying ice as we plan to ship through the ice season. This is an important part of the operations, understanding ice conditions. Vessels will be ice strengthened and escorts through ice.

Solomon: You said earlier stockpiles of iron ore. Pond has continued to say that the stockpiles in Milne Inlet are outdoors, exposed to the elements and some dust may get in the environment. When you will create stockpiles at Steensby, how are those stockpiles at Steensby Port?

Paul: Stockpiles at Milne Port will be depleted.

Lou: Stockpiles at Milne, apply Dust Treat, makes a crust and a big difference with the dust. We know that works well and we will do that as well at Steensby. We are exploring what other measures we could do, such as tarps, wind fencing. It will be monitored very closely to ensure it is working.

Solomon: This is one of the concerns that we have. Want to discuss more on the shipping route further down the line.

Lou: We would love to talk about this and understand your point of view more.

Hamlet: Too much ice in that area

HTO: Steensby Railway, can we provide input into these policies. They may change the plans, will caribou monitoring be done?

Paul: There will be monitors to inform where the caribou are migrating. There will be Inuit monitoring where the caribou are moving. Trains will stop if caribou are close. Monitors will inform people in train. Trains will go to a max of 60km/h, and will slow down if close to caribou.

Manasee: You mention that the monitoring will be really important, and we will also be monitoring ourselves. When Transport Canada gets this...

Paul: There are 12 shipping monitors in Pond Inlet and follow where the ships are going. There will be similar monitors, sometimes the ships could not go through, if there are icebergs. There are safety reasons to follow the routes. In 2025, there was one ship going 9.1 knots when limit was 9 knots. The monitors notice these things and have direct contact with ships.

HTO: You told us that the monitors would talk with the ships.

Manasee: They can also inform Transport Canada and Coast Guard.

HTO: Will the monitors also be able to communicate with people on the rail regarding caribou? Would the same as ships apply to the railway?

Paul: There will be monitors.

Joe: In Pond Inlet, when the ship goes through Pond Inlet area, monitors inform the community and BIM communicates with ships, so it would be similar for Steensby, where community members or monitors would inform Baffinland on concerns pertaining ship speeds or when they veered off the shipping route. Baffinland, in turn, will communicate with the ship in question and this is a standard procedure in handling complaints.

Paul: Before shipping occurs, there will be consultation in the communities to get input.

HTO: Shipping route through Milne Inlet, the current is strong. Sea ice tends to go through that area, there can be very tall pieces of ice (20 feet). When the ice is passing through in certain times of the year, will they be able to monitor sea ice movement?

Paul: Yes, we study ice to ensure the shipping route.

Jorgen: Baffinland is looking into this. We will deal with ice coming down at start of season, and we are studying this. We need capable vessels, ice management vessels creating a track and helping out, also use ice strengthened vessels. May need to deviate and find an easier path if needed. We have the same issue in Eclipse Sound, and what we do is deviate around the icebergs.

HTO: The main point is that there are polynyas around islands, where there is more current that you see there. The sea is different here than Milne Inlet. Something we noticed since the last study, is that there are boulders that come up because of strong winds, currents changing. What do you know of that?

Jorgen: We have received data from National Research Council Canada, what we see from the data is that the vessels will be capable to handle the ice. Strong vessels will be used, looking to find the right vessels.

HTO: I don't think you understand, you need to be here to see the ice to know what happens there. You can see data on sea currents, but they don't look at the ice the way we see this.

Jorgen: We are looking to do a research voyage to Steensby, trying to decide what time of year would be best. Either Jan/Feb when ice is building, or July/August when it is pack ice. Data is showing that what we have designed should be able to handle it.

HTO: You should send it in July/August, when there is pack ice.

Manasee: Can also see NASA world view, so you can see how the imagery is in July/August so you can see the ice.

Lou: We are looking at a research voyage and also looking at data from land users. We have been talking to community ice program where they monitor ice thickness in communities, to see how we can work together (SMART ICE program).

Solomon: We traverse by boat to this area, now we will need to travel further to get there because of the location of the port.

Paul: If any hunters would go through this area, maybe hunters, people typically go there during the summer. If hunters have to travel further to get to their camping ground, we will provide some support if they need to deviate from usual route. There will be plans on how we can support these hunters, similar to Milne Port. When hunters go to Port, Baffinland supports them. These are the sorts of things we will look into once operations start.

Peter: Have you considered to have a causeway to have boats go underneath?

Lou: That causeway will have 2 culverts for the purpose of water exchange, but boats will not be able to travel under. We will accommodate travellers, working with land users and HTOs to design a trail that goes around the port for Rail travel, and keep everyone safe. Under the IIBA, any travellers to site are entitled to free fuel, food and maintain a cabin in the vicinity of the project. We will accommodate travel and access and work with community on this.

HTO: Trains, when they are carrying iron ore, will there be a cover on top?

Paul: They will be contained, but not covered. We will monitor to ensure there is no ore going on land. The iron on the Tote Road is not blowing from trucks, but it is the tires that make the dust. They will be cleaner because it does not produce as much dust.

Manasee: Will the trains try to carry as much iron ore as they can. If it is too full, it can fall down, what will be done? When the iron ore is moving, it tends to move around.

Lou: Baffinland has audited ourselves with engineers and dust audit committee, and what all of them have found is that when you see dust along the Tote Road at site, it comes from the tire and road contact,

not from the ore trucks. We have sampled the dust along the Tote Road, and it doesn't match ore but road. We are confident that we won't see ore come out of cars on railway. If we do observe this, then we will apply some adaptive management, such as putting covers or spray on the ore as it goes on car.

Solomon: We understand what you are saying, but in the wintertime, it is different than Milne. Wind is stronger, and sometimes in the summer time, the wind is strong too. Wind is very strong, but if it is that size of ore, the dust may come to Igloolik. Can you ensure that the dust does not fly away?

Paul: Dust audit committee monitors the dust. People who meet about the dust, they turn to Baffinland and make recommendations.

Solomon: People on the dust audit committee, they have made recommendations. Since there is a dust committee, how many recommendations have you implemented and what have you done with those recommendations?

Lou: The recommendations were grouped into themes. One area of interest was around blasting. We study blasting techniques and monitor after blast. Have modified blasting practices based on the Dust Audit Committee. Another recommendation had to do with monitoring at the fence line of Project. Baffinland is investing in equipment that we could leave at the fence line and report back to the public.

Peter: How responsive is the Committee? If there is something unanticipated, how often do they meet? You should think about preventative approach, as opposed to respond to issues. People are concerned about seeing dust on snow for miles away.

Lou: Proposal for not covering dust cars is based on 10 years of data, engineering led audits of operations. We need to manage road surface better than ore in trucks. Covers are not an easy thing to manage in the arctic. We will have 6.5 round trips per day, 650 train cars to cover per day. This cannot be done automatically. It is manual cover by staff, year-round in the Arctic. We have good evidence to suggest there will not be dust coming out of cars. Dust audit committee meets about once per month, and present data as receive it. The data is also published in our reports who come out on an annual basis.

Lily: You said it would be too costly to cover the rail cars, will there be a monitor on that rail? Who will determine if these rail cars need to be covered or not?

Lou: We will have a dust monitoring program that we will run similar to Milne Port and the Tote Road. Canisters that collect dust in a jar so we can sample there, determine how much dust falls there. We are working with Natural Resources Canada on new sample systems, that are being tested at our site right now. We also monitor for dust using satellite imagery and develop a program that can tell how dark the snow is and how much dust is causing that darkness. The hunters in the area will tell us what they see from visual observation. Inuit have always formed a big part of our site environment team, and responsible to collect data and monitor. We publish all of those results and report them publicly each year. We provide copies to the HTO and hamlet each year, and the QIA is always there reviewing these reports in details on behalf of Inuit and the communities, so you can also work with them.

Solomon: QIA does monitoring programs, when the Project first started, you came up with reports initially, but now we hardly see any more reports. We now have year-round plan, Mary River started without monitoring programs. QIA started the program and residents were concerned about the tests. Those reports, it was the first time seeing that report, and we find this report yesterday, so I just wanted to clarify this.

Limeilei (HTO): As part of dust Audit Committee, they had me there yesterday from this community, including. They are trying to come up with how much dust is going on the land, and they are working on a new report. There is less dust going around and the committee also.

Paul (Hamlet): Dust does not make people sick. We have very fine dust in our community, it's the same thing with iron ore. You can notice more dust because it is red and ours is not red. They will be monitored and will try to provide less dust. They will also make recommendations to improve the dust control. Now, there is less dust in the communities, but anything that moves spread dust around (e.g. helicopter that moves). Monitoring, our dust is way worse than iron ore dust. There is no dust in the Steensby area now. It is very good news that there will be less dust than with the Tote Road. They will be crushing iron ore in Steensby area, we know they have not started, but we will know once they start in the Steensby area.

Paul: Iron ore dust is heavier than a road dust in communities. They will be using conveyor belts to move the ore from the pit to the crushers at Mary River, instead of using trucks

Joe: To add to this, crushing of iron ore will be carried out inside a building, not in open air, so less iron ore dust will be generated from crushing ore.

Manasee: 242 transits, that is only for shipping ore. What about the other ships, cargo ships?

Paul: Yes, the 242 transits will be only for ore shipping. We will have a few ships per year going to Steensby. At Milne Port, there were 7 supply ships going to and from Milne Inlet.

Lily: Thank you Manasee for asking that question. We did not consider where the ships will transit through shallow areas for the supply and fuel supply ships. They have to be included in the number of transits included in your presentation. If you include all ship transits, it would be more appropriate.

Solomon: For the shipping route, thank you for indicating where they go through. Where walrus calving season, the ships could go at a slower pace and maybe around July. The walrus hunters go all the way to Steensby area. With the proposed shipping route, walrus have moved to other areas, so these things will need to be considered.

Paul: Thank you, we have heard this regarding walrus. We will have an opportunity to mark where walrus congregate in the area.

Manasee: If there is too much ice packed around the area where we go walrus hunting, maybe deviate from that route.

Enoki HTO: I always go walrus hunting and I have been a hunter since I have been a child. I don't think walrus hunters go elsewhere. Maybe when we try and go walrus hunting, even when shipping operations have not started, walrus congregation areas have changed. We have to travel further to go walrus hunting. Maybe even Igloodik, I don't know where they go hunt for walrus, but both

Igloodik and Hall Beach walrus hunters hunt in the same area. I go there often, and we don't know what will happen because the shipping hasn't commenced yet.

Manasee: There will have to be many ships going to Steensby to bring all the construction equipment.

Paul: We are hoping to start shipping equipment in September 2026.

Manasee: I am thinking further, and would like hamlet and HTO to confirm if ships will have to go closer to Hall Beach after the construction ends? To bring equipment to the communities?

Paul: We will continue to bring supply ships.

Solomon: When there is walrus calving period, will shipping be paused?

Paul: We are here to discuss and understand where the areas and timing are, we will consider it.

Jorgen: For our understanding, what time of the year would the walrus calving be?

Enoki: They have their calves usually around July, but it can change every year. We don't always know when as it varies year to year. When you go closer, there is more on the right side. The walrus hunters know that there is more on the right side.

HTO: Recommendation, talked about that before. I wanted to ask cameras in place and Baffinland wants to put collars on the caribou. Now the hunters, until middle of September can happen. Hunt walrus until middle of July to make fermented meat.

Paul: Put cameras in place for caribou and once they start going through Spanish Bay area, will put cameras in place, but it will be confirmed if used for sea mammals or land mammals. For land mammals, we use cameras now.

Lily: Baffinland is planning walrus studies in 2026. Will Baffinland will hire from Sanirajak or somewhere else for this?

Lou: We plan to move with a few marine monitoring programs in 2026, but if everything goes well, walrus survey would be one of those studies. If we will conduct the study, definitely people from Igloodik and Sanirajak would be on there.

Manasee: Will the monitors be monitoring ships; will we get a research vessel?

Paul: IIBA - QIA agreement, first one was Pond Inlet, second one will be Arctic Bay, then Clyde River and will do Igloodik and Sanirajak. We are asking for changes as we also think Igloodik/Sanirajak should get their ships next.

Joe: Recommended that the community talks to QIA if they want to see a change in the order of research vessel.

Solomon: QIA is mandated to represent Inuit. They don't receive funding from Baffinland for the Inuit Stewardship Program - were given \$250k, which they have already used. More ships to be used. Unless we see any funding, we cannot use the ship for monitoring. There is an organization,

Paul: Explained process to get funding for research vessels.

Solomon: Question on the IIBA.

Paul: IIBA is between QIA and Baffinland, but each community has a say. Requests have to come from communities, and QIA needs to agree for the IIBA to change.

Tommy: None of the benefits are coming to Sanirajak. When will they come to us?

Paul: Through IIBA, goes through QIA. When Steensby happens, there will be more (e.g. Phase 2 commitments).

Lily: We will see more benefits when there is shipping and things are bigger. It will be bigger than it is now, so will we see more benefits than Pond Inlet? No benefits yet as not yet started.

Paul: Some planning is needed first. Once Steensby is done, benefits will start and we keep asking you what you want to see.

Peter: Do you have any rough idea of how many ships will be used during the construction phase? Will they use the same shipping route?

Paul: There will be 50-80 ships during construction that will go to Steensby, they will use the same route.

Manasee: Benefits - will we get benefits similar to what is done in Pond Inlet, we would get about \$10k per ship, with 242 ships that will transit, so I hope HTO will be paid for these transits.

Lou: That Agreement is called the Tasiuqti agreement, and it was specific to when we went to ship from 4 to 6M tonnes, so we only pay \$10k after we reach 4Mtpa, so only for about 20 ships per season. No longer valid as we went back down to 4mtpa. This would be a lot do to for each of the communities along the shipping route. We need to have those discussions about what benefits could be, we have QIA in the room and want to know what the community wants. What the increased benefits will look like. In the meantime, all the ideas are great, we need to receive an ask and see what is possible.

Manasee: There are already expectations from the community, and community is already mentioning they want this so the expectation is there.

Paul: Lou mentioned earlier that these benefits will start after operation begin, so we are still in the planning stages for construction and it is evident it won't commence for a few more years yet. Can't comment on benefits until operations begin.

Enoki: We need to bring the QIA president on the next trip to Sanirajak. Give the money to QIA but we don't seem to be included. QIA gets a lot of money, what did they do with the money. Should have split QIA into North and South Baffin.

Solomon: Funding available up to \$1M for each community, but there is hardly any money requested. Need to request the money, QIA has been going to the communities to explain what they are doing.

Manasee: Regarding shipping, I can ask so many things. Docking at Steensby, where will there be ballast water exchange? Will it be done where the currents are strong? Are there plans for ballast water exchange at port, are there strong currents in the vicinity?

Lou: We will conduct ballast water exchange in the same area that we currently do (see map on slide), this is common practice for the exchange of ballast water. The only location where vessels will release ballast water is in the port area to confirm salinity matches salinity in those exchange areas, to confirm that these exchanges occur. This is in addition to the D2 exchange and chlorine treatment.

Manasee: I understand what you said, but you didn't answer my question in the port. With strong tides, if you release water, there is lots of current over there. If there is a plan that that area will not be put in the port area.

Lou: We have an idea of currents in the area. We did ballast water dispersion modelling, and that will form part of our ballast water management plan and will influence our marine mammal management plan. Assess if anything released in the ballast water survives in the area, and is there a response required.

Solomon: The ships that are waiting for loading, they are usually parked in the dock area. In Milne, we can have multiple ships that wait, from what I heard it got up to 20 ships.

Paul: up to 3 ships

Solomon: Anchored ships are a concern that people had. My other concern is the ballast exchange area, including Baffin Island and Northern Quebec, we know there are already invasive species in Northern Quebec, the ballast exchange should be in international waters, especially not between Baffin Island and Northern Quebec. Presentation yesterday confirming that invasive species have gone to Northern Quebec already.

Paul: Ballast water exchange will be done outside the Nunavut Settlement Area and we have to follow rules to exchange the ballast water, this is mandated by the Federal Government.

Jorgen: Ballast water exchange, what you see on the screen - the purple carvings is an alternative area where Transport Canada allows vessels to exchange this. Currently, exchange in international waters south east of Greenland, and this is where the exchange is happening. Baffinland rules exceed Transport Canada rules. We are all trying to eliminate the risk of invasive species. It is not Baffinland who controls the treatment systems, it is the ship owners who decide what treatment they do.

Manasee: Ships will be convoyed, how much delay will there be if they are in a convoy?

Jorgen: While they are doing the ballast water exchange, they are not in convoy. Only the last voyage where we convoy the vessels, not when they transit over.

Kim (DFO): We modelled those zones, so we can explain why TC put those zones. The zones in grey hatches that you are asking about are within Canadian waters are the Eastern Arctic Alternate Ballast Water Exchange Zones. Zones in Nunavut that are 200+ nautical miles from the land are only meant to be used in emergencies and not a regular exchange zone. Our team provided advice to TC for those

zones, if they run into safety issues outside of Canadian waters, they are allowed to use those, but only in emergencies. Those are areas where the water should go away from shore, this was modelled to pick the safest areas in the Eastern Arctic Waters.

Jorgen: What is an emergency ballast exchange?

Kim (DFO): It is to be used in a case where it is unsafe for a ship to move the ballast water, if there is a storm and makes the ship unbalanced.

End of Day 1.

## **NOVEMBER 21, 2025**

Started at Walrus Haul out slides and mapping exercise.

Manasee: These studies were done during the summer. They tend to move around, sometimes they congregate in some areas and some years they move to a different area. Sometimes, when we go to an identified haul out site, they may not be there.

Paul: Yes, we need to identify during summer and where they congregate in the winter. We heard yesterday that you go walrus hunting around Steensby, so it would be great if you can identify on the map where you go walrus hunting. They were identified a long time ago when the NIRB process began, but they may be outdated or have moved, so we will need to ensure where those haul out sites are.

Sam: Will there be any funding available for this? There was someone that went walrus hunting where we usually go, there was a group that went to a certain haul out site, it shouldn't be done this way. Those were sports hunters.

Tony: It has been 3 years that DFO has been coming here to do studies. We have participated in those studies. They were doing the studies for 3 years, there is an Island called Manning Island, that is identified as an area where see sick walrus, we went there this past fall and saw a few walrus that were maybe sick. When we do studies, we see polar bear around that area. Next year, if we could do more studies, DFO wants to do those studies on an annual basis, as they do not stay in one site all year round.

Paul: Yes - DFO did those studies and we are ok with those.

Tony: We shoot the walrus with a dart to take a sample from them, and the sample is used to do the studies. I can show you where they are.

Paul: There have been several studies done in the past. What you identify should be written down.

Timothy: Want to support what Enoki said earlier, the sports hunters go further away from haul out site. He was going caribou hunting and came across a walrus and harvested it. If we get walrus from in and around Baffin Island, we would all love the meat. They don't taste as much as walrus - it is the same ocean but it contains different types of walrus, some are tastier. We see them closer to our community.

Manasee: I don't agree with him, I have a wife that grew up in that area and they go walrus and caribou hunting around there. We go beyond Koch Island to go walrus hunting.

Paul: We want to hear about those, please identify those.

Solomon: On those islands, whenever we travel elsewhere, we used to say we travel somewhere. Koch Island, we used to go walrus hunting around that island, and in Steensby. We used to go there, but now we try to identify those areas, an area called Kallasamalluk where we also go hunt walrus in that area. During the spring, we know that walrus congregate in and around that area. Maybe they have a haul out site around that area.

Paul: Thank you, we want to hear these sorts of things.

Paul (HTO): As these islands have been identified, today, as climate has changed quite a bit, during the summer, they use the haul outs in that area, up towards the. Those are areas where walrus congregate. Maybe as global warming is happening, they might be changing their areas. When winter comes, we might see them move to another area. That area is quite shallow, and they might follow ocean currents. When we get to the maps, we will identify those areas we are talking about.

#### WALRUS MAPPING EXERCISE

Timothy: The areas we identified now are based on the current climate. It may have been different in the past. We just follow the environment, so those past hunters would have identified different areas where they would have identified haul outs and hunting areas. These areas have changed over time.

Sam: I just want to say that there was the walrus map shown, maybe due to climate change, those areas shown on the map have changed. Prevailing winds come from north and it gets colder.

Enoki: Walrus have changed over time, and there used to be an Igloolik resident named Uyaak, and she identified traditional knowledge areas where walrus used to congregate. There is an island near Sanirajak, that island, there was so many walruses around that island, and now, with climate change, walrus congregate further away from our community, maybe due to lack of ice or more shipping. I lived here all my life and when went to those islands around Sanirajak, there were a lot of walruses, but no longer congregate there. Maybe due to climate change.

Paul: We can identify more areas. We will come back to you with a map showing those areas, and we will have to be fully aware where these areas are.

Tommy: eDNA, do you want to get a monitor, they take water samples from the ocean and those samples are used to determine abundance of narwhal, beluga, etc. They do studies on an annual basis using those methods. They may even have identified molluscs; this is something for you to consider

Paul: We use eDNA, mostly for studies in lakes and we will look into it for marine environment. We support that idea.

Manasee: Can you further explain if there was a spill, when there is ice, has it been modelled where it would go? Where would the spill travel to, how fast would emergency responders respond.

Elisabeth: Explained spill model will be run in 2 seasons (open water and ice). Talked about integrating in the Spill response plan. We respond to spills in Steensby Port, we have the necessary equipment. Canadian Coast Guard responds to spills outside Steensby Port.

Jorgen: We will assist in events that happen outside of Steensby to use equipment we have on site. Spill model will give more information about how we can handle it.

Solomon: There is a committee from QIA, we provide funding called Inuit Environmental Working Group, sometimes called Inuit Stewardship Program. Under that program, in Hall Beach and Igloolik, beginning in the fall, we came up with the first study, but the President keeps saying to do underwater study equipment. Residents are concerned about underwater impacts. We don't know where they are, but hunters and HTO should do that.

Paul: We have heard about these concerns. Baffinland is not the only ones that have put this equipment in and around Steensby to understand how loud the ships are and potential impacts on marine mammals - hydrophones. An ENGO installed some in Foxe Basin in 2025.

Tommy: We met with Oceans North and they were going to install hydrophones at Steensby. During the fall, DFO also installed some hydrophones. They are just recording sounds. These are installed for year-round study. They are replaced on an annual basis. DFO hydrophones just record noise to determine how loud the ships are.

Paul: Confirmed we plan to use hydrophones to measure ship noise.

End of presentation

Manasee: Right now, 4mtpa is only for Northern operations, will you plan to propose extra mining capacity before Steensby?

Lou: For Steensby, we are planning to start operations with what was proposed in the FEIS (242 transits). We will likely look to increase our capacity over time as we find efficiencies in the system. The project is meant to be scalable based on operations and monitoring. The next time we will be in front of NIRB will likely be for Deposits 2/3, as right next to Deposit 1. It may not mean we will increase shipping, but rather for blending the ore so it is more attractive for customers.

Paul: We will use the processes that are done for Deposit 1 to work on Deposit 2/3.

Solomon: How many Inuit does Baffinland, sometimes it gets a bit higher and sometimes lower. Now it is at 13%, how do you plan on hiring more Inuit once Steensby Component begins?

Paul: We want to hire more Inuit. We continue to say that we have quite a high number of Inuit working for contractors. They are obligated to hire more Inuit. The people that get contracts from Baffinland are mandated to hire more Inuit. We will continue with the Work Ready Program. We will ensure that Inuit can work and are hired.

Peter: Will you be drawing the workforce for construction or will it be a different workforce?

Lou: It is not fully determined now. It will likely be a mixed. Sustaining Projects team build capital projects (road extensions, ponds, etc). Those people will work on Steensby, but a lot of the work is very

specialized (Railway and Port), so those Projects have gone out to tender. They go through the QIA as Advanced Contract Notification, so Inuit firms are first to review and bid. Then it goes out for tender, Joint Ventures develop. We haven't picked the final criteria for employment. Their proposals with Inuit hiring and subcontracting will form part of the decision to meet the Inuit employment targets. Training will continue as is. As we transition from a trucking operation to a rail operation, no Inuit will lose their jobs as we change the operations. They will be trained in any part of the operations they are interested in working in.

Paul: We will come back to Sanirajak. We are not going to the other impacted communities now; we are mainly coming here. Thank you.

Joe: This is the end of our presentation. We want to continue to collaborate and work with you. We want to keep sharing information. Baffinland, we are happy there are Inuit employees who are making good money. Of course, the environment will be impacted, but people will make money. When the hamlet deals with economic impact, while HTO deals more with environment and Nunavut Government, meetings for potential impacted communities. We will continue to come back here and discuss with you. Next time we will see you again, thank you for coming to this meeting. You can always communicate with us even outside the meeting settings. Talk to Reena, she has our contact information. We had our radio show last night and received good comments. We meet with QIA regularly. This month we will meet with QIA senior staff to share information about Baffinland operations, plans up ahead and we also hear from them, on their work pertaining Mary River Project. The quarterly meetings have improved our communications with QIA with these bi-lateral meetings.

Solomon: We are at end of our meeting. In Igloolik, there is the Igloolik Working Group. How about Sanirajak, what would we have to do to create a similar working group here? We also want to be able to have a working group in Sanirajak. How do we come up with a similar working group?

Paul: In Igloolik, they started it themselves. It was the onus of Igloolik to do that, and you could do the same here.

Joe: Prior to approval of Steensby (before 2012), QIA established working groups to help with the impacted communities to be represented in engaging with BIM. We used to work with the Working Groups. When Steensby approved in 2012 the working groups were discontinued. Igloolik formed a working group a few years later when Phase 2 was being engaged on, in order to take full advantage, the economic opportunities. Thank you, Mr. Mayor, and HTO Chair.

Manasee: Thank you Baffinland, we want you to continue to visit us. We hear from residents and ask questions. We convey questions we hear. For myself, I am happy you were able to provide answers to the questions I asked and we will have a better idea of what to expect for the next meet. Hoping the next meetings, we will be more prepared.

Paul: Thank you, when it comes to the environment, it is very important to us hunters. HTO deals mainly with the environment so I am happy that we can meet regarding this. In the next meeting, you will likely provide more information that we need to hear regarding baseline studies results, etc. These reports we expect to see them sometime down the road. We need to have information sharing.

Joe: Thank you

End of meeting





**MEETING PHOTOS**



Photo 1. Steensby Update Meeting at the Sanirajak Community Hall

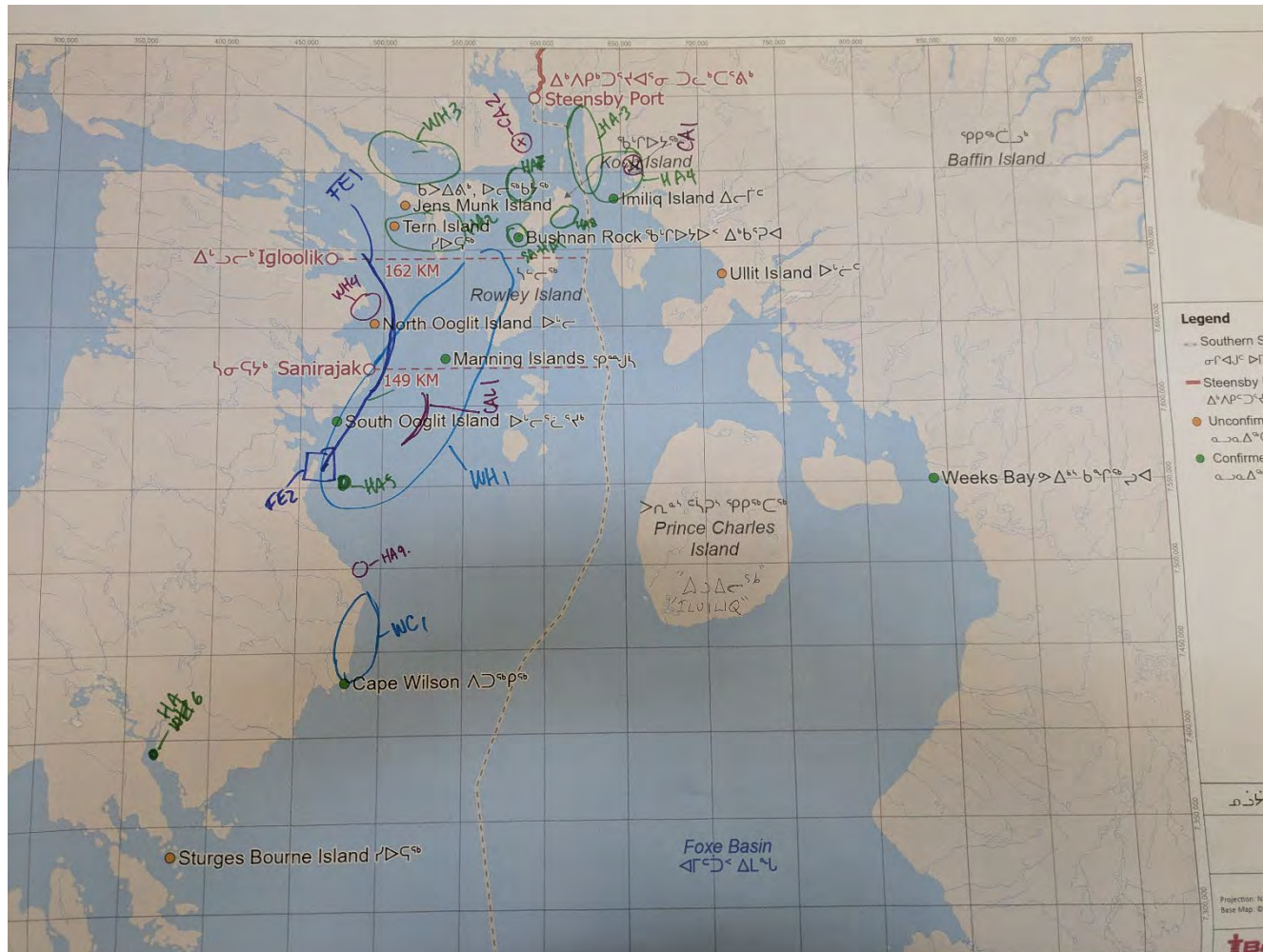


Photo 2. Meeting Day 2



Photo 3. Mapping Exercise

**MAPPING EXERCISE**



Map 1. Walrus Haul Out Locations Identified during the Mapping Exercise

Table 1. Walrus Haul Out Mapping Exercise Key

ID	Type	Season	Notes
HA1	Walrus congregation area		HA1 -Walrus congregation area (Solomon)
HA2	Walrus congregation area		HA2 - Walrus congregation area (Solomon)
HA3	Walrus congregation area		HA3 - Walrus congregation area (Solomon)
HA4	Walrus hunting area	Summer	HA4 - Area where his in-laws go in August/September. They also saw a dead killer whale at that location (other HTO member)
HA5	Walrus calving area		HA5 - Area where walrus go eat, and also calving area
WH1	Walrus hunting area	Summer	WH1 - Walrus is hunted in that general area in the summer (typically July, August and sometimes into September)
HA6	Walrus haulout		HA6 - Haulout site
HA7	Walrus congregation area		HA7 - They see walrus walk to upper water
HA8	Walrus congregation area		HA8 - Walrus congregation area
FE1	Floe edge - Walrus congregation area	Winter	FE1 - Flow edge, they see a lot of walrus in this area in the winter
FE2	Walrus congregation area	Winter	FE2 - Walrus area (most common area where they congregate), winter
WH3	Walrus hunting area for Igloodik		WH3 - Igloodik goes walrus hunting here
WC1	Walrus congregation area		WC1 - Walrus congregation area
HA9	Walrus haulout	Fall	HA9 - Walrus haulout (fall)
WH4	Walrus hunting area	Spring	WH4 - Walrus hunting area (spring)
CA1	Historical cabin		CA1 - Historical cabin used to be there
CAL1	Walrus calving area		CAL1 - Calving area
CA2	Historical camp ground		CA2 - Ancestral campground, father was born there

## ATTACHMENT 4

### Mapping Exercise



### Legend

- Southern Shipping Route  
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- Steensby Railway  
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- Unconfirmed Walrus Haulouts  
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- Confirmed Walrus Haulouts  
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- Proposed Cabin Location  
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- Existing Route for North Warning Radar System Inspections  
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- Search and Rescue Route  
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- Updated Route Proposed by Igloolik Canadian Rangers  
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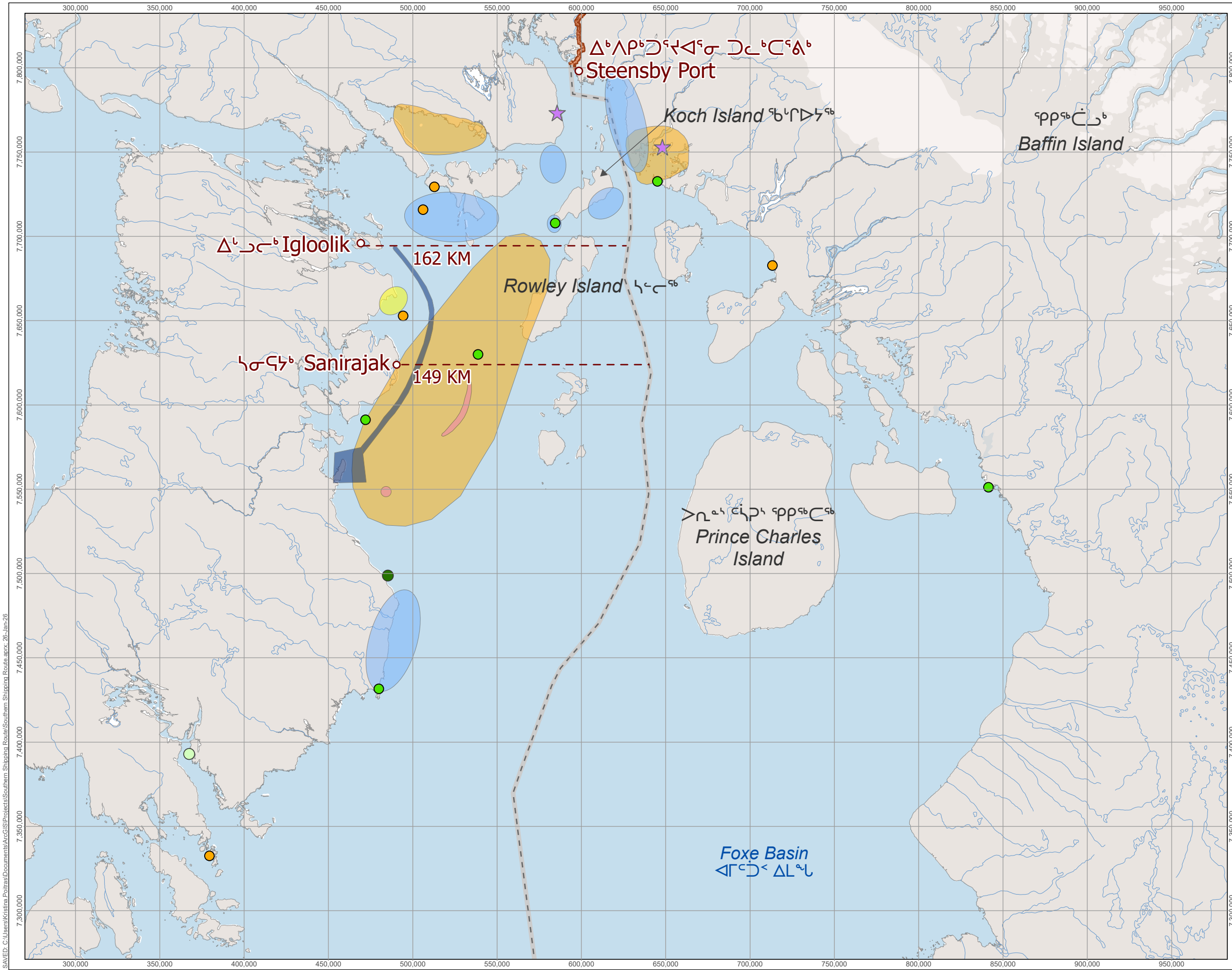
Note: Information was shared by the Igloolik Canadian Rangers in November 2025  
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### ማሻሻያ ወይንም ደረሰብ MARY RIVER PROJECT

### Igloolik Canadian Rangers North Warning Radar System Travel Routes

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0 15 30 60 Kilometers  
 Projection: NAD 1983 UTM ZONE 17N  
 Base Map: © King's Printer for Ontario, 2024  
 Scale 1:2,300,000



- Legend**
- Southern Shipping Route  
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  - Steensby Railway  
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  - Unconfirmed Walrus Haulout  
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  - Confirmed Walrus Haulout  
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  - Fall Walrus Haulout  
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  - Walrus Haulout  
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  - ★ Historical Locations  
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  - Walrus Calving Area  
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  - Walrus Congregation Area  
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  - Winter Walrus Congregation Area  
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  - Spring Walrus Hunting Area  
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  - Summer Walrus Hunting Area  
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ግብርናዊ ስምጥራት MARY RIVER PROJECT

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**Walrus Community Knowledge**

Projection: NAD 1983 UTM ZONE 17N  
 Base Map: © King's Printer for Ontario, 2024  
 Scale 1:2,300,000



C:\Users\Krislina.Poiras\Documents\ArcGIS\Projects\Southern Shipping Route.aprx 26-Jan-26

ATTACHMENT 5  
Follow-Up Letters



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ከሰኔ 22, 2026	14:00 – 17:00	<ul style="list-style-type: none"> <li>የጉዞው ለሰኔ 2025-ፍ ይከፈላል</li> <li>ላይ ያሉትን ጉዞዎች ይደግፍ</li> <li>የጉዞው ለሰኔ ይደግፍ</li> </ul>	<ul style="list-style-type: none"> <li>የጉዞው ለሰኔ</li> <li>የጉዞው ለሰኔ</li> <li>የጉዞው ለሰኔ</li> </ul>	የጉዞው ለሰኔ
ከሰኔ 23, 2026	9:00 – 12:00	<ul style="list-style-type: none"> <li>የጉዞው ለሰኔ ይደግፍ</li> <li>የጉዞው ለሰኔ ይደግፍ</li> <li>የጉዞው ለሰኔ ይደግፍ</li> </ul>	<ul style="list-style-type: none"> <li>የጉዞው ለሰኔ</li> <li>የጉዞው ለሰኔ</li> <li>የጉዞው ለሰኔ</li> </ul>	የጉዞው ለሰኔ

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Mayor George Auksaq  
Hamlet of Igloolik  
P.O. Box 30  
Igloolik, Nunavut  
X0A 0L0

Mr. Lloyd Idlout  
Chairperson  
Igloolik Hunters and Trappers Organization  
P.O. Box 89  
Igloolik, Nunavut  
X0A 0L0

**RE: MEETING ON THE STEENSBY COMPONENT OF THE MARY RIVER PROJECT – April 22-23, 2026**

Dear Your Worship and Chairperson,

Thank you for welcoming us in your community and for your presence at the Steensby Component Update meetings held in Igloolik on November 18-19, 2025. Baffinland values the insights and feedback provided by members of your organizations during these sessions. We have included the meeting minutes and presentation in Attachments 1 and 2.

To continue discussions, Baffinland would like to request a follow-up meeting with the Hamlet of Igloolik and the Hunters and Trappers Organization (HTO). The purpose of this meeting is to discuss environmental monitoring and mitigation measures as Baffinland advances planning for construction of the Steensby Component.

Baffinland proposes to host in-person joint Hamlet/HTO meetings in Igloolik on April 22-23, 2026. As highlighted above, these meetings would continue to look at our shipping activities and the marine environment, with a focus on the investigation into potential monitoring and mitigation measures. Our intention is to facilitate open discussion and information sharing information on these topics to help build the necessary management plans to guide our shipping activities through construction and eventually into operations.

A draft meeting agenda is provided in Table 1 below.

**Table 1.** Proposed Meeting Agenda

Date	Time	Topics	Participants	Location
April 22, 2026	14:00 – 17:00	<ul style="list-style-type: none"><li>Recap of November 2025 meeting outcomes and review of maps produced</li><li>Steensby Component update</li></ul>	Hamlet and HTO representatives	To be determined
April 23, 2026	9:00 – 12:00	<ul style="list-style-type: none"><li>Marine environment monitoring and mitigation measures</li><li>Discussion on other topics of community interest</li></ul>	Hamlet and HTO representatives	To be determined

We kindly request confirmation of your availability to attend by April 7.

We recognize that shipping and the marine environment are your community's current priorities for discussion. We also acknowledge that other topics, such as the terrestrial and freshwater environment, are important. Baffinland remains committed to returning for additional discussions to address topics of importance not covered during these meetings.

Should you have questions or require additional details, you may contact me at (867) 222-6622.

Sincerely,



Joseph Tigullaraq  
Head of Northern Affairs

**Attachments**

Attachment 1. Meeting Minutes

Attachment 2. Meeting Presentation

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**Attachment 1. Meeting Minutes**



















































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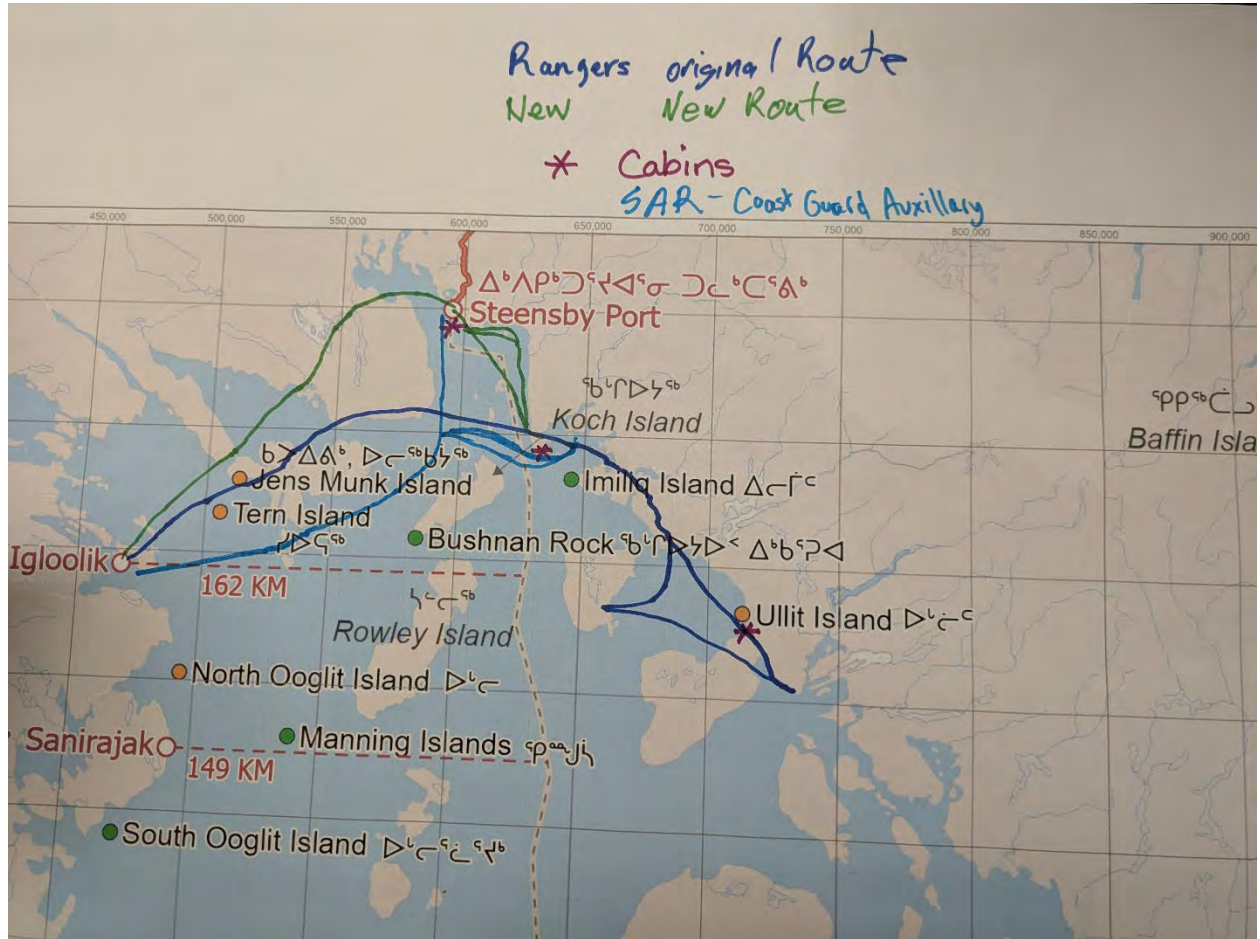


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**Meeting Minutes**

**Meeting Date:** November 18-19, 2025  
**Time:** November 18: 9:00 – 5:00  
 November 19: 9:00– 11:30  
**Meeting Name:** Steensby Update - Igloolik  
**Meeting Type:** In person  
**Meeting Location:** Igloolik Council Chambers  
**Meeting Chair:** Paul Quassa  
**Interpreter:** N/A

Organization / Stakeholder Name	Participants (First and Last Name)
Baffinland	<ul style="list-style-type: none"> <li>• Paul Quassa</li> <li>• Joseph Tigullaraq</li> <li>• Lou Kamermans</li> <li>• Jorgen Nyhus</li> <li>• Elisabeth Luther</li> <li>• Celestino Uyarak</li> <li>• Theo Ikummaq</li> <li>• Peter Ivalu – Interpreter</li> <li>• Jack Haulli - Interpreter</li> </ul>
Meeting Participants	<ul style="list-style-type: none"> <li>• Curtis Sidebotham (Hamlet Council)</li> <li>• Natalino Piugattuq (IHTA)</li> <li>• Amanda Curley (Hamlet Council)</li> <li>• Ludger Makkik (Hamlet)</li> <li>• Seemee Qamaniq (IHTA)</li> <li>• Billy Pauloosie (IHTA Manager)</li> <li>• Patrick John (Ranger)</li> <li>• Tony Kunuk (Ranger)</li> <li>• George Auksaq (Mayor, Hamlet)</li> <li>• George Qattalik (Hamlet, Ranger)</li> <li>• Lucy Qattalik (IHTA, Ranger)</li> <li>• Andrew Attagutalukutu (IHTA)</li> <li>• Peter Kulchyski (IHTA Technical Advisor)</li> <li>• Lloyd Idlout (IHTA Chairperson)</li> <li>• Ike Ungala (IHTA vice chair)</li> <li>• Jacob Maliki (Hamlet)</li> <li>• Daniel Qattalik (Inuit Knowledge Holder)</li> <li>• Peter Awa (Elder)</li> </ul>

**MEETING DETAILS**

<b>Project Component(s) Discussed</b>	Steensby Port, Steensby Railway, Southern Shipping Route, General Project
<b>Amendment(s) Discussed</b>	N/A
<b>IIBA / ICA Relevance</b>	N/A

**MEETING SUMMARY**

Baffinland met with the Hamlet of Igloolik, Igloolik Hunters and Trappers Association and Canadian Ranger Patrol Group (Igloolik) to provide an update on Mary River operations in 2024, planned Steensby Component shipping activities, planned marine environment monitoring and mitigation measures along the Southern Shipping Route and next steps for engagement. During the meeting, information was collected on the Ranger's patrol routes from Igloolik (see Photo 1).

**MEETING MINUTES****TUESDAY NOVEMBER 18, 2025**

Introductions facilitated by Joe.

Paul delivered the presentation in Inuktitut.

**Discussion and Questions****Slide 6: 2024 highlights, shipping slide**

Lloyd: Thank you for allowing Inuit to become managers. Regarding ballast water, is there any Indigenous group monitoring the ballast water that is dumped?

Paul: When it comes to ballast water, every year, we have to abide by Transport Canada regulations. There have been studies by DFO, who did tests on our ships, and Baffinland tests all our ships regarding ballast water. How is the chloring properly applied. We abide by regulations. I am not sure if there is an Inuk working there, but we collaborate with DFO and monitor this.

Celestino: Lloyd, there were two individuals from Pond Inlet working there.

Paul: DFO had 6-7 monitors that were Inuit, and one from Igloolik worked with DFO on the ballast water monitor. DFO will be coming in communities in 2 weeks to present to residents.

How many ships are being tested?

Andrew: Once they start moving to southern route, will you use capesize vessels right away and how many ships?

Paul: Yes, we will use bigger size ships. We are still confirming how many ships we will use, and we are allowed under PC to have 242 transits.

George: Can we see the reports, do they actually make reports, and can we access them?

Paul: Ship monitors in Pond Inlet - reports they make are given to NIRB, they are public information and can be accessed.

### **Slide 8: 2024 Inuit Payroll and Procurement**

Jacob: Some of the Work Ready Program participants are former fly in fly out employees – would this be because some former fly in fly out employees are having difficulty getting rehired and they feel it would be easier to get rehired if they took WRP?

Joe: The purpose of the WRP is to prepare potential fly in fly out employees, and to expose them, to work and live at the work sites (Mary River and Milne Port), fly in fly out procedures (3 weeks work and 3 weeks at home) and to help them with financial literacy. They are also exposed to available key positions that can help with counselling at the sites.

Ludger: I know they also train in first aid, Workplace Hazardous Materials Information System (WHMIS), supervisor level 1 and level 2, it is a good operation and it keeps going.

Lloyd: What I am concerned about is there are number of how many Inuit are employed, and while I am grateful you are helping with employment strategy, I am wondering if we can be provided with numbers, on quarterly basis, regarding how many became managers within the training provided by Baffinland. Is there any possibility that the success rate be identified in % of numbers?

Joe: To my understanding, Baffinland and contractor employee numbers are reported on quarterly basis but I don't know if the numbers of promoted individuals are included in quarterly reports. When the most recent quarterly report was reported by QIA to Igloolik, there was a confusion between the quarterly report and the fact that IIBA document is supposed to be revised every 3 years. Paul mentioned earlier that there were successful candidates under the Sivuliqtiit (leadership program) program, and that would be a good example.

Lloyd: I asked for numbers.

Lou: Checked our annual report and develop a socio-ec report and report advancements by Inuit, which could include promotions or move to other departments. In 2024, there were 28 career advancements. Because we have that number, can provide the comparison next year, posted on the NIRB website and the company website.

### **Slide 14: Steensby Component Approval Process**

Lloyd: When we were in Pond Inlet for the Water Licence, I don't remember the meeting dates.

Joe: The water licence renewal occurred for the current project.

Lloyd: We request - did you receive a reply for the Water Licence?

Paul: Yes, we received our renewed Water Licence until 2040 so we can operate the whole project. From the federal government, we have our Project Certificate and our Water Licence until 2040.

**Slide 15: Baffinland PC**

George: In 2013, the IIBA, we need to renew the IIBA, it is a bit out of date. We should have a new IIBA before ships go on Southern route. Igloodik residents are supposed to receive a boat/research vessel. It would be good for Igloodik to receive this before operations begin at Steensby.

Paul: Every 3 years, communities get a research vessel. Pond Inlet got the first boat. Arctic Bay is the next community and then it will be Igloodik. The IIBA, this is being renewed with the QIA. Baffinland and QIA are currently negotiating the IIBA. In September 2013, it was first signed, then renewed in 2018 and the new one will be finalized in early 2026. QIA will determine how they want to involve the communities.

Joe: The current IIBA was developed for Steensby, as it was the only approved project, at the time – the IIBA has been revised a few times and the most recent revision is being worked on right now and will likely be approved by the early 2026. It is QIA's responsibility to check with Inuit on what changes should be made in the IIBA. The buying of research vessel for communities is behind schedule. Pond Inlet received one first, then Arctic Bay. In discussions now with Arctic Bay regarding how to arrange for the boat. I am not sure exactly which community is next to get the research vessel. Then it will be Clyde River, and after Igloodik and Sanirajak.

Peter Awa: When the Project goes to Steensby Inlet, what about the communities in the South. It seems like the Northern route will be used as much. What good will the boats be for the high arctic communities when ships don't go there anymore?

Joe: Those research vessels will be used along the northern route even after Steensby begins. Communities will continue to monitor the shipping Operations through Milne to ship supplies. Will have the opportunity to monitor with those ships along the Northern route. Pond Inlet, Arctic Bay, when they receive their boats, they get more opportunities to do research and monitoring. They want to be able to use it for other purposes than research. There is no ship going near Arctic Bay, the way it is set up, with the five communities identified, those ships will still be used.

Ike: We were given a document that outlined the dates when these communities will get a boat. The one for Igloodik was way too late, like 2030. Want to get this boat earlier than 2030, not even sure if we will get it.

Joe: Thanks for sharing your concern. We understand that some communities were given higher priority over Igloodik. The IIBA document is used for the order the surrounding communities will receive their vessel. I will bring this to the attention of those who work on the IIBA, on the BIM side.

Lloyd: IIBA - There will always be impacts whether it be impacts on the environment, terrestrial mammals, etc. I am not working for Baffinland. If you can say that there will be impacts regardless before Steensby Project starts. You are aware it will be impacted. We come up with benefits for us, like you mentioned the community garage with mechanic. Why don't you just come up with these before the Project begins?

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Initial IQ baseline studies. Were the studies conducted fully by archaeologists or historians

involved? If not, can such a study be undertaken in Spring/Summer 2026?

Lou: Archaeological sites are managed by Gov of Nunavut and Inuit Heritage Trust. We have done work in the Project area since 2008. We did some work in 2012 to protect and excavate sites. Just surveying sites mostly and ensuring that anywhere there is Project infrastructure, to ensure we understand where key sites are. We will avoid them first, if can't be avoided, we protect them through fencing. Where it cannot be avoided, we document and excavate them, and provide them to the Government of Nunavut who holds them on behalf of Inuit. This work has been approved under the permit application, developed by Baffinland Archaeologists, to Culture and Heritage, and work with IHT and communities to review. Local Inuit join the survey team, and led by archeologists who are experts in the field. We have not found any burial sites so far. There is a Chance Find procedure, where activities would stop, and contact the authorities.

Lloyd: About conducting a survey from local people in the spring or early summer of 2026, if you remember my question correctly.

Lou: We are still working on the plan for 2026. We will go forward with another archaeological survey and protection program. It depends on funding we receive in 2026, needs to be done in advance of construction. Will work with Culture and Heritage, and IHT for this program.

Lloyd: Inuit will be impacted so we should listen to their voices. You are fully aware there will be impacts. You continue to say this. Come up with benefits for us before Steensby, for instance, do our benefits proposed under Phase II continue or be revisited?

Paul: Confirmed we work with Inuit on archaeological sites. We work alongside Inuit and their Inuit knowledge. Inuit have to be involved throughout. Trying to save money, no luxury of coming up with something right away. We talked about benefits, as it stands, we don't have any certificate for Steensby. All the communities have a shared concern that benefits be brought up before Steensby commences. There are benefits we won't see for this community until Steensby commences.

George (Hamlet and HTO): What do we think about benefits, we were looking for benefits for many years and we haven't seen anything. Maybe we should have a better understanding of how they operate. The impacted communities have not seen any benefits.

Paul: We are not a gold mine, we are dealing with iron ore. We look at the commodity prices, gold vs iron. One ounce of gold is \$4,000, for 1 tonne of iron ore, it is approximately \$104 today. Gold commodity is enviable. You have every right to check with them.

Lloyd: When will construction on the Project start for Steensby? Has funding been secured or is there remaining uncertainty about if it will be funded? Is the timing the same on North and South side of the Project. What is the planned completion of construction and when will operation begin?

Paul: We need permits, then we will go to the funders to get the financing. Cost around \$5B to construct Steensby. Once the project commences at Steensby, it will potentially start construction in 2026, and will be completed in 3-4 years for the railroad and the port. Once complete, then the ships would go to Steensby.

Joe: Waiting for permits to be approved and fall 2026 everything could start if permits in hand and

financing became available. Until we get the permits, the funders will not be able to give us the money. Need to wait for finance. For community benefits, once Steensby begins, benefits that were promised under on Phase 2 will be provided (daycare, office complex, maintenance garage) to the surrounding communities. Those are the benefits slated to be delivered.

Lou: Just to be clear, the authorizations we are waiting on are the Fisheries Act Authorizations (FAAs) for bridges and port, Approval to Construct a Railway from the Canadian Transportation Agency (CTA), Land leases from Crown-Indigenous Relations and Northern Affairs (CIRNAC). These are what the federal government has been discussing with the communities in the past 6 months. Once the permits are issued, that completes the approval. The Water Licence was renewed in March and the Project Certificate remains valid. Once permits are in hand, lenders will be able to finalize the funding. Realistically construction could start in the Fall 2026, but would likely be a small program to bring in equipment and materials, with more shipments in 2027. Baffinland will continue to engage. Even with that timeline, operational shipping would occur at the earliest in 2030, and may get delayed. That is the best info we have right now.

Lloyd: There are more questions that keep coming up, but will add them later on.

George Qattalik: We saw earlier, talking about syllabics, on slide 15 - wondering why it is called Final Environmental Impact Statement (FEIS).

Paul: This is just the name used by the NIRB. We know it is not the final component but it is just the terminology from NIRB for the environmental assessment. We know it is iterative, it is not the ultimate end.

Joe: The contents of the proposal kept changing, on the main project, to accommodate community members' input that eventually led to the FEIS filed with the NIRB. This was the final version BIM gave to NIRB before the Project Certificate.

## **Lunch Break**

## **AFTERNOON**

### **Slide 21-22: Steensby Railway and Shipping Route**

Question: How many trains will you be using to transit ore from mine to port?

Paul: There will be 3 trains.

Tony: How big would the building be the construction camp?

Paul: It would be smaller than the camp at Mary River, and fewer people than there are at Mary River. The building would have less people.

Patrick: You mentioned 3-4 years construction period. Could it be completed before that time, or will it be 3-4 years minimum? When will the benefits start coming?

Joe: Once we have the money from investors and construction is started, we will be in a better position to provide benefits to communities, such as sponsorships and donations.

Ike: If you have 3 trains, will there be 3 trains for every transit? How will they go side by side? Will they continue to use 3 trains? Will they be transiting 24h per day? Is there a risk of accidents of running into each other?

Lou: There will be 3 train sets, but that doesn't change the number of round trips (about 6.5 per day, or 13 one-way transits). It takes about 6h for a round trip, so need 3 sets of trains. One loading at mine, one on railway and one at Port. Running in a circuit.

Ike: Will the railway be constructed be built the same way? Will it be compatible for winter conditions? Will it need grease to run properly? Will it emanate smells?

Paul: We would have to grease the wheels, but we wont grease the railway directly.

Ike: I understand, it is that way south of 60? Will you be following Canadian Railroad Standards?

Paul: We will get approval from Transport Canada and CTA and will need to approve for the safety of the railway well before the construction commences. It will have to be safe and constructed differently than they do in south, contracting people experienced with railroad to ensure safety. Only after we receive the approvals.

Lloyd: Can we still change the railway if somebody requests if anything is approved? Will the train cars carrying ore be covered? What other dust mitigation measures will you use? What is the timing of potential shutdown for shipping?

Lou: Time to change the railway - the Project Certificate has approved the approved railway. This is where we conducted environmental studies and Nunavut Planning Commission recognized the transportation corridor. This is what is being considered for approval by the CTA. Right now, is about making sure we manage potential environmental effects from that, installing caribou crossings, fish passage and working with HTO to ensure crossings for hunters. Today, we wanted to speak mostly about shipping and we will get into that, but we will have more sessions with the community and HTO to focus on the Railway. In terms of dust, we are not proposing to cover the railway cars now. We don't see dust coming off trucks from where ore is. Dust comes from wheels on the road. I can circulate the samples of ore that we can circulate so you can see how heavy it is. We will monitor for this and if monitoring shows it is happening, we will implement adaptive management if needed over time. We will get into shipping soon, so can discuss timing of potential shutdowns

Natalino: Back in 2005, Paul and I were councillors. They wanted to do year-round shipping back then. We haven't heard about the rail updates to the rail route. We are aware of the crossings around the rail route, but new councillors, new members usually don't know where those crossings will be.

George Qattalik: Length of the train will be the length from here to George Q's house, they will go fast and I don't think caribou will go through there. Children wont ever see caribou again. It will take a long time to get this again, we have to do this properly if we will proceed. We were able to see a few caribous, once it operates, we won't see caribou again. We need some compensation. They ship over 4mtpa, making 440m in revenue - we haven't seen any benefits, no gas vouchers. We are not just going to stand by if we consider our descendants. This is our land and destroying it

this much. That area is like paradise, once we get there will be nothing.

Paul: We just want to hear these types of concerns by Inuit, on Inuit land. We will continue to listen and collaborate.

Seemee: When going through Mary River, will want 30m tonnes, 121 ships - would it be appropriate to track a ship with 30m tonnes? We have to take care of our land, if we take care of it, it will be ok.

Paul: Approved for 22mtpa, we can't ship more than that, maybe we can ship less.

Daniel: We are caribou hunters, use it for clothing. Caribou doesn't go through any route, use foot paths, if they will continue to be used by the current population now. Change between one area and another, where the caribou is, we have to know exactly where they are. Maybe they will not be able to change. This is a big issue when it comes to Mary River Project. We have to work extra hard for our descendants. It is already set, our parents and ancestors asked where they used to live. People knew where those areas were, have to work extra hard for our descendants.

Lloyd: When it comes to shipping and transit, could the number of transits be changed based on what Inuit want? Improve it? You can listen to our concerns; we have to do something about the shipping route and the rail route. Inuit should be truly involved. I now have a question to ask the two Elders here, who are they representing? We could improve this based on what Inuit want pertaining to the number of ships and train transits

Paul: Number of transits, the NIRB advised on this, based on Inuit board members and consultation with communities and public hearings where they came to communities to provide input prior to approval of Steensby and railway. Inuit shared their concerns back there and their concerns were integrated by NIRB. This has already been approved. We follow NIRB's advice.

Joe: If the number of trains has adverse effects, we will investigate and look at other options based on what is covered and we can do adaptive management based on input from communities.

Patrick: During the construction, while the Railway is being constructed, the ships will start going to Port. Is that when the shipping will commence from Steensby, after the Railway is completed? During construction, will they ship through Milne or Steensby?

Paul: from Mary River, the train would get ore at the mine and bring it to Port. Once at the Port, transported to ships. Only after the construction has been completed will there be shipping.

Patrick: The track themselves, will the rail tracks be brought from Mary River site or from Steensby Port?

Paul: The railroad tracks will be installed from both the mine site and Steensby Port. They will construct the railway and meet midway along the route. This is how it will be constructed.

Lucy: How many ships will be used to bring materials to construct Steensby

Paul: Approximately 60- 80 ships will be needed to bring supplies and equipment for construction, it will come through Milne Port and Steensby.

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**Slide 34: Shipping Route Key Findings Rowley Island**

Jacob: It is obvious that Coast Guard will be around that area for safety purposes. I assume that the Coast Guard will be available to this community to be near shipping routes.

Paul: We have no control over the Canadian Coast Guard if they will have presence in that area. We will be using our own ice breakers.

Lloyd: Is the shipping route the safest route? Has that been identified? If problems arise from trying to use that route, is this the final route we will be using? If you find there are hazards along the route, you need to deviate?

Paul: Yes, we have done extensive studies on this shipping route, and found there are hardly any hazards, but based on how much ice there is, we will talk to Kinngait if there is a deviation required from the route.

### **Slide 35: Bathymetry**

Jacob: We have radar equipment with GPS that can do bathymetry. You could actually do bathymetry studies with the boats. The research vessel could be used for bathymetry and other studies.

Jorgen: If the vessels will have depth sounders, most of the vessels to be used for shipping ore will be built no later than 2028, so they will be very modern.

Ike: Slides showing quotes, we only see pro mining quotes. Were there any that were opposed to shipping? There was a ship that ran to ground somewhere in that area. In around Steensby, does the bathymetry change? Has it been studied?

Jorgen: We have conducted bathymetry studies in 2023 and 2025. Waiting on the results of the 2025 studies, but early indication is that it is very deep in Steensby Port, down to more than 100m very quickly from the land. For the Baffinland vessels, the largest ones that we will use have a draft of 23m. To clarify, the depth sailing into Steensby is not a problem and does not pose a risk.

Lloyd: The depth of the ship, is that fully loaded?

Jorgen: Yes, this is correct. 23m fully loaded.

### **Slides 44-46: Walrus Haulout**

Lloyd: Thank you for studying the walrus. Can we see the report once it is ready? It would be good if you indicate that there are studies made, that we get a copy of the report.

Paul: DFO has done studies. Our own Baffinland reports are published and are publicly accessible.

Ike: we are dealing with Nunavut Land Use. We have indicated very clearly what our plan was. It would be a lot better if you ask for those things, because we asked for those. The new committee is brand new, so we might skip a lot of information. When dealing with land use, it would be nice if there is evidence that they were used. We have asked about it and didn't get a response yet.

Paul: Yes, I do agree, thank you. We will look into that one.

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Ike: I am curious if we are dealing with Nunavut Land Use. This has been dealt with birds and locations. Anything to do with wildlife, we have answers for all those. If you want to continue with your exercise, we can cooperate.

Paul: Yes, that is true that they were done.

Lucy (Ranger): Submission from Igloolik Canadian Rangers

- Received a letter as of October 14 from Joe Tigullaraq, regarding Baffinland. It is to state that they will be coming here today regarding Steensby. They wanted to have a meeting with hamlet and Canadian Rangers
- Inspect DEW line sites twice a year, once in the winter by snowmobile and one in summer by boat. (see locations and station names on maps provided)
- They travel by snowmobile in the winter (March) from Igloolik through Kappuivik, Igluqujuq and cross over through Itillikuluk. Same route since the Rangers started doing those trips.
- When mining shipping route starts, they will need to change the route through Steensby Inlet to avoid shipping route.
- For search and rescue, go beyond Baffinland. For example, it would be nice if they could provide help with gasoline, food or equipment.
- If they will go through that and change our path, it would be good to receive help from Baffinland for that area. We are requesting 3 houses for emergency shelters
- Request the following:
  - Gasoline
  - 3 cabins (Steensby Inlet, Itilliq, Saatuqjuaq)
- New route would be from Igloolik through Aukannaarjuk, Sapugaarjuk, Umiakkuvittiariktuq, Ammaluqtualuk, Qaliliup tungaagut and finally to Ikpikittujuaq. This is the path they would like to take, so would like to mark it on maps.
- Usual trip takes 5 days there and back by snowmobile. They are only approved to use 5 days to complete the task of monitoring DEW line sites. If the route has to be changed, the days would have to be extended because the route has been changed a lot. Travel time will be longer.

Paul: During summer, when do you go?

Lucy: Whenever there is less ice and we can access, we usually go in late July-August. Best time is usually in August.

Paul: Regarding the request, we can look into this and provide a response back. We have to go through beyond Baffinland. We often help other communities for emergency purposes, and we erect small cabins for hunters and trappers, so we can provide a response soon. For now, we will look into this and provide a response. We will also look at where and how often we may cross your path. With regards to search and rescue also involved in this area.

Ike: I would like to remind you that the stuff that QIA has reported and I know you have the reports (Tusaqtavut studies), our area has been marked. You have the reports and it has been marked several times. I rarely go out of town these days, it's not like before. A lot of animals have a different behaviour.

Paul: We will proceed with plan at hand. We will review the Tusaqtavut studies and we can mark them down on the map based on the Tusaqtavut studies. What we have is what is on those maps. We

will also look into the routes that hunters take to travel and mark those down.

Ike: If there is anything that we haven't mark down, come back and remind us, but for now, we prefer to work with what we have.

Peter: As an Elder, I am just visiting and a lot of time, Baffinland mentioned they wanted to speak to Elders. Since you are talking about, they come out is in the middle or end of September. It is active time for walrus, they are in the areas in south Baffin. They are with their children and will be coming up North and go up the stream. I might be wrong, they go a little bit further South and during summer time, they go back up North. Not a lot of people know about this but this is knowledge that Elders know and it is important to share. This knowledge about animals giving birth is getting pretty hard to pass on. Trying to let the young people know, but they seem to ignore us. Thankful that we are able to talk in this community with Baffinland, HTO and others, and how this is being documented. Regarding caribou, they are always on the move, never stay in one place. That kind of knowledge, it would be easy to start marking things down. There is not a lot of us, but we still have the knowledge that we can pass along. As for Lucy, I hope you can help her address the problem and help find the right route.

Paul: Any other comments or questions before we proceed?

#### **Slides 47 – 49: Ballast Water**

Seemee: There is more than one way to treat ballast water. Can you use electromagnetic to clean ballast water instead of using chlorine?

Jorgen: Baffinland does not decide what treatment happens on the vessel, that is the ship owner. 95-97% of all treatment systems are chloride. There is also electromagnetic and UV light. Follow Canadian and international rules. Do an exchange, if the vessel comes from Europe, vessel pumps out water mid-Atlantic. Takes water from 2000m deep and 200 nautical miles from land. All vessels are tested for salinity when arrive at Milne so we know if they complied with this rule. Since end of 2024, every vessel built after 2009 will need a treatment system. Majority of systems are chlorine. In 2024, started a scientific project on levels of chlorine in ballast water. Results so far says that we were 98% within the limits of IMO. However, we don't know which vessels were not within the limits as it was done by DFO. Now need to determine if we are able to change the treatment systems. Like answer is no because we don't pay for them. It is the ship owner, and as long as we only use vessels for 3 months, cost of this will be too expensive for ship owners or Baffinland. Unless there is a regulation change, slim chance that they will change it, not cost effective to use UV or electromagnetic.

Seemee: Have you spoken with Greenland or exchanged information regarding ballast water?

Paul: We do not deal with Greenland, follow the regulatory procedures.

#### **Slide 51-52: Planned mitigation - Land Use**

Ike: I feel bad that if we don't write it down. If you leave it for us, we will be able to mark it down if it is not possible today. We can deal with this very quickly and send this back as soon as possible.

#### **Slide: Marine Baseline Studies (2006-2012)**

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Lloyd: When the animals will be impacted. It would be good if you have more local people on the committee. Whenever Baffinland has a meeting, it would be useful to be informed about the topic on hand.

Paul: HTA typically participates in the MEWG and TEWG, so it is their responsibility to inform the locals on what they were having the meeting about. That is how I see it.

Joe: To make it clearer, there were 189 terms and conditions imposed, upon approving the Steensby Project in 2012. One of the terms and conditions was for BIM to establish two environmental working groups (Marine Environment Working Group or MEWG or Terrestrial Environment Working Group or TEWG). The working groups started out with scientists participating from the Federal Government, Nunavut Government and QIA. HTOs from the 5 communities were added on, a bit later. Kinngait and Kimmirut now have been invited to participate in these working groups as well. Meetings of the working groups are conducted in both Inuktitut and English now. Seemee from the IHTO participated in the working group meetings, yesterday. Meeting minutes are recorded in both languages. These meeting minutes are available to each participating HTO.

Seemee: If you go to page 27, it is stated that under Inuit contributions, QIA was here about a month ago regarding IIBA. They were going to do a quarterly report. We had a meeting with QIA (IHTA), and the HTA stated that before Steensby, it needs to be upgraded and still waiting for a response. We were told that Baffinland and QIA are the ones to make the changes. If we want to see changes, and want to improve for modernism, how do we request those changes?

Joe: The IIBA was signed, by QIA and BIM in 2013 for Steensby. It is stated within 3 years, it will be updated. In 2018, it was updated. QIA represents Inuit, they are the ones who should be asking if the community members want to see some changes made. QIA is made up of Community Directors from each Qikiqtani community. As a Nunavut Agreement Beneficiary, not as a BIM staff, I would encourage you to work with QIA on your concerns pertaining to IIBA.

Meeting ended at 5pm.

Will reconvene tomorrow morning.

**WEDNESDAY NOVEMBER 19, 2025**

Joe - Introduction

Continued presentation, starting at Marine Baseline studies slide

**Slide 62: Emergency Planning and Training**

Natalino: Baffinland didn't want to participate back in 2006 or help, were told not to go to Steensby area. We were able to use our own radio, and we were told to leave. It was not appropriate as we were trying to do studies. We could have done better studies if we were closer to the study area.

Paul: Was Baffinland involved with this study?

Natalino: It is stated that in 2006, there was marine studies taking place in that area.

Paul: Apologize for the situation that happened. We document all the studies and meetings, and this information is available.

Natalino: Thank you, you answered pretty well everything.

Seemee: Fuel spill modelling - What kind of fuel will it carry? Some fuels are not good for the environment. As for emergency planning and training, how soon will they be able to respond, and who will be paying for it? If regular people see a spill, is there a place where they can call?

Lou: We have responsibilities and capabilities for spill response at Steensby Port. Where we will be best able to respond is the one that happens at Port, most likely to happen with fuel transfer. We prepare for that each year and have training on site. We have equipment needed to respond to spills at port, and we concentrate on the highest risk area. Spills outside the Port area is a shared responsibility. Canadian Coast Guard has the primary response responsibility. Under the regs, they are the ones to respond first to a spill at sea. Baffinland will assist and coordinate with DFO. This spill modelling is the beginning of the work we will do to begin preparing for shipping operations at Steensby Port. Working with TC, CCG and communities. I want to emphasize that spill modelling and spill response planning is critical, but our focus is 99% on prevention. Ensuring our operations are safe and that a spill will not happen in the first place. We will work with state-of-the-art vessels, safely built and designed for preventing spills (e.g. double hauls, equipment to detect water depth). Practices in place and lessons learned from operations at Milne Port (e.g. well-defined shipping corridor, convoy) are based on best practice recommendations from TC to avoid spills. For spills reporting, the government of Canada has spill response line.

Jorgen: Regarding fuel types that vessels will use, there is a fuel oil ban in 2027, that will take any heavy fuel oil out of the question. Current vacuum in shipping in terms of which fuel will be used in the future. Most likely fuel is marine gas oil, used in areas close to land. Fuel that vessels will use most of the time. Most vessels will likely be dual fuel, and this is to be decided (e.g. ammonia, hydrogen, methanol, biofuel). There is no clear path at the moment as the international organization has not made a decision/recommendation. Only safe dual fuel that can be used now is LNG - needs to be tested. Until we build those vessels for Steensby, the fuel to be used is gas oil.

Ludger: Coast guard, there will be more ships coming up here and they informed the committee that

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they will need to be prepared for emergency response. At the moment, if there is an emergency there is DFO, Coast Guard and DSA that need to be informed.

Jacob: I want to go back to page 45, will we need to respond and will they contact search and rescue or the local SAR team?

Jorgen: If require the vessel to stop, it will stop. The authorities will use the local SAR teams if available.

**Slide: Seal studies**

Lloyd: Will you provide the information on paper? Are socio-economic monitoring committee and working group sponsoring research for impacted communities to monitor on hunting, number of families for food production, distance travelled for getting country food, etc. Is such research conducted and if people have to travel further because of project, would Baffinland consider providing fuel, help import southern food as a form of mitigation? Environmental monitoring: will qualify Innu be employed during the construction and operations for monitoring? For the construction and operation or before, will Inuit be trained to be able to work in the Steensby Operations? Will Inuit be trained for spill response as well?

For the existing mine, I feel that Inuit will not want Baffinland to do their own research, as heard from Natalino earlier, we have limited access to see Inuit's point of view of impact of the operations. We will need easier access as impacted people.

Lou: Funding programs for harvesters (e.g. food vouchers) has close ties to the program we have in Pond Inlet. Interested in talking about those types of programs for communities more affected by Steensby shipping, we are missing a partner in the room for those discussions, and it is QIA. We need to all get together, and align on what communities want in the next version of the IIBA. We are finishing a round of revisions now that will be finalized this year and issued next year. Those edits include a lot of improvements to contracting process to ensure more Inuit are benefiting from contracting. The concept of measurable objectives, we are held to satisfy objectives, and if not, have to compensate financially for the lost benefit. The next round of edits to the IIBA is where we can talk about the community investments like we did for Phase 2 (community garages, daycares, etc.). We need to work with each community and are willing to make those investments, come to the table with those ideas and we will work together with QIA on those. Every community has their unique needs. Need to bring QIA in the discussion.

Regarding monitoring, Inuit form a large proportion of our environmental monitoring programs already - integrated into our site environment team on site, and two of them are getting promoted this week. In the summer, hire Inuit for marine monitoring, part of aerial surveys. No planes to survey wildlife without local people who know the area. At the working group meetings, we involve Inuit to scope the programs. This will continue with Steensby. Inuit are part of programs; part of analysis and results are made available publicly and reviewed by Inuit/NWB/NIRB. There are many forums where you can keep bringing that up - bring it up to QIA, working groups, with local BIM staff.

When talking about Inuit led monitoring, we are also working on this with QIA on the Inuit Stewardship Program. Tim Soucie is here with QIA working on the ISP, QIA wants this to move forward. This is what Baffinland wants to see the program, community led but funded by Baffinland. Baffinland reviews work plans and reports. Programs are community run. We want to

develop programs with communities.

I have been with Baffinland for 8 years, and I haven't seen a program where there was no Inuit involvement. Our Bruce Head program designed with input from elders in Pond Inlet, etc. Inuit are critical for all these programs.

Lloyd: I hope you won't forget the questions I pose, keep them in mind. When we ask questions to BIM, some questions are not responded to.

Paul: We respond to questions based on our understanding and bring technical advisors to give best responses.

Ludger: Thanks for asking questions and we always come up with same answers, we need to send the questions before you arrive to Town. It is better to be able to have questions before the meeting. When you arrive, we will finally have answers after this meeting. No wonder we will need to come up with some type of working group.

Ike: We have a technical advisor. We have a meeting right now, you keep referring to our technical advisor and saying these questions don't come from us. It is the same thing as us, you are the senior advisor and you use your technical advisors. He is trying to help us understand, he guides us and gives us better understanding. We will continue to have a technical advisor and since the inception of the Mary River Project, we were supposed to have tech advisors. As Government, the mandate is different. At this meeting, we are representing the HTO and we have a lot more questions than the hamlet. Maybe the hamlet is pro-mining or thinks Inuit needs to be employed. I have been thinking this for a while and I am saying it now. What you say usually, I want our technical advisor to be welcome too. He has been bullied way too much. To hear this non-Inuk person will be talking is not appropriate to hear. He is trying to help Igloolik people understand.

Peter: Those that are trying to be supportive or trying to help, even us, we are trying to support anyone. There tends to be backlash against trying to help others. We tend to get backlash. I am an Elder now, I am closer to the century mark, I know there needs to be an elder at these meetings, specifically with Baffinland and HTO. Marine mammals, animal behaviour can change with climate change as our seasons are changing. Our culture and seasons have changed. Right now, it should be winter. The ground doesn't freeze, no options to ferment walrus. Everything changes due to climate. I can say that people don't want to hear about issues that if Inuit don't abide by God's will, then the weather changes and everything changes because no one is following God's word. This is what I heard. Things change from way back where we used to live. I just wanted you to have this. The reason why I try to participate in this, Elders know more than youth. I am not HTO or Baffinland, but still want to participate in the meetings. Want to ensure you get accurate information, even if we are already approved by regulators. These sorts of things we can give support.

Paul: Thank you, we use Inuktitut to try and be better understood when we come to the communities.

Natalino: I want to be able to express my opinions. That guy from Arctic Bay, we participated in aerial surveys for ringed seal for 1 day. He did not know they survey area, had no idea about height of land. It was inappropriate for him to be taken in the aerial survey. I partook in aerial survey in Pond Inlet, I did not know the area so we didn't find much. When I did aerial survey for Steensby, it was difficult to count seal. If you would use two Inuit for aerial surveys, it would be better.

Paul: Up in Pond Inlet, they do aerial surveys using drones. Understand where you are coming from.

Patrick: What will happen to the infrastructure at Steensby once the operation is done

Paul: Baffinland will remediate the area.

Lloyd: Thank you for continuing to improve your project. Caribou appear to be returning to the Steensby area. Now they are in larger numbers, has the plan for construction and operation been adapted to account for this, if so, how?

Lou: Baffinland has always prepared for the presence of caribou during construction. Many of the mitigation measures remain the same. For construction, we have added more detail to are setbacks and shutdowns for certain activities. For example, for blasting, we have a procedure developed for blasting to ensure the area is cleared before any blasts. If any caribou is within 1km of the blast, there will not be any blasting. Similarly, we have road traffic rules, if caribou is approaching the Tote Road within 100m, you shut down. If they are standing there, approach with caution and lower speed. For helicopter use, helicopter pilot inspects for wildlife and avoid them. For the railway, there are calving areas where we will modify operations during certain times of year. Will detect if caribou approach the area, especially during the most sensitive seasons. We have a terrestrial management plan, it is under review by QIA with a Inuit rights protection harvest. The plans will go to the NIRB for public review. This session is focused on marine environment, and we will want to organize the same thing for caribou protection. Get your input to improve the Project.

Lloyd: Is this the right time for my question: can Baffinland operate successfully without shipping in July and August. How much such a restriction would impact the profit structure. Have you conducted such an analysis.

Jorgen: No, we haven't looked into this. We have been working in the shipping department on the idea that we can ship year-round. How we would quantify what it means to us in terms of lost profit is hard to calculate. Load 150,000-200,000 tonnes per day. If you remove 60 days, it is a lot of money. I would like to ask a question to you. What is the concern about shipping in July and August.

Lou: This is the first in a series of meetings, and want to focus on understanding each other. What is it that is driving the request to avoid shipping in July/August. We want to understand the reasons why you are asking that, what is the time frame, what is driving the request, where people are harvesting and at what time? We can then analyze and see what is possible.

Lloyd: One of the communities, if not two, has a motion to try not have ore shipped during July and August.

Paul: We are aware of the motion from Sanirajak. Jorgen is the first time he is here and may not be aware of the question,

Tony: The work plan developed by Baffinland, we hear about wildlife. We just hear from Baffinland, we don't hear from HTO if there is any wildlife over there, we want to hear from HTO on caribou, walrus, fish. This is surprising.

Peter: This will be my last opportunity to say, from Mary River to Steensby, the Railway will impact caribou. They travel during fall and spring. During fall, they migrate from one spot to another. They have to go through the caribou foot crossings. We don't have luxury to hunt caribou because of government. We catch too many, we may get arrested even if we are Inuit. Government has taken our land away, built houses and we now pay rent in our hometown. It seems that there will be caribou crossings, I have heard about it, but it is not much of an issue anymore. Today, we can't hunt freely of any animals. Near Steensby, there is walrus, bearded seals, ringed seals who have pups there. The sea mammals will be impacted. If you are going to do studies, Igloolik participants want to participate in those studies. Make sure that if you do studies, use local knowledge and local hunters, like the Igloolik/Hall Beach resident. Not someone from Arctic Bay. This was a good meeting. Thank you.

Paul: We will use traditional knowledge and local knowledge.

Lloyd: We understand you will return here more times. There is a letter stating this is our first meeting. Do you have a date for the next meeting?

Paul: We are thinking in early 2026 we will hold the next meeting, with focus on Inuit participation in management and monitoring plans.

Lloyd: Last question: If you remember, there was work stoppage due to the protest from Pond Inlet who came on the runway to prevent plane from landing.

Paul: The way I see this, when there is a federal regulation, there is no one allowed to be in any runway within Canada. These are abided to by Baffinland, they broke Canadian law during work stoppage.

Ike: Thank you for meeting with us and progress with the Project. We are gearing more towards Steensby and I hope these meetings won't be hushed like today. We haven't covered most of the information we were supposed to cover. There is more input you could have heard like Tony and what we discuss is not just for today. Before we participate in those discussions. Please try not to rush these meetings when go to communities. When Steensby commences, the HTO never try and block a project, but rather try to ensure that Baffinland won't have negative impacts on wildlife. This is our goal at HTO, to ensure wildlife is not adversely affected. There may be times where we ask the train to be stopped for a whole year based on animals around this area. They are going to be using 242 ships going from Steensby. Do you need to decrease the number of ships to reduce impact on wildlife? These things lead to misunderstanding. Thanks for helping Inuit, if an Inuk give a small candy, tend to be so thankful. If they are given small token, they are ok with it. Thank you, don't give them peanuts. We now have a better understanding. We may have different skins, but we are all humans.

Paul: We never want to rush anything, we reached the end of our presentation and shared everything we wanted to share. We will come back to Igloolik and have many more meetings. This is the first meeting to try and understand each other. The second meeting will cover different topics.

Closing statements: George (Mayor): Thank you for coming and for allowing us to have longer meeting than just 1 day. We are learning along as this Project is going. We want to continue to work with you Baffinland and HTO. I now close the meeting.

Lloyd: Thank you for coming here regardless of what your plans were. Thank you for coming today, we

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will expect to meet with you once the next date arrives. We want to be able to collaborate with you as we try to improve the Project. Thanks to the Elders, Rangers and for all to come to Igloodik. Thank you to our technical experts to partake into these meetings. Some of our questions on technical topics were helped by our technical advisor and thank you Peter.

Joe: We want to work with communities closely, on the Steensby component of the Mary River Project.

**Meeting closed at approximately 11:30am.**





**MEETING PHOTOS**



Photo 1. Steensby Update Meeting in Igloolik Council Chambers



Photo 2. Steensby Shipping Meeting in Igloolik Council Chambers

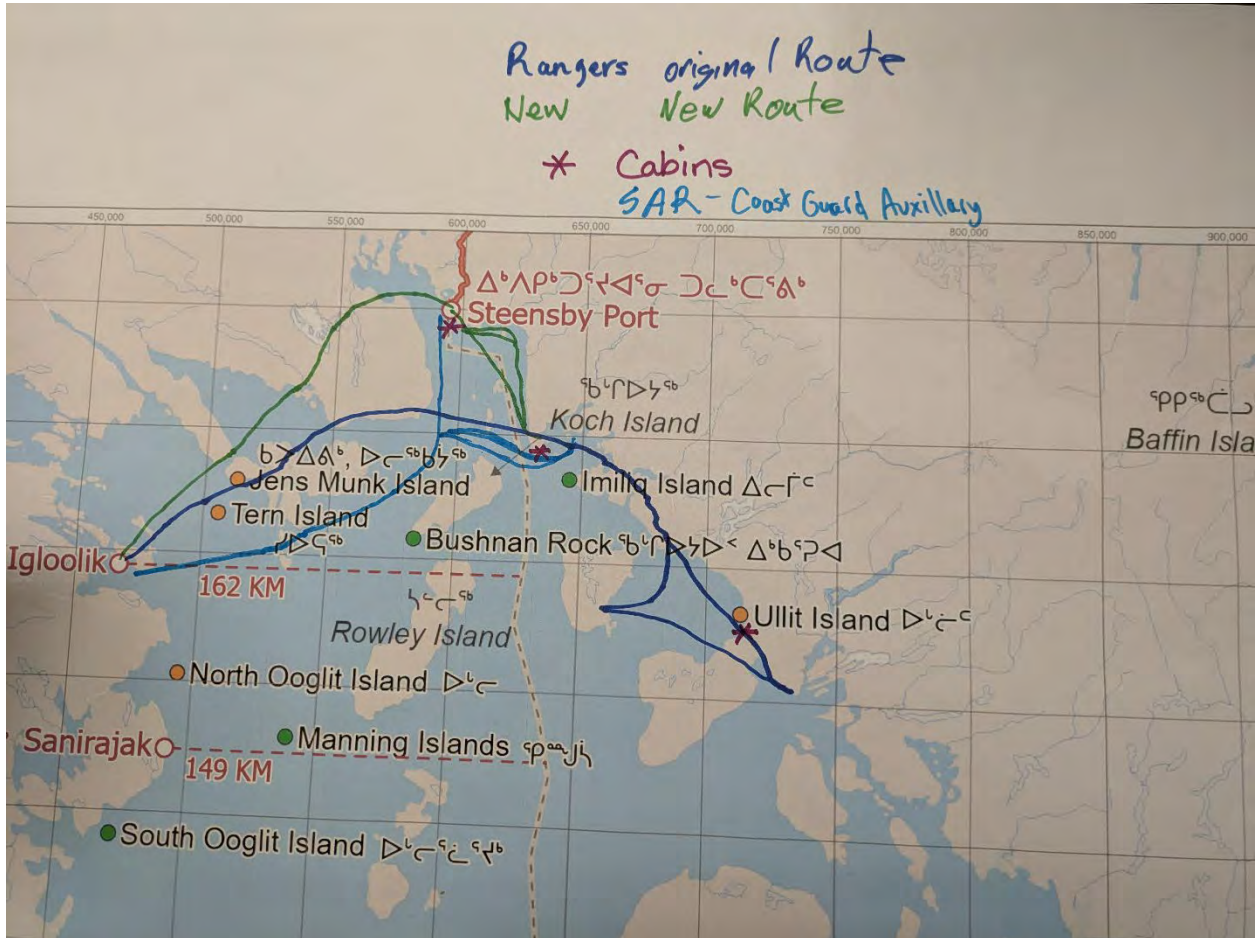


Photo 3. Mapping Exercise



Photo 4. Mapping Exercise

MAPPING EXERCISE



Map 1. Canadian Ranger Patrol Routes from Igloolik



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The meeting presentation is provided  
on page 116 of this document.

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March 31, 2026

Mayor Jaypetee Audlakiak  
Hamlet of Sanirajak  
P.O. Box 198  
Sanirajak, Nunavut  
X0A 0K0

Mr. Paul Nagmalik  
Chairperson  
Hunters and Trappers Organization  
P.O. Box 14  
Sanirajak, Nunavut  
X0A 0K0

**RE: MEETING ON THE STEENSBY COMPONENT OF THE MARY RIVER PROJECT – April 23-24, 2026**

Dear Your Worship and Chairperson,

Thank you for welcoming us in your community and for your presence at the Steensby Component Update meetings held in Sanirajak on November 20-21, 2025. Baffinland values the insights and feedback provided by members of your organizations during these sessions. We have included the meeting minutes and presentation in Attachments 1 and 2.

To continue discussions, Baffinland would like to request a follow-up meeting with the Hamlet of Sanirajak and the Hunters and Trappers Organization (HTO). The purpose of this meeting is to discuss environmental monitoring and mitigation measures as Baffinland advances planning for construction of the Steensby Component.

Baffinland proposes to host in-person joint Hamlet/HTO meetings in Sanirajak on April 23-24, 2026. As highlighted above, these meetings would continue to look at our shipping activities and the marine environment, with a focus on the investigation into potential monitoring and mitigation measures. Our intention is to facilitate open discussion and information sharing information on these topics to help build the necessary management plans to guide our shipping activities through construction and eventually into operations.

A draft meeting agenda is provided in Table 1 below.

**Table 1.** Proposed Meeting Agenda

Date	Time	Topics	Participants	Location
April 23, 2026	14:00 – 17:00	<ul style="list-style-type: none"><li>Recap of November 2025 meeting outcomes and review of maps produced</li><li>Steensby Component update</li></ul>	Hamlet and HTO representatives	To be determined
April 24, 2026	09:00 – 12:00	<ul style="list-style-type: none"><li>Marine environment monitoring and mitigation measures</li><li>Discussion on other topics of community interest</li></ul>	Hamlet and HTO representatives	To be determined

We kindly request confirmation of your availability to attend by April 7.

We recognize that shipping and the marine environment are your community's current priorities for discussion. We also acknowledge that other topics, such as the terrestrial and freshwater environment, are important. Baffinland remains committed to returning for additional discussions to address topics of importance not covered during these meetings.

Should you have questions or require additional details, you may contact me at (867) 222-6622.

Sincerely,



Joseph Tigullaraq  
Head of Northern Affairs

**Attachments**

Attachment 1. Meeting Minutes

Attachment 2. Meeting Presentation

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**Attachment 1. Meeting Minutes**

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ᐃᔭᐱᓂ 21: 9:00-11:30

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لإجراء: دراسة بيئية/دراسة استيعابية لدراسة تقييم الأثر البيئي، والتي ستدرس الآثار البيئية المحتملة من أنشطة التعدين في المنطقة.

م: كجزء من عملية الترخيص، يجب إجراء تقييم الأثر البيئي (EIA) للمنطقة. يجب أن يتضمن ذلك دراسة الأثر البيئي (EIA) للمنطقة، والتي ستدرس الآثار البيئية المحتملة من أنشطة التعدين في المنطقة. يجب أن يتضمن ذلك دراسة الأثر البيئي (EIA) للمنطقة، والتي ستدرس الآثار البيئية المحتملة من أنشطة التعدين في المنطقة.

توضيح: يجب إجراء دراسة بيئية/دراسة استيعابية لدراسة تقييم الأثر البيئي، والتي ستدرس الآثار البيئية المحتملة من أنشطة التعدين في المنطقة.

لإجراء: دراسة بيئية/دراسة استيعابية لدراسة تقييم الأثر البيئي، والتي ستدرس الآثار البيئية المحتملة من أنشطة التعدين في المنطقة.

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ርግጽ ሆኖ የሌሎችን ግዴታዎች ለማሟላት ለሚችሉ ሰው ለሚገኙ ግዴታዎች ላይ ተገዳሪ ለሆኖ ማሳደግ ለማይችል ሲሆን ለሌሎች ግዴታዎች ላይ ለሚገኙ ግዴታዎች ላይ ለማይሰማር ማድረግ ይቻላል።

፪: የግዴታዎችን ግዴታዎች ማሟላት።

፫ (የሕጋዊ ግዴታዎች): ሕግ የሚጠይቀው ለሕግ ማሟላት ማስፈጸም ለሚችል ሰው ለሚገኙ ግዴታዎች ላይ ተገዳሪ ለሆኖ ማሳደግ ለማይችል ሲሆን ለሌሎች ግዴታዎች ላይ ለማይሰማር ማድረግ ይቻላል።

የሕግ ማሟላት ማስፈጸም።

፬: ሕግ የሚጠይቀው ለሕግ ማሟላት ማስፈጸም ለሚችል ሰው ለሚገኙ ግዴታዎች ላይ ተገዳሪ ለሆኖ ማሳደግ ለማይችል ሲሆን ለሌሎች ግዴታዎች ላይ ለማይሰማር ማድረግ ይቻላል።

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፯: ሕግ የሚጠይቀው ለሕግ ማሟላት ማስፈጸም ለሚችል ሰው ለሚገኙ ግዴታዎች ላይ ተገዳሪ ለሆኖ ማሳደግ ለማይችል ሲሆን ለሌሎች ግዴታዎች ላይ ለማይሰማር ማድረግ ይቻላል።

፰: የሕግ ማሟላት ማስፈጸም ለሚችል ሰው ለሚገኙ ግዴታዎች ላይ ተገዳሪ ለሆኖ ማሳደግ ለማይችል ሲሆን ለሌሎች ግዴታዎች ላይ ለማይሰማር ማድረግ ይቻላል።

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ᐅᑦᑕᑦᑎᕐᑦ ᐅᑦᐱᕐᑕᑦ



ᐅᑦᐱᕐᑕᑦ 1. ᐃᓐᐱᕐᑕᑦᐅᕐᑦᐅᕐᑦᑦ ᑕᐱᓐᓕᐅᕐᑦ ᐅᑦᑕᑦᑎᕐᑦ ᑦᓐᑎᕐᑦ ᐱᕐᑕᑦᑎᕐᑦ



ᐱᐅᐅᐅᐅᐅ 2. ᐱᐅᐅᐅᐅᐅ ᐅᐅᐅ 2



ᐱᐅᐅᐅᐅ 3. ᐱᐅᐅᐅᐅᐅ



ᐱᐱᑦᑕᑦᐱ 1. ᐱᐱᑦᑕ ᐅᑦᑕᑦᐱᑦᑕᑦᑕ ᑚᓂᓂᓂᑦᑕ ᓄᓄᐱᑦᑕᑦᑕᑦᑕ ᐱᑦᑕᑦᑕᑦᑕᑦᑕ

ᓄᓄᓂ-ᐱᑦᑕᑦᐱ	ᑦᓄᐱᑦᑕᑦᐱ	ᑦᑕᑦᑕᑦᑕ	ᓄᓄᐱᑦᑕᑦᑕ
HA1	ᐱᐱᑦᑕ ᑲᐱᑦᑕᑦᑕ		ᐱᐱᑦᑕ ᑲᐱᑦᑕᑦᑕ (ᐱᑦᑕᑦᑕ)
HA2	ᐱᐱᑦᑕ ᑲᐱᑦᑕᑦᑕ		ᐱᐱᑦᑕ ᑲᐱᑦᑕᑦᑕ (ᐱᑦᑕᑦᑕ)
HA3	ᐱᐱᑦᑕ ᑲᐱᑦᑕᑦᑕ		ᐱᐱᑦᑕ ᑲᐱᑦᑕᑦᑕ (ᐱᑦᑕᑦᑕ)
HA4	ᐱᐱᑦᑕᑕᑦᑕᑦᑕ	ᐱᐱᑦᑕᑕᑦᑕ	ᐱᐱᑦᑕ ᑕᑦᑕᑦᑕᑦᑕ ᐱᐱᑦᑕᑕᑦᑕᑦᑕ ᐱᐱᑦᑕᑕᑦᑕ/ᐱᐱᑦᑕᑕᑦᑕ. ᐱᐱᑦᑕᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕ ᐱᐱᑦᑕᑕᑦᑕᑦᑕ (ᐱᐱᑦᑕᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕ ᑲᐱᑦᑕ)
HA5	ᐱᐱᑦᑕᑕᑦᑕᑦᑕᑦᑕ		ᐱᐱᑦᑕ ᐱᐱᑦᑕᑕᑦᑕ ᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕ, ᐱᐱᑦᑕ ᐱᐱᑦᑕᑕᑦᑕᑦᑕᑦᑕᑦᑕ
WH1	ᐱᐱᑦᑕᑕᑦᑕᑦᑕ	ᐱᐱᑦᑕᑕᑦᑕ	ᐱᐱᑦᑕᑕᑦᑕᑦᑕ ᐱᐱᑦᑕᑕᑦᑕ (ᐱᐱᑦᑕᑕᑦᑕᑦᑕᑦᑕᑦᑕ, ᐱᐱᑦᑕᑕᑦᑕ ᐱᐱᑦᑕ ᐱᐱᑦᑕᑕᑦᑕᑦᑕᑦᑕᑦᑕ)
HA6	ᐱᐱᑦᑕ ᐅᑦᑕᑦᐱᑦᑕ		HA6 - ᐅᑦᑕᑦᐱ
HA7	ᐱᐱᑦᑕ ᑲᐱᑦᑕᑦᑕ		HA7 - ᐱᐱᑦᑕᑕᑦᑕᑦᑕ ᐱᐱᑦᑕ ᐱᐱᑦᑕᑕᑦᑕᑦᑕᑦᑕ ᐱᐱᑦᑕᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕ
HA8	ᐱᐱᑦᑕ ᑲᐱᑦᑕᑦᑕ		HA8 - ᐱᐱᑦᑕ ᑲᐱᑦᑕᑦᑕ
FE1	ᐱᐱᑦᑕ - ᐱᐱᑦᑕ ᑲᐱᑦᑕᑦᑕ	ᐱᐱᑦᑕᑕᑦᑕ	FE1 - ᐱᐱᑦᑕ, ᐱᐱᑦᑕᑕᑦᑕᑦᑕᑦᑕ ᐱᐱᑦᑕ ᐱᐱᑦᑕᑕᑦᑕ ᐱᐱᑦᑕᑕᑦᑕ
FE2	ᐱᐱᑦᑕ ᑲᐱᑦᑕᑦᑕ	ᐱᐱᑦᑕᑕᑦᑕ	FE2 - ᐱᐱᑦᑕ ᑲᐱᑦᑕᑦᑕ (ᐱᐱᑦᑕᑕᑦᑕᑦᑕ ᑲᐱᑦᑕᑕᑦᑕᑦᑕ), ᐱᐱᑦᑕᑕᑦᑕ
WH3	ᐱᐱᑦᑕᑕᑦᑕᑦᑕ ᐱᐱᑦᑕᑕᑦᑕᑦᑕ		WH3 - ᐱᐱᑦᑕᑕᑦᑕᑦᑕ ᐱᐱᑦᑕᑕᑦᑕᑦᑕᑦᑕ ᐱᐱᑦᑕ
WC1	ᐱᐱᑦᑕ ᑲᐱᑦᑕᑦᑕ		WC1 - ᐱᐱᑦᑕ ᑲᐱᑦᑕᑦᑕ
HA9	ᐱᐱᑦᑕ ᐅᑦᑕᑦᐱᑦᑕ	ᐱᐱᑦᑕᑕᑦᑕᑦᑕ	HA9 - ᐱᐱᑦᑕ ᐅᑦᑕᑦᐱᑦᑕ (ᐱᐱᑦᑕᑕᑦᑕᑦᑕ)
WH4	ᐱᐱᑦᑕᑕᑦᑕᑦᑕ	ᐱᐱᑦᑕᑕᑦᑕ	WH4 - ᐱᐱᑦᑕᑕᑦᑕᑦᑕ (ᐱᐱᑦᑕᑕᑦᑕᑦᑕ)
CA1	ᐱᐱᑦᑕᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕ		CA1 - ᐱᐱᑦᑕᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕ
CAL1	ᐱᐱᑦᑕᑕᑦᑕᑦᑕᑦᑕ		CAL1 - ᐱᐱᑦᑕᑕᑦᑕᑦᑕᑦᑕ
CA2	ᐱᐱᑦᑕᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕ		CA2 - ᐱᐱᑦᑕᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕ, ᐱᐱᑦᑕᑕᑦᑕ ᐱᐱᑦᑕᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕ

## Meeting Minutes

**Meeting Date:** November 20-21, 2025  
**Time:** November 20: 9:00-10:30; 1:30-5:00  
 November 21: 9:00-11:30  
**Meeting Name:** Steensby Update - Sanirajak  
**Meeting Type:** In person  
**Meeting Location:** Community Hall  
**Meeting Chair:** Paul Quassa  
**Interpreter:** N/A

Organization / Stakeholder Name	Participants (First and Last Name)
Baffinland	<ul style="list-style-type: none"> <li>• Paul Quassa</li> <li>• Joseph Tigullaraq</li> <li>• Lou Kamermans</li> <li>• Jorgen Nyhus</li> <li>• Elisabeth Luther</li> <li>• Peter Ivalu, Interpreter</li> <li>• Jayko Simonie, Interpreter</li> <li>• Reena Irgittuq, BCLO</li> <li>• Timothy Kuppaq, Inuit Knowledge Holder</li> <li>• Enoki Irgittuq, Community Relations Guide</li> <li>• Dominic Kaernell – BIM, fly-in-fly-out staff</li> <li>• Anita Anguratsiaq – BIM, fly-in-fly-out staff</li> <li>• Jenna Anguratsiaq – BIM, fly-in-fly-out staff</li> </ul>
Meeting Participants	<ul style="list-style-type: none"> <li>• Manasee Ulayuk, Mayor</li> <li>• Solomon Allurut, QIA, Community Director</li> <li>• Jean Marie Ipkarngnak, SAO</li> <li>• Iga Maliki, Hamlet</li> <li>• Irene Morgan, Hamlet</li> <li>• Lily Arnaqjuaq, HTO</li> <li>• Paul Nagmalik, HTO Chairperson</li> <li>• Tommy Issigaitok, HTO</li> <li>• Isaac Issigaitok, HTO</li> <li>• Sam Arijardjuak, HTO</li> <li>• Laimiki Ulluapak, HTO</li> <li>• Elizabeth Arnaqjuaq, HTO Manager</li> <li>• Peter Kulchysky, HTO Advisor</li> </ul>

Organization / Stakeholder Name	Participants (First and Last Name)
	<ul style="list-style-type: none"> <li>Taylor Ammarualik, Canadian Northern Rangers (1.5 hours only in the morning)</li> </ul>
DFO	<ul style="list-style-type: none"> <li>Kimberley Howland</li> <li>Justine Sutherland</li> </ul>

**MEETING DETAILS**

<b>Project Component(s) Discussed</b>	Steensby Port, Steensby Railway, Southern Shipping Route, General Project
<b>Amendment(s) Discussed</b>	N/A
<b>IIBA / ICA Relevance</b>	N/A

**MEETING SUMMARY**

Baffinland met with the Hamlet of Sanirajak and Sanirajak Hunters and Trappers Association to provide an update on Mary River operations in 2024, planned Steensby Component shipping activities, planned marine environment monitoring and mitigation measures along the Southern Shipping Route and next steps for engagement. DFO representatives were also in Sanirajak to discuss their ballast water research and attended the meeting. During the meeting, information was collected on locations of walrus haul out sites (see Photo 1).

**MEETING MINUTES**

**THURSDAY NOVEMBER 20, 2025**

Introductions facilitated by Joe.

Paul Quassa delivered the presentation in Inuktitut.

**Discussion and Questions**

Lily Arnaqjuaq: What is the meeting purpose?

Paul: This is the first meeting and there will be more.

Question: Have you done an analysis of Inuit employees, and how many in management and how many in other positions?

Paul: In the annual report, we report by skill level amongst Inuit.

Solomon: How many people work for Baffinland altogether? If you have 376 employees

Lou: We report this annually as well, but will confirm later today.

Solomon: Baffinland was approved by QIA for their operational. What would happen if Baffinland decides to quit? Project Certificate - what would happen if Inuit quit their job at the mine, if there is temporary closure at the mine. On Slide 7, middle one - for Project phases. Baffinland had a Project certificate for everything, including reclamation, is it still standing?

Lou: Yes, we maintain an Interim Closure and Reclamation Plan so we are ready to close and remediate the site at any time. We post financial security to do all of that work. The QIA holds the majority of the closure letters of credit (\$130M), so if we stop operating tomorrow, there is money set aside and plans to restore the land.

Solomon: There is no debt today? Is the money there

Lou: Yes, this is all money that is there.

Manasee: Was Coral Harbour and Arviat informed about this?

HTO: Steensby component - there are some areas where there is always ice in there. For the tankers, is there something to contain the spill if there is an oil spill and the oil goes in the water? Are there plans in place to clean up the oil?

Paul: We will get in your question later in the presentation and we will provide more details. It has been noted that the shallow areas going in Steensby Port will be studied, the shipping route up to Steensby Port, we are aware of this and will discuss this further in the presentation, discuss emergency response plan.

Lou: We have conducted many studies and will conduct more before we start shipping. Doing bathymetry, spill modelling and revising emergency response plan to respond to a spill.

Lily: We are also concerned about the ice that is there until late August/September, that could damage ships. Would there be fuel spill clean-up equipment available in the area in the event of a fuel spill?

Lou: We are also studying ice as we plan to ship through the ice season. This is an important part of the operations, understanding ice conditions. Vessels will be ice strengthened and escorts through ice.

Solomon: You said earlier stockpiles of iron ore. Pond has continued to say that the stockpiles in Milne Inlet are outdoors, exposed to the elements and some dust may get in the environment. When you will create stockpiles at Steensby, how are those stockpiles at Steensby Port?

Paul: Stockpiles at Milne Port will be depleted.

Lou: Stockpiles at Milne, apply Dust Treat, makes a crust and a big difference with the dust. We know that works well and we will do that as well at Steensby. We are exploring what other measures we could do, such as tarps, wind fencing. It will be monitored very closely to ensure it is working.

Solomon: This is one of the concerns that we have. Want to discuss more on the shipping route further down the line.

Lou: We would love to talk about this and understand your point of view more.

Hamlet: Too much ice in that area

HTO: Steensby Railway, can we provide input into these policies. They may change the plans, will caribou monitoring be done?

Paul: There will be monitors to inform where the caribou are migrating. There will be Inuit monitoring where the caribou are moving. Trains will stop if caribou are close. Monitors will inform people in train. Trains will go to a max of 60km/h, and will slow down if close to caribou.

Manasee: You mention that the monitoring will be really important, and we will also be monitoring ourselves. When Transport Canada gets this...

Paul: There are 12 shipping monitors in Pond Inlet and follow where the ships are going. There will be similar monitors, sometimes the ships could not go through, if there are icebergs. There are safety reasons to follow the routes. In 2025, there was one ship going 9.1 knots when limit was 9 knots. The monitors notice these things and have direct contact with ships.

HTO: You told us that the monitors would talk with the ships.

Manasee: They can also inform Transport Canada and Coast Guard.

HTO: Will the monitors also be able to communicate with people on the rail regarding caribou? Would the same as ships apply to the railway?

Paul: There will be monitors.

Joe: In Pond Inlet, when the ship goes through Pond Inlet area, monitors inform the community and BIM communicates with ships, so it would be similar for Steensby, where community members or monitors would inform Baffinland on concerns pertaining ship speeds or when they veered off the shipping route. Baffinland, in turn, will communicate with the ship in question and this is a standard procedure in handling complaints.

Paul: Before shipping occurs, there will be consultation in the communities to get input.

HTO: Shipping route through Milne Inlet, the current is strong. Sea ice tends to go through that area, there can be very tall pieces of ice (20 feet). When the ice is passing through in certain times of the year, will they be able to monitor sea ice movement?

Paul: Yes, we study ice to ensure the shipping route.

Jorgen: Baffinland is looking into this. We will deal with ice coming down at start of season, and we are studying this. We need capable vessels, ice management vessels creating a track and helping out, also use ice strengthened vessels. May need to deviate and find an easier path if needed. We have the same issue in Eclipse Sound, and what we do is deviate around the icebergs.

HTO: The main point is that there are polynyas around islands, where there is more current that you see there. The sea is different here than Milne Inlet. Something we noticed since the last study, is that there are boulders that come up because of strong winds, currents changing. What do you know of that?

Jorgen: We have received data from National Research Council Canada, what we see from the data is that the vessels will be capable to handle the ice. Strong vessels will be used, looking to find the right vessels.

HTO: I don't think you understand, you need to be here to see the ice to know what happens there. You can see data on sea currents, but they don't look at the ice the way we see this.

Jorgen: We are looking to do a research voyage to Steensby, trying to decide what time of year would be best. Either Jan/Feb when ice is building, or July/August when it is pack ice. Data is showing that what we have designed should be able to handle it.

HTO: You should send it in July/August, when there is pack ice.

Manasee: Can also see NASA world view, so you can see how the imagery is in July/August so you can see the ice.

Lou: We are looking at a research voyage and also looking at data from land users. We have been talking to community ice program where they monitor ice thickness in communities, to see how we can work together (SMART ICE program).

Solomon: We traverse by boat to this area, now we will need to travel further to get there because of the location of the port.

Paul: If any hunters would go through this area, maybe hunters, people typically go there during the summer. If hunters have to travel further to get to their camping ground, we will provide some support if they need to deviate from usual route. There will be plans on how we can support these hunters, similar to Milne Port. When hunters go to Port, Baffinland supports them. These are the sorts of things we will look into once operations start.

Peter: Have you considered to have a causeway to have boats go underneath?

Lou: That causeway will have 2 culverts for the purpose of water exchange, but boats will not be able to travel under. We will accommodate travellers, working with land users and HTOs to design a trail that goes around the port for Rail travel, and keep everyone safe. Under the IIBA, any travellers to site are entitled to free fuel, food and maintain a cabin in the vicinity of the project. We will accommodate travel and access and work with community on this.

HTO: Trains, when they are carrying iron ore, will there be a cover on top?

Paul: They will be contained, but not covered. We will monitor to ensure there is no ore going on land. The iron on the Tote Road is not blowing from trucks, but it is the tires that make the dust. They will be cleaner because it does not produce as much dust.

Manasee: Will the trains try to carry as much iron ore as they can. If it is too full, it can fall down, what will be done? When the iron ore is moving, it tends to move around.

Lou: Baffinland has audited ourselves with engineers and dust audit committee, and what all of them have found is that when you see dust along the Tote Road at site, it comes from the tire and road contact,

not from the ore trucks. We have sampled the dust along the Tote Road, and it doesn't match ore but road. We are confident that we won't see ore come out of cars on railway. If we do observe this, then we will apply some adaptive management, such as putting covers or spray on the ore as it goes on car.

Solomon: We understand what you are saying, but in the wintertime, it is different than Milne. Wind is stronger, and sometimes in the summer time, the wind is strong too. Wind is very strong, but if it is that size of ore, the dust may come to Igloolik. Can you ensure that the dust does not fly away?

Paul: Dust audit committee monitors the dust. People who meet about the dust, they turn to Baffinland and make recommendations.

Solomon: People on the dust audit committee, they have made recommendations. Since there is a dust committee, how many recommendations have you implemented and what have you done with those recommendations?

Lou: The recommendations were grouped into themes. One area of interest was around blasting. We study blasting techniques and monitor after blast. Have modified blasting practices based on the Dust Audit Committee. Another recommendation had to do with monitoring at the fence line of Project. Baffinland is investing in equipment that we could leave at the fence line and report back to the public.

Peter: How responsive is the Committee? If there is something unanticipated, how often do they meet? You should think about preventative approach, as opposed to respond to issues. People are concerned about seeing dust on snow for miles away.

Lou: Proposal for not covering dust cars is based on 10 years of data, engineering led audits of operations. We need to manage road surface better than ore in trucks. Covers are not an easy thing to manage in the arctic. We will have 6.5 round trips per day, 650 train cars to cover per day. This cannot be done automatically. It is manual cover by staff, year-round in the Arctic. We have good evidence to suggest there will not be dust coming out of cars. Dust audit committee meets about once per month, and present data as receive it. The data is also published in our reports who come out on an annual basis.

Lily: You said it would be too costly to cover the rail cars, will there be a monitor on that rail? Who will determine if these rail cars need to be covered or not?

Lou: We will have a dust monitoring program that we will run similar to Milne Port and the Tote Road. Canisters that collect dust in a jar so we can sample there, determine how much dust falls there. We are working with Natural Resources Canada on new sample systems, that are being tested at our site right now. We also monitor for dust using satellite imagery and develop a program that can tell how dark the snow is and how much dust is causing that darkness. The hunters in the area will tell us what they see from visual observation. Inuit have always formed a big part of our site environment team, and responsible to collect data and monitor. We publish all of those results and report them publicly each year. We provide copies to the HTO and hamlet each year, and the QIA is always there reviewing these reports in details on behalf of Inuit and the communities, so you can also work with them.

Solomon: QIA does monitoring programs, when the Project first started, you came up with reports initially, but now we hardly see any more reports. We now have year-round plan, Mary River started without monitoring programs. QIA started the program and residents were concerned about the tests. Those reports, it was the first time seeing that report, and we find this report yesterday, so I just wanted to clarify this.

Limeilei (HTO): As part of dust Audit Committee, they had me there yesterday from this community, including. They are trying to come up with how much dust is going on the land, and they are working on a new report. There is less dust going around and the committee also.

Paul (Hamlet): Dust does not make people sick. We have very fine dust in our community, it's the same thing with iron ore. You can notice more dust because it is red and ours is not red. They will be monitored and will try to provide less dust. They will also make recommendations to improve the dust control. Now, there is less dust in the communities, but anything that moves spread dust around (e.g. helicopter that moves). Monitoring, our dust is way worse than iron ore dust. There is no dust in the Steensby area now. It is very good news that there will be less dust than with the Tote Road. They will be crushing iron ore in Steensby area, we know they have not started, but we will know once they start in the Steensby area.

Paul: Iron ore dust is heavier than a road dust in communities. They will be using conveyor belts to move the ore from the pit to the crushers at Mary River, instead of using trucks

Joe: To add to this, crushing of iron ore will be carried out inside a building, not in open air, so less iron ore dust will be generated from crushing ore.

Manasee: 242 transits, that is only for shipping ore. What about the other ships, cargo ships?

Paul: Yes, the 242 transits will be only for ore shipping. We will have a few ships per year going to Steensby. At Milne Port, there were 7 supply ships going to and from Milne Inlet.

Lily: Thank you Manasee for asking that question. We did not consider where the ships will transit through shallow areas for the supply and fuel supply ships. They have to be included in the number of transits included in your presentation. If you include all ship transits, it would be more appropriate.

Solomon: For the shipping route, thank you for indicating where they go through. Where walrus calving season, the ships could go at a slower pace and maybe around July. The walrus hunters go all the way to Steensby area. With the proposed shipping route, walrus have moved to other areas, so these things will need to be considered.

Paul: Thank you, we have heard this regarding walrus. We will have an opportunity to mark where walrus congregate in the area.

Manasee: If there is too much ice packed around the area where we go walrus hunting, maybe deviate from that route.

Enoki HTO: I always go walrus hunting and I have been a hunter since I have been a child. I don't think walrus hunters go elsewhere. Maybe when we try and go walrus hunting, even when shipping operations have not started, walrus congregation areas have changed. We have to travel further to go walrus hunting. Maybe even Igloodik, I don't know where they go hunt for walrus, but both

Igloodik and Hall Beach walrus hunters hunt in the same area. I go there often, and we don't know what will happen because the shipping hasn't commenced yet.

Manasee: There will have to be many ships going to Steensby to bring all the construction equipment.

Paul: We are hoping to start shipping equipment in September 2026.

Manasee: I am thinking further, and would like hamlet and HTO to confirm if ships will have to go closer to Hall Beach after the construction ends? To bring equipment to the communities?

Paul: We will continue to bring supply ships.

Solomon: When there is walrus calving period, will shipping be paused?

Paul: We are here to discuss and understand where the areas and timing are, we will consider it.

Jorgen: For our understanding, what time of the year would the walrus calving be?

Enoki: They have their calves usually around July, but it can change every year. We don't always know when as it varies year to year. When you go closer, there is more on the right side. The walrus hunters know that there is more on the right side.

HTO: Recommendation, talked about that before. I wanted to ask cameras in place and Baffinland wants to put collars on the caribou. Now the hunters, until middle of September can happen. Hunt walrus until middle of July to make fermented meat.

Paul: Put cameras in place for caribou and once they start going through Spanish Bay area, will put cameras in place, but it will be confirmed if used for sea mammals or land mammals. For land mammals, we use cameras now.

Lily: Baffinland is planning walrus studies in 2026. Will Baffinland will hire from Sanirajak or somewhere else for this?

Lou: We plan to move with a few marine monitoring programs in 2026, but if everything goes well, walrus survey would be one of those studies. If we will conduct the study, definitely people from Igloodik and Sanirajak would be on there.

Manasee: Will the monitors be monitoring ships; will we get a research vessel?

Paul: IIBA - QIA agreement, first one was Pond Inlet, second one will be Arctic Bay, then Clyde River and will do Igloodik and Sanirajak. We are asking for changes as we also think Igloodik/Sanirajak should get their ships next.

Joe: Recommended that the community talks to QIA if they want to see a change in the order of research vessel.

Solomon: QIA is mandated to represent Inuit. They don't receive funding from Baffinland for the Inuit Stewardship Program - were given \$250k, which they have already used. More ships to be used. Unless we see any funding, we cannot use the ship for monitoring. There is an organization,

Paul: Explained process to get funding for research vessels.

Solomon: Question on the IIBA.

Paul: IIBA is between QIA and Baffinland, but each community has a say. Requests have to come from communities, and QIA needs to agree for the IIBA to change.

Tommy: None of the benefits are coming to Sanirajak. When will they come to us?

Paul: Through IIBA, goes through QIA. When Steensby happens, there will be more (e.g. Phase 2 commitments).

Lily: We will see more benefits when there is shipping and things are bigger. It will be bigger than it is now, so will we see more benefits than Pond Inlet? No benefits yet as not yet started.

Paul: Some planning is needed first. Once Steensby is done, benefits will start and we keep asking you what you want to see.

Peter: Do you have any rough idea of how many ships will be used during the construction phase? Will they use the same shipping route?

Paul: There will be 50-80 ships during construction that will go to Steensby, they will use the same route.

Manasee: Benefits - will we get benefits similar to what is done in Pond Inlet, we would get about \$10k per ship, with 242 ships that will transit, so I hope HTO will be paid for these transits.

Lou: That Agreement is called the Tasiuqti agreement, and it was specific to when we went to ship from 4 to 6M tonnes, so we only pay \$10k after we reach 4Mtpa, so only for about 20 ships per season. No longer valid as we went back down to 4mtpa. This would be a lot do to for each of the communities along the shipping route. We need to have those discussions about what benefits could be, we have QIA in the room and want to know what the community wants. What the increased benefits will look like. In the meantime, all the ideas are great, we need to receive an ask and see what is possible.

Manasee: There are already expectations from the community, and community is already mentioning they want this so the expectation is there.

Paul: Lou mentioned earlier that these benefits will start after operation begin, so we are still in the planning stages for construction and it is evident it won't commence for a few more years yet. Can't comment on benefits until operations begin.

Enoki: We need to bring the QIA president on the next trip to Sanirajak. Give the money to QIA but we don't seem to be included. QIA gets a lot of money, what did they do with the money. Should have split QIA into North and South Baffin.

Solomon: Funding available up to \$1M for each community, but there is hardly any money requested. Need to request the money, QIA has been going to the communities to explain what they are doing.

Manasee: Regarding shipping, I can ask so many things. Docking at Steensby, where will there be ballast water exchange? Will it be done where the currents are strong? Are there plans for ballast water exchange at port, are there strong currents in the vicinity?

Lou: We will conduct ballast water exchange in the same area that we currently do (see map on slide), this is common practice for the exchange of ballast water. The only location where vessels will release ballast water is in the port area to confirm salinity matches salinity in those exchange areas, to confirm that these exchanges occur. This is in addition to the D2 exchange and chlorine treatment.

Manasee: I understand what you said, but you didn't answer my question in the port. With strong tides, if you release water, there is lots of current over there. If there is a plan that that area will not be put in the port area.

Lou: We have an idea of currents in the area. We did ballast water dispersion modelling, and that will form part of our ballast water management plan and will influence our marine mammal management plan. Assess if anything released in the ballast water survives in the area, and is there a response required.

Solomon: The ships that are waiting for loading, they are usually parked in the dock area. In Milne, we can have multiple ships that wait, from what I heard it got up to 20 ships.

Paul: up to 3 ships

Solomon: Anchored ships are a concern that people had. My other concern is the ballast exchange area, including Baffin Island and Northern Quebec, we know there are already invasive species in Northern Quebec, the ballast exchange should be in international waters, especially not between Baffin Island and Northern Quebec. Presentation yesterday confirming that invasive species have gone to Northern Quebec already.

Paul: Ballast water exchange will be done outside the Nunavut Settlement Area and we have to follow rules to exchange the ballast water, this is mandated by the Federal Government.

Jorgen: Ballast water exchange, what you see on the screen - the purple carvings is an alternative area where Transport Canada allows vessels to exchange this. Currently, exchange in international waters south east of Greenland, and this is where the exchange is happening. Baffinland rules exceed Transport Canada rules. We are all trying to eliminate the risk of invasive species. It is not Baffinland who controls the treatment systems, it is the ship owners who decide what treatment they do.

Manasee: Ships will be convoyed, how much delay will there be if they are in a convoy?

Jorgen: While they are doing the ballast water exchange, they are not in convoy. Only the last voyage where we convoy the vessels, not when they transit over.

Kim (DFO): We modelled those zones, so we can explain why TC put those zones. The zones in grey hatches that you are asking about are within Canadian waters are the Eastern Arctic Alternate Ballast Water Exchange Zones. Zones in Nunavut that are 200+ nautical miles from the land are only meant to be used in emergencies and not a regular exchange zone. Our team provided advice to TC for those

zones, if they run into safety issues outside of Canadian waters, they are allowed to use those, but only in emergencies. Those are areas where the water should go away from shore, this was modelled to pick the safest areas in the Eastern Arctic Waters.

Jorgen: What is an emergency ballast exchange?

Kim (DFO): It is to be used in a case where it is unsafe for a ship to move the ballast water, if there is a storm and makes the ship unbalanced.

End of Day 1.

## **NOVEMBER 21, 2025**

Started at Walrus Haul out slides and mapping exercise.

Manasee: These studies were done during the summer. They tend to move around, sometimes they congregate in some areas and some years they move to a different area. Sometimes, when we go to an identified haul out site, they may not be there.

Paul: Yes, we need to identify during summer and where they congregate in the winter. We heard yesterday that you go walrus hunting around Steensby, so it would be great if you can identify on the map where you go walrus hunting. They were identified a long time ago when the NIRB process began, but they may be outdated or have moved, so we will need to ensure where those haul out sites are.

Sam: Will there be any funding available for this? There was someone that went walrus hunting where we usually go, there was a group that went to a certain haul out site, it shouldn't be done this way. Those were sports hunters.

Tony: It has been 3 years that DFO has been coming here to do studies. We have participated in those studies. They were doing the studies for 3 years, there is an Island called Manning Island, that is identified as an area where see sick walrus, we went there this past fall and saw a few walrus that were maybe sick. When we do studies, we see polar bear around that area. Next year, if we could do more studies, DFO wants to do those studies on an annual basis, as they do not stay in one site all year round.

Paul: Yes - DFO did those studies and we are ok with those.

Tony: We shoot the walrus with a dart to take a sample from them, and the sample is used to do the studies. I can show you where they are.

Paul: There have been several studies done in the past. What you identify should be written down.

Timothy: Want to support what Enoki said earlier, the sports hunters go further away from haul out site. He was going caribou hunting and came across a walrus and harvested it. If we get walrus from in and around Baffin Island, we would all love the meat. They don't taste as much as walrus - it is the same ocean but it contains different types of walrus, some are tastier. We see them closer to our community.

Manasee: I don't agree with him, I have a wife that grew up in that area and they go walrus and caribou hunting around there. We go beyond Koch Island to go walrus hunting.

Paul: We want to hear about those, please identify those.

Solomon: On those islands, whenever we travel elsewhere, we used to say we travel somewhere. Koch Island, we used to go walrus hunting around that island, and in Steensby. We used to go there, but now we try to identify those areas, an area called Kallasamalluk where we also go hunt walrus in that area. During the spring, we know that walrus congregate in and around that area. Maybe they have a haul out site around that area.

Paul: Thank you, we want to hear these sorts of things.

Paul (HTO): As these islands have been identified, today, as climate has changed quite a bit, during the summer, they use the haul outs in that area, up towards the. Those are areas where walrus congregate. Maybe as global warming is happening, they might be changing their areas. When winter comes, we might see them move to another area. That area is quite shallow, and they might follow ocean currents. When we get to the maps, we will identify those areas we are talking about.

#### WALRUS MAPPING EXERCISE

Timothy: The areas we identified now are based on the current climate. It may have been different in the past. We just follow the environment, so those past hunters would have identified different areas where they would have identified haul outs and hunting areas. These areas have changed over time.

Sam: I just want to say that there was the walrus map shown, maybe due to climate change, those areas shown on the map have changed. Prevailing winds come from north and it gets colder.

Enoki: Walrus have changed over time, and there used to be an Igloolik resident named Uyaak, and she identified traditional knowledge areas where walrus used to congregate. There is an island near Sanirajak, that island, there was so many walruses around that island, and now, with climate change, walrus congregate further away from our community, maybe due to lack of ice or more shipping. I lived here all my life and when went to those islands around Sanirajak, there were a lot of walruses, but no longer congregate there. Maybe due to climate change.

Paul: We can identify more areas. We will come back to you with a map showing those areas, and we will have to be fully aware where these areas are.

Tommy: eDNA, do you want to get a monitor, they take water samples from the ocean and those samples are used to determine abundance of narwhal, beluga, etc. They do studies on an annual basis using those methods. They may even have identified molluscs; this is something for you to consider

Paul: We use eDNA, mostly for studies in lakes and we will look into it for marine environment. We support that idea.

Manasee: Can you further explain if there was a spill, when there is ice, has it been modelled where it would go? Where would the spill travel to, how fast would emergency responders respond.

Elisabeth: Explained spill model will be run in 2 seasons (open water and ice). Talked about integrating in the Spill response plan. We respond to spills in Steensby Port, we have the necessary equipment. Canadian Coast Guard responds to spills outside Steensby Port.

Jorgen: We will assist in events that happen outside of Steensby to use equipment we have on site. Spill model will give more information about how we can handle it.

Solomon: There is a committee from QIA, we provide funding called Inuit Environmental Working Group, sometimes called Inuit Stewardship Program. Under that program, in Hall Beach and Igloolik, beginning in the fall, we came up with the first study, but the President keeps saying to do underwater study equipment. Residents are concerned about underwater impacts. We don't know where they are, but hunters and HTO should do that.

Paul: We have heard about these concerns. Baffinland is not the only ones that have put this equipment in and around Steensby to understand how loud the ships are and potential impacts on marine mammals - hydrophones. An ENGO installed some in Foxe Basin in 2025.

Tommy: We met with Oceans North and they were going to install hydrophones at Steensby. During the fall, DFO also installed some hydrophones. They are just recording sounds. These are installed for year-round study. They are replaced on an annual basis. DFO hydrophones just record noise to determine how loud the ships are.

Paul: Confirmed we plan to use hydrophones to measure ship noise.

End of presentation

Manasee: Right now, 4mtpa is only for Northern operations, will you plan to propose extra mining capacity before Steensby?

Lou: For Steensby, we are planning to start operations with what was proposed in the FEIS (242 transits). We will likely look to increase our capacity over time as we find efficiencies in the system. The project is meant to be scalable based on operations and monitoring. The next time we will be in front of NIRB will likely be for Deposits 2/3, as right next to Deposit 1. It may not mean we will increase shipping, but rather for blending the ore so it is more attractive for customers.

Paul: We will use the processes that are done for Deposit 1 to work on Deposit 2/3.

Solomon: How many Inuit does Baffinland, sometimes it gets a bit higher and sometimes lower. Now it is at 13%, how do you plan on hiring more Inuit once Steensby Component begins?

Paul: We want to hire more Inuit. We continue to say that we have quite a high number of Inuit working for contractors. They are obligated to hire more Inuit. The people that get contracts from Baffinland are mandated to hire more Inuit. We will continue with the Work Ready Program. We will ensure that Inuit can work and are hired.

Peter: Will you be drawing the workforce for construction or will it be a different workforce?

Lou: It is not fully determined now. It will likely be a mixed. Sustaining Projects team build capital projects (road extensions, ponds, etc). Those people will work on Steensby, but a lot of the work is very

specialized (Railway and Port), so those Projects have gone out to tender. They go through the QIA as Advanced Contract Notification, so Inuit firms are first to review and bid. Then it goes out for tender, Joint Ventures develop. We haven't picked the final criteria for employment. Their proposals with Inuit hiring and subcontracting will form part of the decision to meet the Inuit employment targets. Training will continue as is. As we transition from a trucking operation to a rail operation, no Inuit will lose their jobs as we change the operations. They will be trained in any part of the operations they are interested in working in.

Paul: We will come back to Sanirajak. We are not going to the other impacted communities now; we are mainly coming here. Thank you.

Joe: This is the end of our presentation. We want to continue to collaborate and work with you. We want to keep sharing information. Baffinland, we are happy there are Inuit employees who are making good money. Of course, the environment will be impacted, but people will make money. When the hamlet deals with economic impact, while HTO deals more with environment and Nunavut Government, meetings for potential impacted communities. We will continue to come back here and discuss with you. Next time we will see you again, thank you for coming to this meeting. You can always communicate with us even outside the meeting settings. Talk to Reena, she has our contact information. We had our radio show last night and received good comments. We meet with QIA regularly. This month we will meet with QIA senior staff to share information about Baffinland operations, plans up ahead and we also hear from them, on their work pertaining Mary River Project. The quarterly meetings have improved our communications with QIA with these bi-lateral meetings.

Solomon: We are at end of our meeting. In Igloolik, there is the Igloolik Working Group. How about Sanirajak, what would we have to do to create a similar working group here? We also want to be able to have a working group in Sanirajak. How do we come up with a similar working group?

Paul: In Igloolik, they started it themselves. It was the onus of Igloolik to do that, and you could do the same here.

Joe: Prior to approval of Steensby (before 2012), QIA established working groups to help with the impacted communities to be represented in engaging with BIM. We used to work with the Working Groups. When Steensby approved in 2012 the working groups were discontinued. Igloolik formed a working group a few years later when Phase 2 was being engaged on, in order to take full advantage, the economic opportunities. Thank you, Mr. Mayor, and HTO Chair.

Manasee: Thank you Baffinland, we want you to continue to visit us. We hear from residents and ask questions. We convey questions we hear. For myself, I am happy you were able to provide answers to the questions I asked and we will have a better idea of what to expect for the next meet. Hoping the next meetings, we will be more prepared.

Paul: Thank you, when it comes to the environment, it is very important to us hunters. HTO deals mainly with the environment so I am happy that we can meet regarding this. In the next meeting, you will likely provide more information that we need to hear regarding baseline studies results, etc. These reports we expect to see them sometime down the road. We need to have information sharing.

Joe: Thank you

End of meeting





**MEETING PHOTOS**



Photo 1. Steensby Update Meeting at the Sanirajak Community Hall

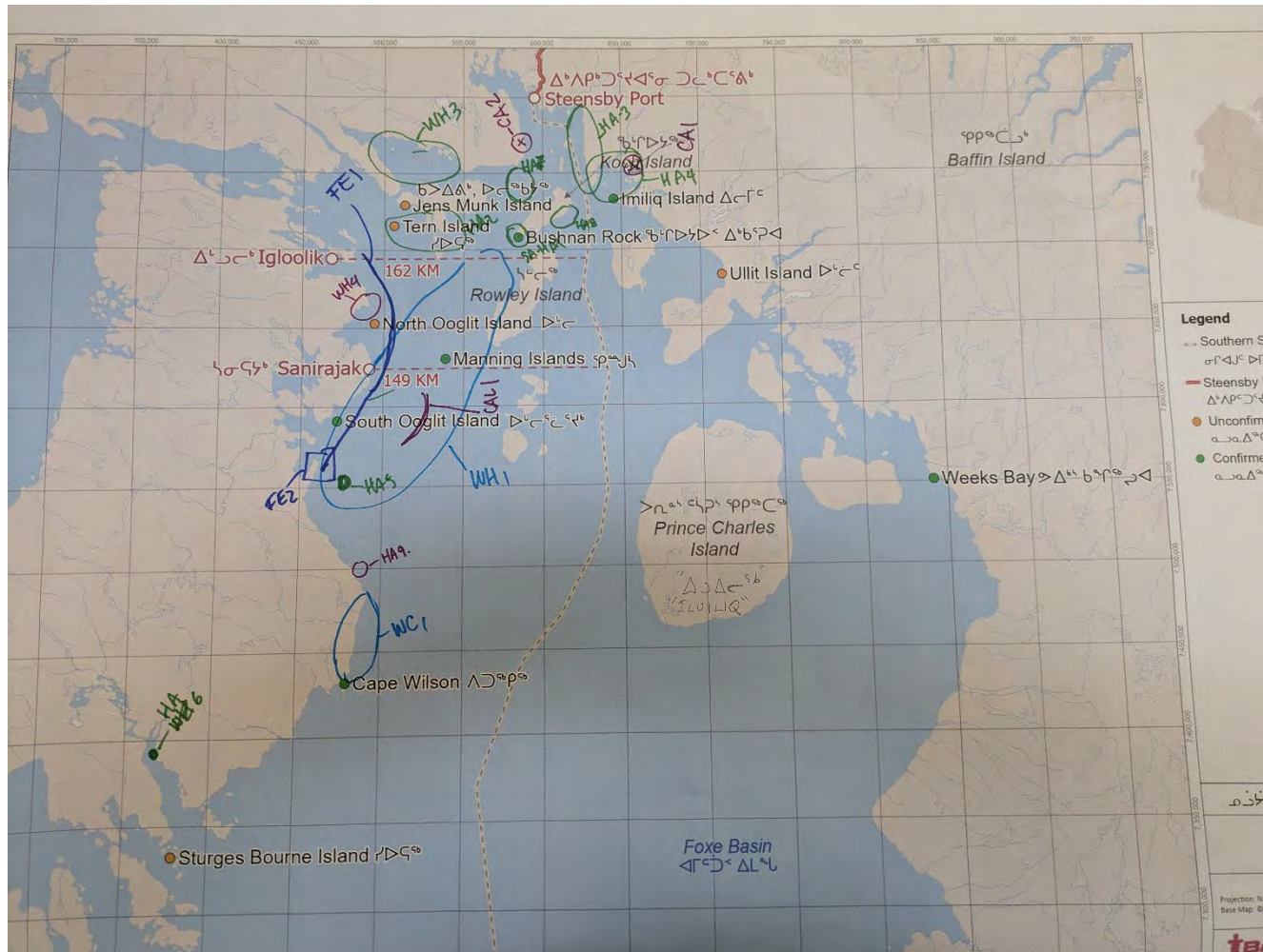


Photo 2. Meeting Day 2



Photo 3. Mapping Exercise

**MAPPING EXERCISE**



Map 1. Walrus Haul Out Locations Identified during the Mapping Exercise

Table 1. Walrus Haul Out Mapping Exercise Key

ID	Type	Season	Notes
HA1	Walrus congregation area		HA1 -Walrus congregation area (Solomon)
HA2	Walrus congregation area		HA2 - Walrus congregation area (Solomon)
HA3	Walrus congregation area		HA3 - Walrus congregation area (Solomon)
HA4	Walrus hunting area	Summer	HA4 - Area where his in-laws go in August/September. They also saw a dead killer whale at that location (other HTO member)
HA5	Walrus calving area		HA5 - Area where walrus go eat, and also calving area
WH1	Walrus hunting area	Summer	WH1 - Walrus is hunted in that general area in the summer (typically July, August and sometimes into September)
HA6	Walrus haulout		HA6 - Haulout site
HA7	Walrus congregation area		HA7 - They see walrus walk to upper water
HA8	Walrus congregation area		HA8 - Walrus congregation area
FE1	Floe edge - Walrus congregation area	Winter	FE1 - Flow edge, they see a lot of walrus in this area in the winter
FE2	Walrus congregation area	Winter	FE2 - Walrus area (most common area where they congregate), winter
WH3	Walrus hunting area for Igloodik		WH3 - Igloodik goes walrus hunting here
WC1	Walrus congregation area		WC1 - Walrus congregation area
HA9	Walrus haulout	Fall	HA9 - Walrus haulout (fall)
WH4	Walrus hunting area	Spring	WH4 - Walrus hunting area (spring)
CA1	Historical cabin		CA1 - Historical cabin used to be there
CAL1	Walrus calving area		CAL1 - Calving area
CA2	Historical camp ground		CA2 - Ancestral campground, father was born there







# MISSION

ጋኛፍርፍ

Our mission is to become the lowest cost producer of high-grade iron ore in the world.

ጋኛፍርፍ ለጠቅላይ ልማት ጋር ለሚቆይ የግብርና ልምድ አገልግሎት ለማቀጠል ወደፊት ለሚሄድ ይሆናል።



# VISION

ታግታ ርገጋ ሆናለን

Our vision is to safely and efficiently identify and develop resources within Baffin island, unlocking their wealth-generating potential for the benefit of all stakeholders.

ታግታ ሆናለን ለግብርና ልምድ ለሚቆይ የግብርና ልምድ ለማቀጠል ወደፊት ለሚሄድ ይሆናል። ለግብርና ልምድ ለሚቆይ የግብርና ልምድ ለማቀጠል ወደፊት ለሚሄድ ይሆናል።



# VALUES

ግብርና ልምድ

### Health & Safety

Safety as a value.

ግብርና ልምድ ለማቀጠል ወደፊት ለሚሄድ ይሆናል። ለግብርና ልምድ ለሚቆይ የግብርና ልምድ ለማቀጠል ወደፊት ለሚሄድ ይሆናል።

### Integrity

Do what is right, not what is easy.

ግብርና ልምድ

ግብርና ልምድ

ግብርና ልምድ

### Engage and Develop our People

### Respect for all

ግብርና ልምድ

ግብርና ልምድ

ግብርና ልምድ

### Environmental Stewardship

### Pursue Performance Excellence

ግብርና ልምድ

ግብርና ልምድ

ግብርና ልምድ



# ᑲᑎᓯᔭᑎᑦᓴᑦ

## Agenda

---

1. 2024-ᑦ ᓄᓵᓯᔭᓄᑦ  
ᑰᓄᑲᑦᓴᑦ ᓄᓴᓄᑦᑲᓯᓯᓴᑦ
2. ᓴᑲᓴᓯᑦᓴᓴᑦᓴᑦ ᓴᑲᓴᓯᑦᓴᑦ  
ᑰᓄᑲᑦᓴᑦ ᓄᓴᓄᑦᑲᓯᓯᓴᑦ
3. ᑕᓯᓴᑦ ᓴᑲᑎᑦᓴᑦ
4. ᓯᔭᓴᑦᓴᑦ ᓴᑕᓯᓴᑦᓴᑦ

1. 2024 Mary River Overview
2. Steensby Component Overview
3. Marine Environment
4. Next Steps

2024-ᠮᠠᠷᠢ ᠷᠢᠠᠨ ᠠᠨᠠᠵᠢᠨ ᠠᠨᠠᠵᠢᠨ  
ᠠᠨᠠᠵᠢᠨ ᠠᠨᠠᠵᠢᠨ ᠠᠨᠠᠵᠢᠨ

# 2024 MARY RIVER OVERVIEW



# 2024 ᐃᓄᐃᑦᐅᑦᐅᑦᐅᑦ 2024 Highlights

ᓄᓂᓂᑦ ᐱᑦᐱᑦ

Mary River Project



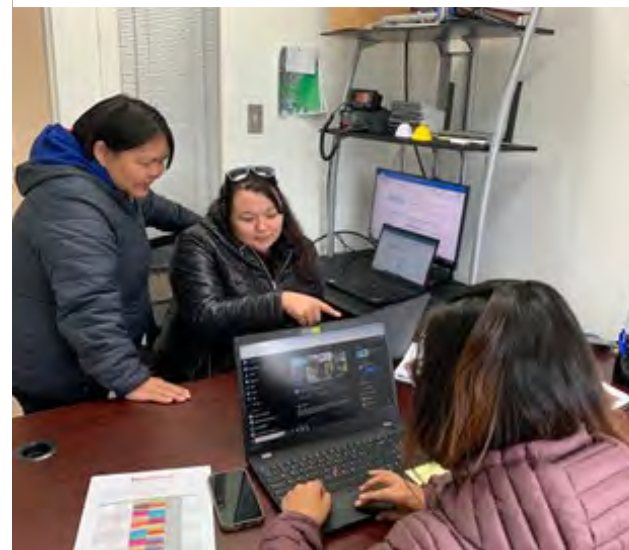
- ᐱᓄᐃᑦᐅᑦᐅᑦᐅᑦ ᐱᓄᑦᑦᑦᑦᑦᑦ ᐅᑦᑦᑦᑦᑦᑦ, ᐅᓄᓂᑦᑦᑦᑦᑦᑦᑦᑦ ᐅᑦᑦᑦᑦᑦᑦᑦᑦ ᑕᐱᓄᓂᑦᑦᑦ
- Continued use of Capesize vessels, making less trips overall



- ᐱᓄᑦᑦᑦᑦᑦᑦ ᐃᓄᐃᑦ ᑦᑦᑦᑦᑦᑦᑦᑦᑦᑦᑦᑦᑦᑦ ᐃᑦᑦᑦᑦᑦᑦᑦᑦ ᐃᑦᑦᑦᑦᑦᑦᑦᑦᑦ
- Aulatijit Inuit Leadership Development Program graduation

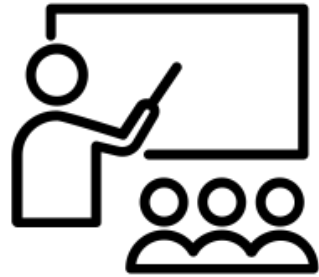


- 12 ᐅᑦᑦᑦᑦᑦᑦᑦᑦ ᓄᐅᑦᑦᑦᑦᑦᑦᑦ ᐃᑦᑦᑦᑦᑦᑦᑦᑦᑦᑦᑦᑦᑦᑦ ᑦᑦᑦᑦᑦᑦᑦᑦᑦ
- 12 shipping monitors hired in Pond Inlet





# 2024 Inuit Payroll and Procurement



**36,032**

ΔοΔ<sup>c</sup> Δ<sup>c</sup>σ<sup>c</sup>Δ<sup>c</sup>σ<sup>c</sup>ρ<sup>c</sup>ρ<sup>c</sup>  
Δ<sup>b</sup>ρ<sup>c</sup>ρ<sup>c</sup>  
(Δ<sup>ρ</sup>β<sup>c</sup>ρ<sup>c</sup>Δ<sup>ρ</sup>β<sup>c</sup>ρ<sup>c</sup>  
β<sup>c</sup>ρ<sup>c</sup>β<sup>c</sup>ρ<sup>c</sup>)

Inuit Training Hours  
(Employees & Contractors)



**\$30.46M**

β<sup>c</sup>ρ<sup>c</sup>ρ<sup>c</sup> ΔοΔ<sup>c</sup>  
ρ<sup>c</sup>ρ<sup>c</sup>ρ<sup>c</sup>ρ<sup>c</sup>ρ<sup>c</sup>  
(Δ<sup>ρ</sup>β<sup>c</sup>ρ<sup>c</sup>Δ<sup>ρ</sup>β<sup>c</sup>ρ<sup>c</sup> β<sup>c</sup>ρ<sup>c</sup>β<sup>c</sup>ρ<sup>c</sup>)

Inuit Payroll  
(Employees & Contractors)

# 2024 ዓገልግሎት ጥቅም ላይ የደረሰ 2024 Highlights

## ግብርና ጥቅም ላይ የደረሰ

## Shipping

**6.06 ገርብ** ሮሾ ካልካት ለግብርና ጥቅም ላይ የደረሰ ፍጹም ግብርና ጥቅም ላይ የደረሰ

**6.06 Mt** of ore was shipped from Milne Port

**70** ለግብርና ጥቅም ላይ የደረሰ ካልካት ግብርና ጥቅም ላይ የደረሰ

**70** individual ore carrier vessels

**92** ግብርና ጥቅም ላይ የደረሰ ግብርና ጥቅም ላይ የደረሰ (ግብር 27 - ግብር 26, 2024)

**92 Day** Shipping Season (July 27<sup>th</sup> - October 26, 2024)



ᐃᑲᐱᑭᐱᑦᑕᑲᑲᑲᑲᑲᑲᑲᑲᑲᑲ

# STEENSBY COMPONENT



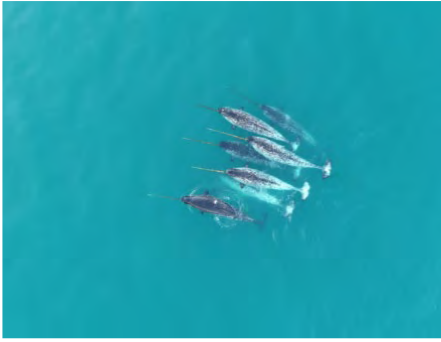
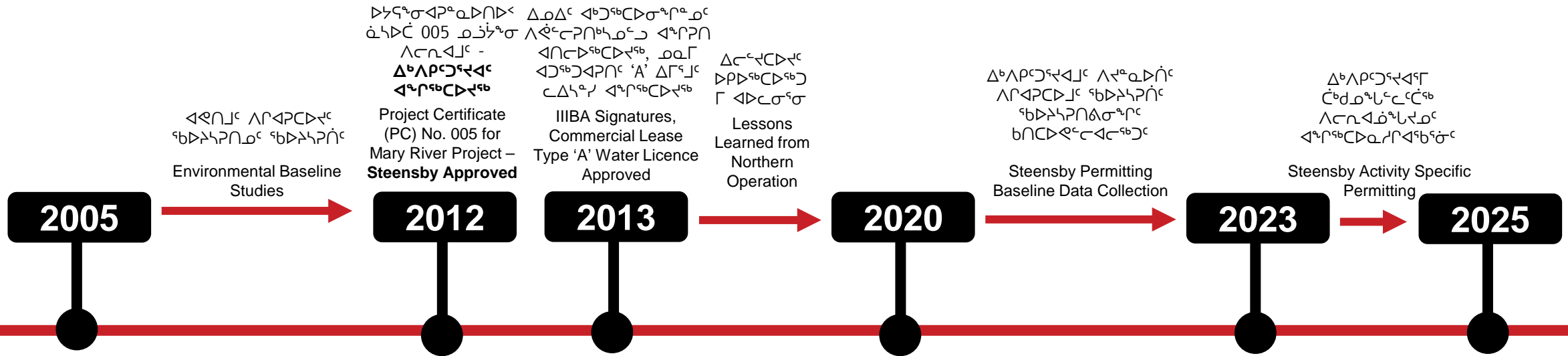
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# APPROVAL PROCESS

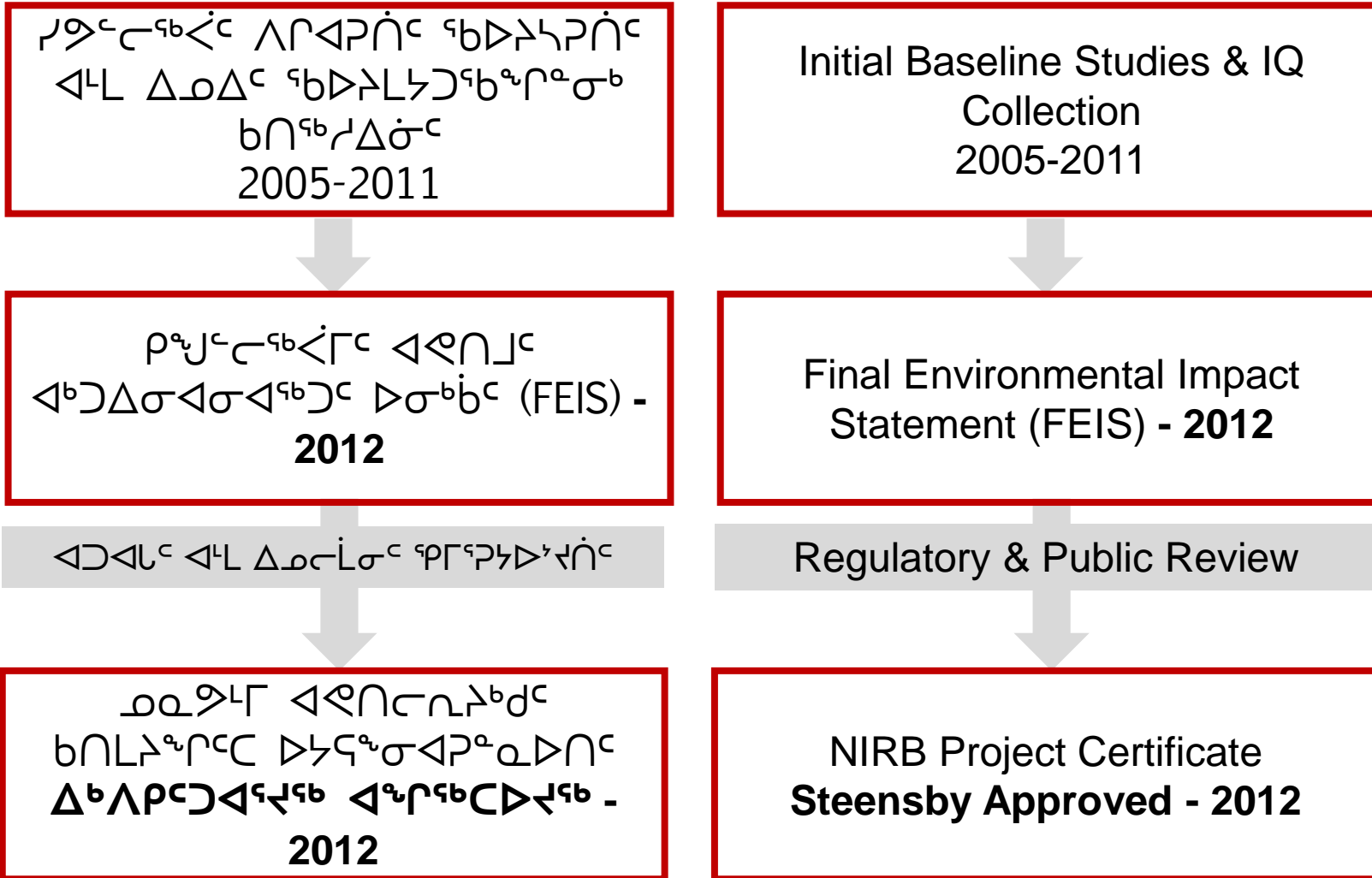
# ᐃᑦᐱᕿᓂᕐᑦᑦᐱᑦᑎᑦᑦᑦᑦᑦᑦᑦ ᐃᑦᑎᑦᑦᑦ

# Steensby Component

ᐱᑦᐱᕿᓂᕐᑦᑦᐱᑦᑎᑦᑦᑦᑦᑦᑦᑦ ᐃᑦᑎᑦᑦᑦ Approval Process



# ᑲᑦᓱᓂᑦᓱᑦ ᓱᓴᑦᓱᓂᑦᓱᑦ ᓱᓴᓂᑦᓱᑦ Baffinland's Project Certificate



# ᐅᓴᑦᓂᐱᑦᓂᐱᑦ

## Project Certificate

ᐱᑦᑕᐅᓴᓂᐱᑦ

Terms and Conditions



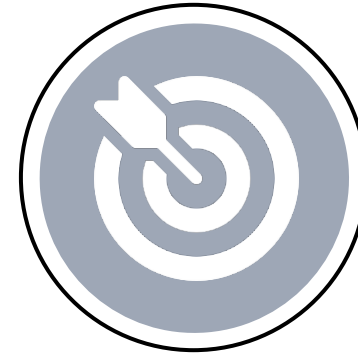
ᐅᑦᑕᐱᐱᑦᑕᐱᑦᓂᐱᑦ  
 ᐱᑦᑕᐱᑦᑕᐱᑦᓂᐱᑦ ᐱᑦᑕᐱᑦᓂᐱᑦ  
 ᐱᑦᑕᐱᑦᑕᐱᑦᓂᐱᑦ ᐱᑦᑕᐱᑦᓂᐱᑦ  
 ᐱᑦᑕᐱᑦᑕᐱᑦᓂᐱᑦ ᐱᑦᑕᐱᑦᓂᐱᑦ

Provide direction on required actions to mitigate Project effects



ᐱᑦᑕᐱᑦᑕᐱᑦᓂᐱᑦ ᐱᑦᑕᐱᑦᓂᐱᑦ  
 ᐱᑦᑕᐱᑦᑕᐱᑦᓂᐱᑦ ᐱᑦᑕᐱᑦᓂᐱᑦ  
 (ᐱᑦᑕᐱᑦᓂᐱᑦ, ᐱᑦᑕᐱᑦᓂᐱᑦ,  
 ᐱᑦᑕᐱᑦᓂᐱᑦ, ᐱᑦᑕᐱᑦᓂᐱᑦ  
 ᐱᑦᑕᐱᑦᓂᐱᑦ ᐱᑦᑕᐱᑦᓂᐱᑦ)

Includes all Project phases (construction, operation, temporary closure, closure and post-closure)



ᐱᑦᑕᐱᑦᑕᐱᑦᓂᐱᑦ ᐱᑦᑕᐱᑦᓂᐱᑦ  
 ᐱᑦᑕᐱᑦᑕᐱᑦᓂᐱᑦ ᐱᑦᑕᐱᑦᓂᐱᑦ  
 ᐱᑦᑕᐱᑦᑕᐱᑦᓂᐱᑦ ᐱᑦᑕᐱᑦᓂᐱᑦ  
 ᐱᑦᑕᐱᑦᑕᐱᑦᓂᐱᑦ ᐱᑦᑕᐱᑦᓂᐱᑦ  
 ᐱᑦᑕᐱᑦᑕᐱᑦᓂᐱᑦ ᐱᑦᑕᐱᑦᓂᐱᑦ

Specific reporting requirements to measure achievement and compliance



# ᑭᓪᓴᓄᓐ ᑲᓪᓴᓄᓐ

## Terms and Conditions

ᑲᓪᓴᓄᓐ ᑲᓪᓴᓄᓐ

Topics

- ᑲᓪᓴᓄᓐ ᑲᓪᓴᓄᓐ ᑲᓪᓴᓄᓐ ᑲᓪᓴᓄᓐ ᑲᓪᓴᓄᓐ (ᑲᓪᓴᓄᓐ) - **128** ᑲᓪᓴᓄᓐ ᑲᓪᓴᓄᓐ
  - ᑲᓪᓴᓄᓐ, ᑲᓪᓴᓄᓐᑲᓪᓴᓄᓐ, ᑲᓪᓴᓄᓐᑲᓪᓴᓄᓐᑲᓪᓴᓄᓐ, ᑲᓪᓴᓄᓐᑲᓪᓴᓄᓐ
- ᑲᓪᓴᓄᓐ-ᑲᓪᓴᓄᓐ ᑲᓪᓴᓄᓐ ᑲᓪᓴᓄᓐ - **41**
  - ᑲᓪᓴᓄᓐᑲᓪᓴᓄᓐ, ᑲᓪᓴᓄᓐᑲᓪᓴᓄᓐ
- ᑲᓪᓴᓄᓐ ᑲᓪᓴᓄᓐ - **20**
  - ᑲᓪᓴᓄᓐᑲᓪᓴᓄᓐ ᑲᓪᓴᓄᓐᑲᓪᓴᓄᓐᑲᓪᓴᓄᓐᑲᓪᓴᓄᓐ
- Ecosystemic (Environment) – **128** Terms and Conditions
  - Terrestrial, freshwater, atmospheric, marine
- Socio-Economic Topics – **41**
  - Training, employment
- Other Topics – **20**
  - Including shipping



◄▷ √ σ<sup>9</sup>Γ ▷ σ<sup>b</sup>ḃ<sup>c</sup>

∞ Δ ḡ<sup>9</sup>ḃ<sup>b</sup> √L ↖<sup>c</sup>

**OPERATIONAL OVERVIEW**

# Operations

1 Mine Site



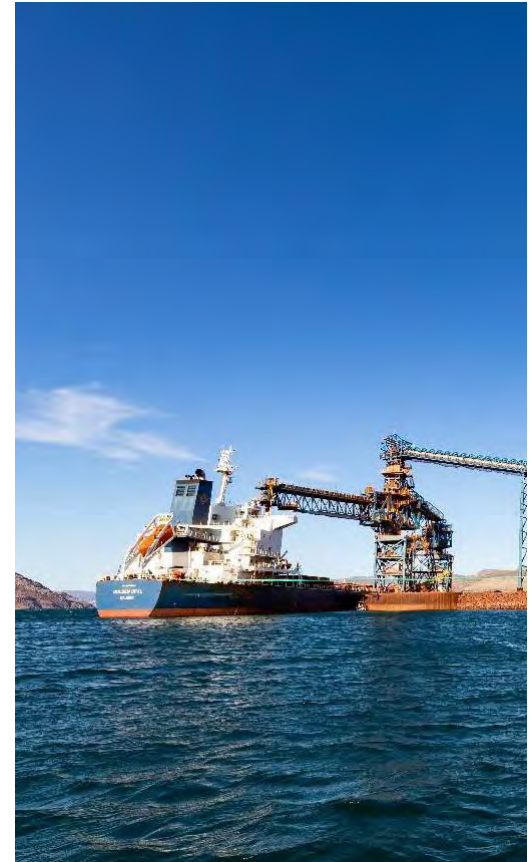
2 Transportation



3 Stockpiling



4 Shipping

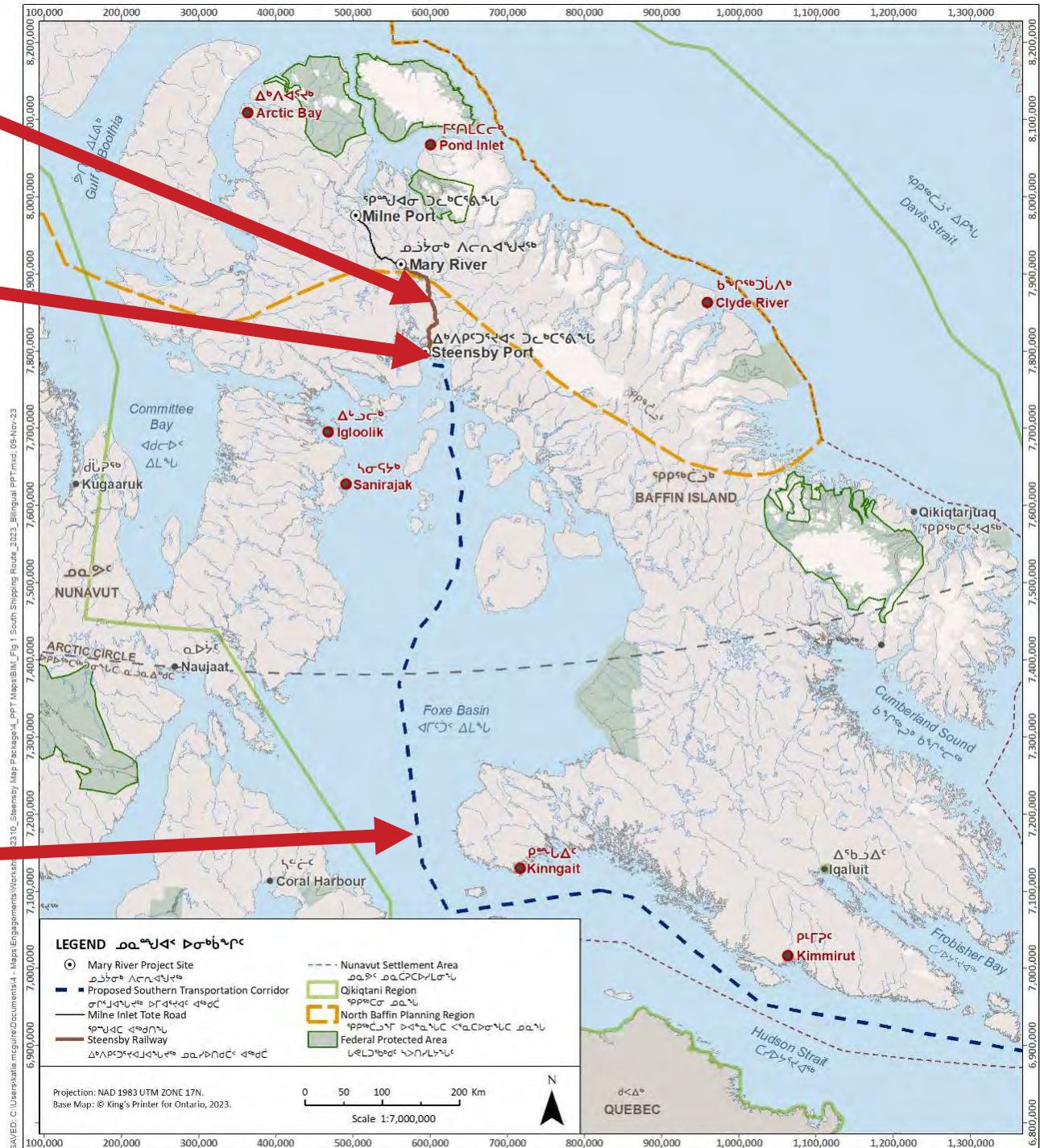


# Steensby Component

149 Km **ᐃᕐᐱᕈᐅᐱᕐᕐᕐᕐᕐᕐᕐᕐ**  
 149 Km **Steensby Railway**

**ᐃᕐᐱᕈᐅᐱᕐᕐᕐᕐᕐᕐᕐᕐ**  
**Steensby Port**

**ᕐᐱᕈᐅᐱᕐᕐᕐᕐᕐᕐᕐᕐ**  
**Southern Shipping**  
**Route**





# ᐅᒃᑲᑦᑲᑦᑲᑦᑲᑦ ᐅᒃᑲᑦᑲᑦᑲᑦᑲᑦ Southern Shipping Route



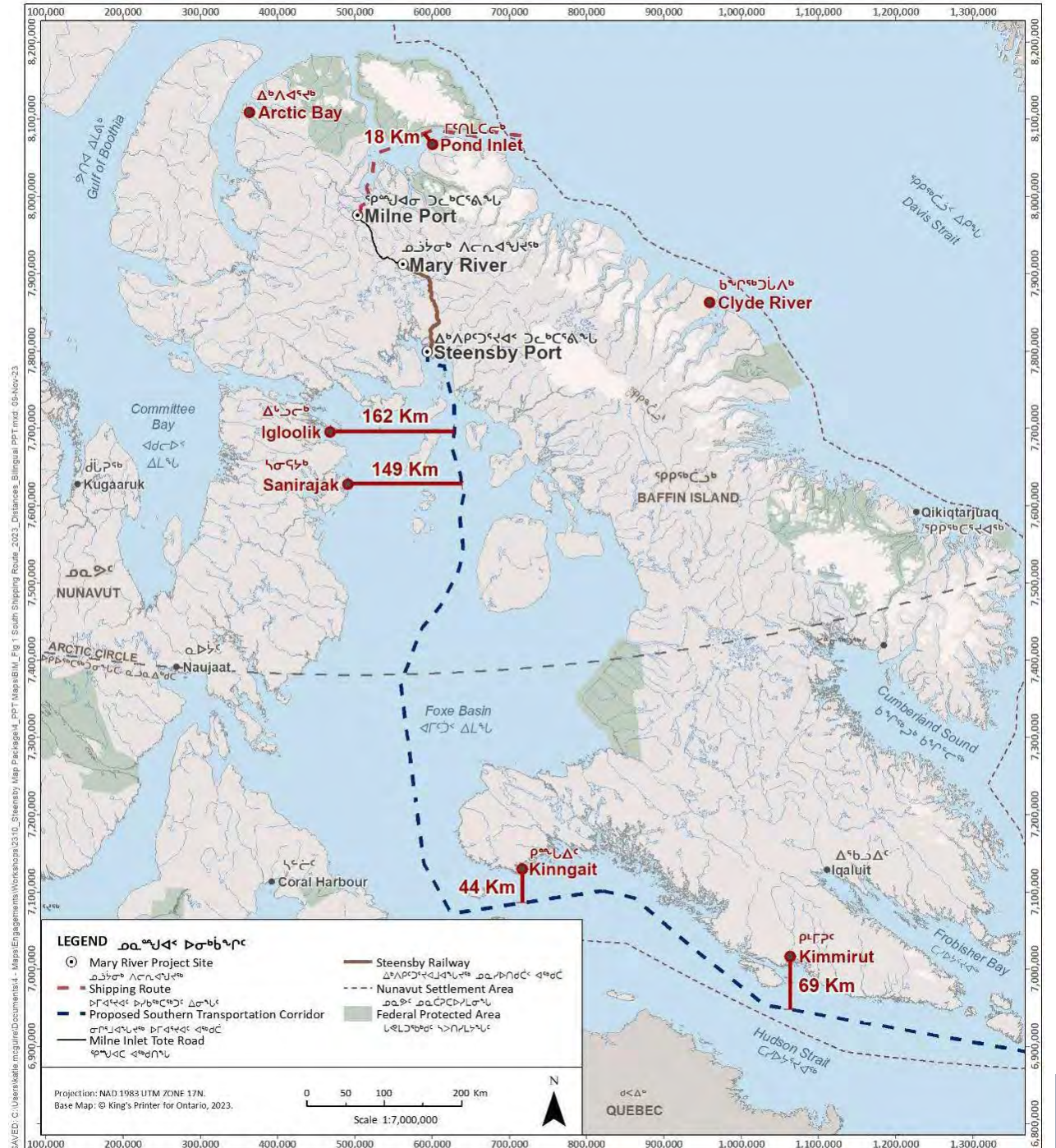
ᐅᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ 12-ᑲᑦ ᑲᑦᑲᑦᑲᑦ  
ᐅᒃᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ

Approved for 12-month shipping



ᐅᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ 242 ᐅᑲᑦᑲᑦᑲᑦᑲᑦ  
ᐅᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᐅᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ

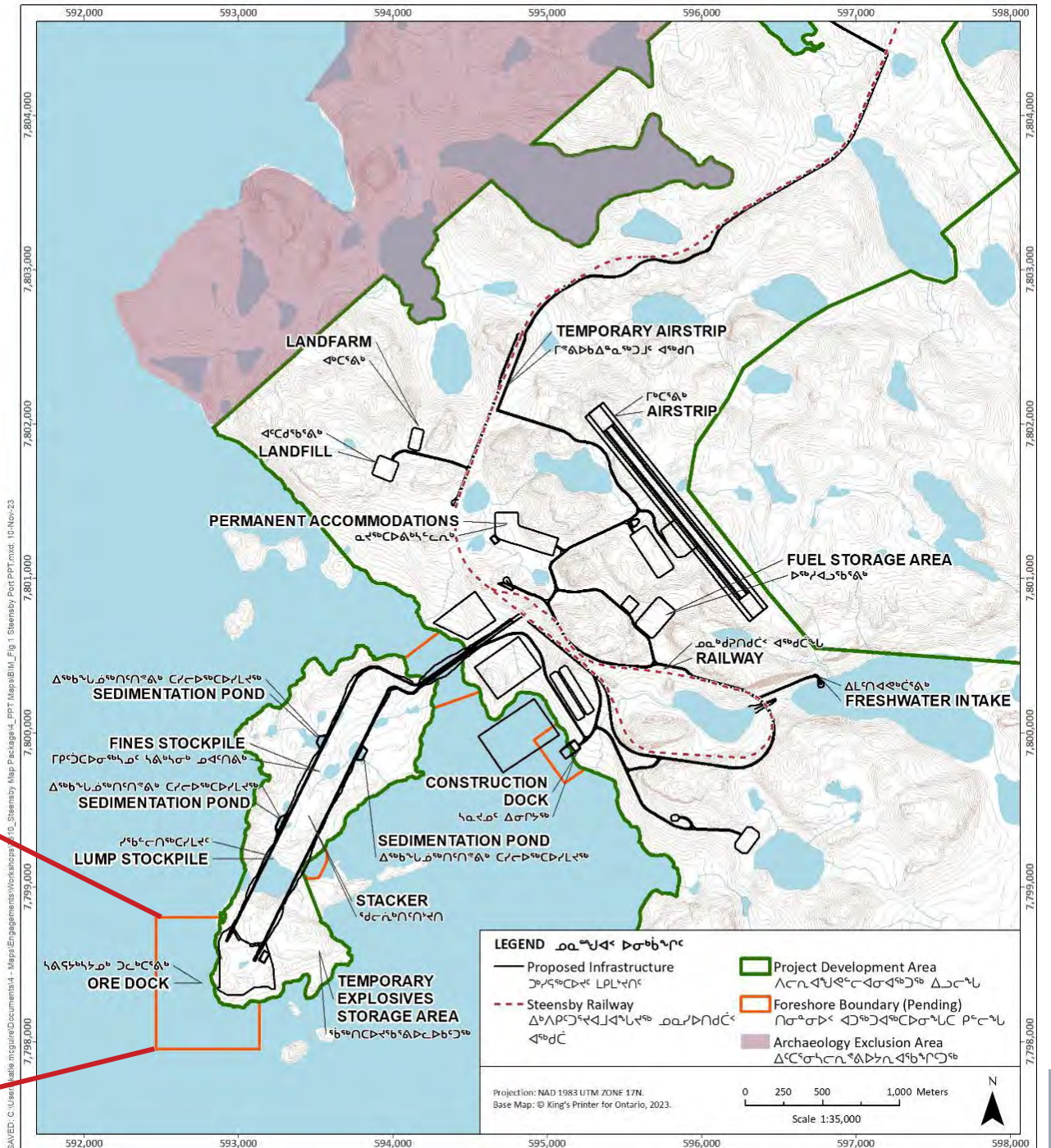
Approved for 242 vessel transits to Steensby Port per year



# Steensby Port

## Infrastructure

- ከልክሽብ ድርጅቶች ለፍጥነት ማረጋገጫ ለፍጥነት ማረጋገጫ ለፍጥነት ማረጋገጫ
- Ore Dock at Steensby Port will be similar to Milne Port





# ᐃᑲᐱᑦᐅᑦᐅᑦᐅᑦ ᑲᐱᑦᐅᑦᐅᑦᐅᑦ Steensby Construction

ᑲᐱᑦᐅᑦᐅᑦᐅᑦᐅᑦ

Timeline



3-4 ᐅᑦᑲᑦᐅᑦ ᑲᐱᑦᐅᑦᐅᑦᐅᑦ  
3-4 year construction period



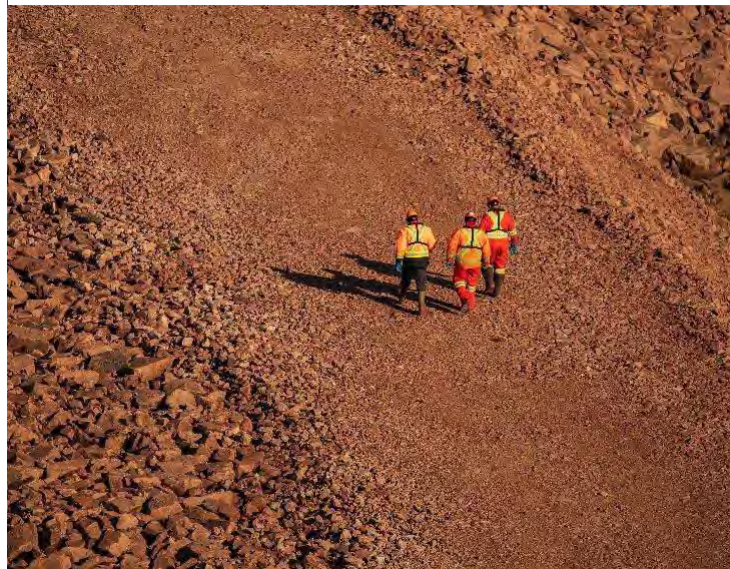
ᐱᑦᑲᑦᐅᑦᐅᑦᐅᑦᐅᑦ ᐅᑦᐅᑦᐅᑦ  
ᑲᐱᑦᐅᑦᐅᑦᐅᑦᐅᑦ ᐱᑦᐅᑦᐅᑦᐅᑦᐅᑦᐅᑦ:

- ᐱᑦᑲᑦᐅᑦᐅᑦᐅᑦ
- ᑲᐱᑦᐅᑦᐅᑦᐅᑦᐅᑦᐅᑦ



Key factors impacting construction  
Start Date:

- Permitting
- Financing



ᑕᓂᐃᑦ ᐃᑦᓂᓂᑦ

MARINE ENVIRONMENT



▷ Γ ◁ ρ ↵ ◁ ρ β ρ β ρ ρ ρ ρ σ ρ β

# SHIPPING



# Shipping Route

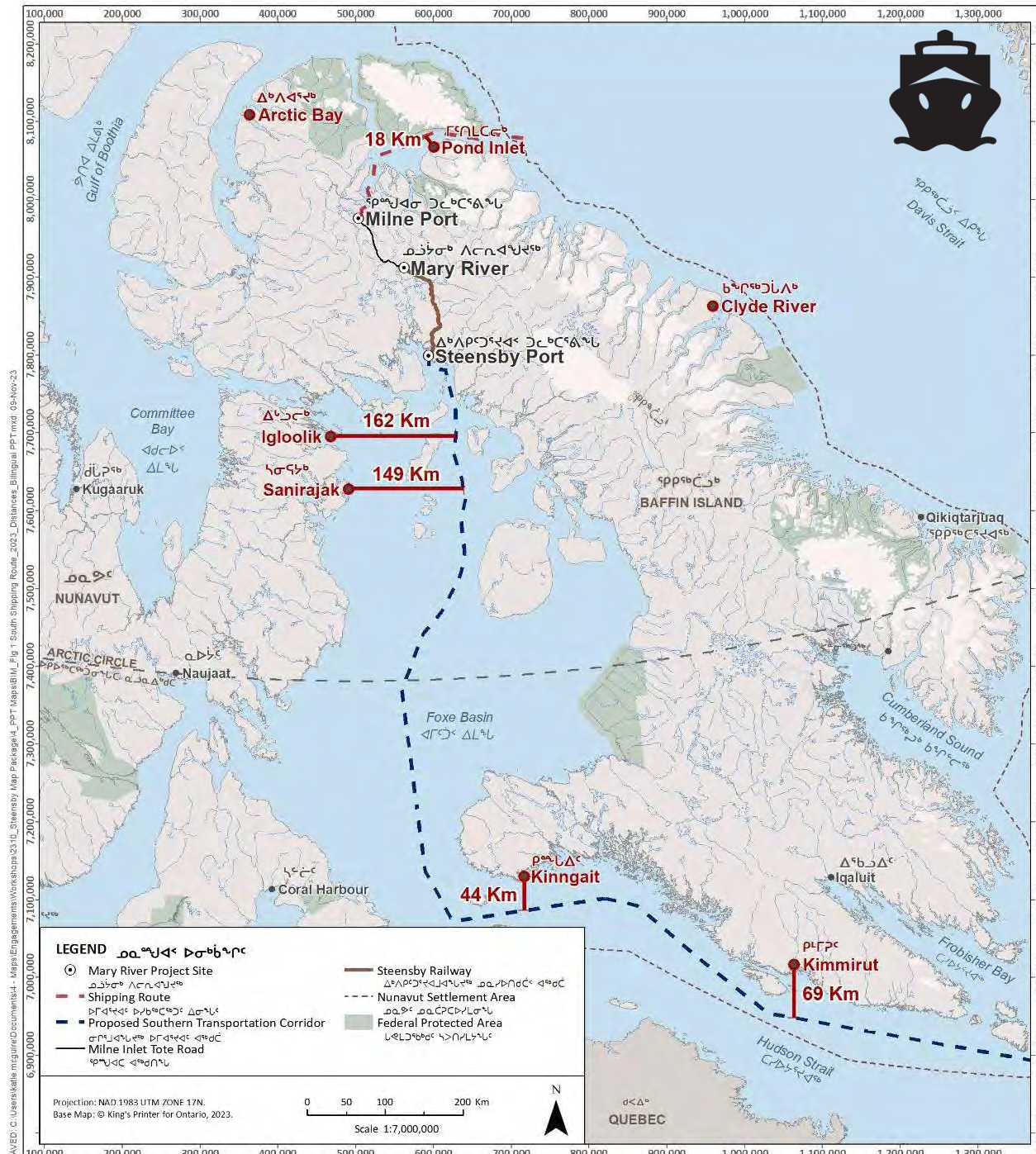
Shipping Route Selection

Shipping route selection inputs:

- Community feedback
- Inuit knowledge
- Environmental studies

Shipping route selection inputs:

- Community feedback
- Inuit knowledge
- Environmental studies





# ᐅᐱᐅᑦᐱᐅᑦ ᐅᑦᐅᑦᑦ Shipping Route



## ᑦᐅᐅᐱᐅᑦ ᐅᐱᐅᑦᑦ Key Findings

### ᑕᐱᐅᐱᑦᐱᐅᑦ ᐅᐱᐅᑦᑦ ᐅᐱᐅᑦᑦ:

- ᐱᐅᑦᑦ ᐅᐱᐅᑦᑦ ᐅᐱᐅᑦᑦ
- ᐅᐱᐅᑦᑦ ᐅᐱᐅᑦᑦ ᐅᐱᐅᑦᑦ
- ᐅᐱᐅᑦᑦ ᐅᐱᐅᑦᑦ ᐅᐱᐅᑦᑦ ᐅᐱᐅᑦᑦ ᐅᐱᐅᑦᑦ

### Northern Hudson Strait:

- Favourable ice conditions
- Safest primary route
- Aligns with the current shipping route



# ᐅᐱᐅᑦᐳᐅᑦ ᐅᑦᐃᑦᐅᑦ

## Shipping Route



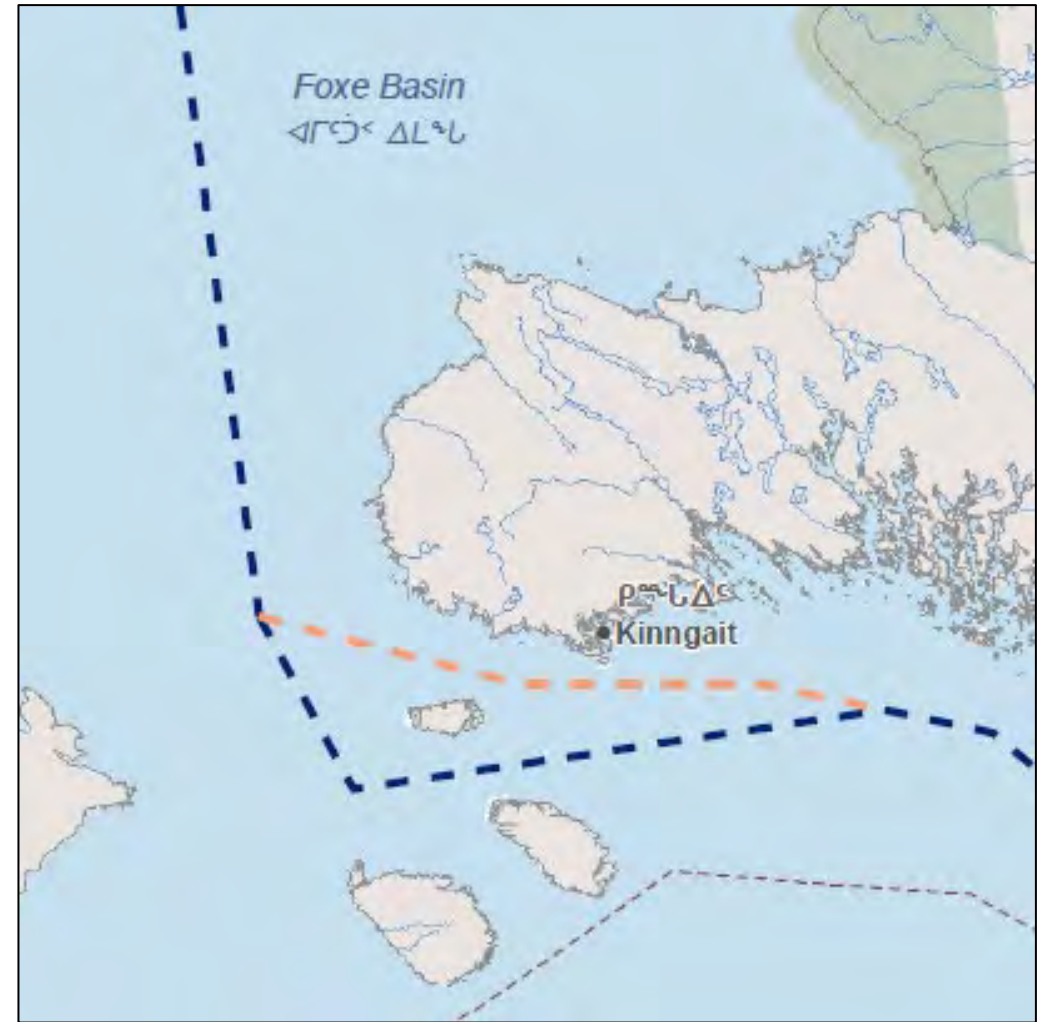
### ᑦᐃᐅᐳᐅᑦ ᐅᑦᐃᑦᐅᑦ Key Findings

#### ᑦᐱᑦᐅᑦᐅᑦ:

- ᐅᐳᐳᑦᐅᑦᐅᑦᐅᑦ ᐳᑦᑦᑦᑦ ᐅᑦᐳᐅᑦᐅᑦᐅᑦ
- ᐅᐱᐅᑦᐳᐅᑦ ᐅᑦᐃᑦᐅᑦ ᐅᑦᐃᑦᐅᑦᐅᑦᐅᑦ ᐅᑦᐃᑦᐅᑦᐅᑦ
- ᐅᑦᐃᑦᐅᑦᐅᑦ ᐅᑦᐃᑦᐅᑦᐅᑦᐅᑦᐅᑦ ᐅᑦᐃᑦᐅᑦᐅᑦ

#### Mill Island:

- Variable and heavy ice
- Vessels will follow safest route at the time of travel
- Aligns with Project Certificate Term & Conditions









# Shipping Route

**ᐅᑦᑎᑦᐅᑦᐳᐅᑦᐳᐅᑦ - ካፍናኔᑦ Community Feedback - Sanirajak**

ᐅᐱᐅᑦᐳᐅᑦᐳᐅᑦᐳᐅᑦ ᐱᑦᑎᑦᐅᑦᑎᑦᐳᐅᑦᐳᐅᑦ ᐅᑦᑎᑦᐅᑦᐳᐅᑦᐳᐅᑦ, ᐅᑦᑎᑦᐅᑦᐳᐅᑦᐳᐅᑦ ᐅᑦᑎᑦᐅᑦᐳᐅᑦᐳᐅᑦ ᐅᑦᑎᑦᐅᑦᐳᐅᑦᐳᐅᑦ ᐅᑦᑎᑦᐅᑦᐳᐅᑦᐳᐅᑦ ᐅᑦᑎᑦᐅᑦᐳᐅᑦᐳᐅᑦ. ᐅᑦᑎᑦᐅᑦᐳᐅᑦᐳᐅᑦᐳᐅᑦᐳᐅᑦᐳᐅᑦ ᐱᑦᑎᑦᐅᑦᑎᑦᐳᐅᑦᐳᐅᑦᐳᐅᑦ - ካፍናኔᑦ ᐅᑦᑎᑦᐅᑦᐳᐅᑦᐳᐅᑦᐳᐅᑦ ᐅᑦᑎᑦᐅᑦᐳᐅᑦᐳᐅᑦ, 2007

*I have concern with the western route, as it affects the use of this area by Hall Beach and Igloolik. I **have no problem with the eastern route.** – Sanirajak Community Member, 2007*

ᐱᑦᑎᑦᐅᑦᑎᑦᐳᐅᑦᐳᐅᑦ ᐅᐱᐅᑦᐳᐅᑦᐳᐅᑦ ᐅᑦᑎᑦᐅᑦᐳᐅᑦᐳᐅᑦ ᐅᑦᑎᑦᐅᑦᐳᐅᑦᐳᐅᑦ ካፍናኔᑦᐅᑦᐳᐅᑦᐳᐅᑦ ᐅᑦᑎᑦᐅᑦᐳᐅᑦᐳᐅᑦᐳᐅᑦ ᐅᑦᑎᑦᐅᑦᐳᐅᑦᐳᐅᑦᐳᐅᑦ ᐅᑦᑎᑦᐅᑦᐳᐅᑦᐳᐅᑦᐳᐅᑦ. ᐅᑦᑎᑦᐅᑦᐳᐅᑦᐳᐅᑦᐳᐅᑦᐳᐅᑦᐳᐅᑦ - ᐱᑦᐅᑦᑎᑦ, ካፍናኔᑦ, 2007

*The western shipping route is the hunting ground for Hall Beach and Igloolik so he would like to see **the eastern route used.** – Mr. Pikuyak, Sanirajak, 2007*

















# ◀ΔΔ&σ<sup>б</sup> σ<sup>б</sup>▷∫<sup>σ</sup>σ<sup>б</sup> Walrus Studies

- σ<sup>б</sup>▷∫<sup>σ</sup>σ<sup>б</sup>▷∫<sup>σ</sup>σ<sup>б</sup>▷∫<sup>σ</sup>σ<sup>б</sup>  
ΔLσ<sup>б</sup>▷∫<sup>σ</sup>σ<sup>б</sup>▷∫<sup>σ</sup>σ<sup>б</sup>▷∫<sup>σ</sup>σ<sup>б</sup>  
ΔLσ<sup>б</sup>▷∫<sup>σ</sup>σ<sup>б</sup>
- <∫<sup>σ</sup>σ<sup>б</sup>▷∫<sup>σ</sup>σ<sup>б</sup>▷∫<sup>σ</sup>σ<sup>б</sup>  
◀ΔΔ&σ<sup>б</sup> σ<sup>б</sup>▷∫<sup>σ</sup>σ<sup>б</sup>▷∫<sup>σ</sup>σ<sup>б</sup> 2026  
▷∫<sup>σ</sup>σ<sup>б</sup>▷∫<sup>σ</sup>σ<sup>б</sup>

- Ongoing DFO research in Foxe Basin
- Baffinland planning walrus studies in 2026+

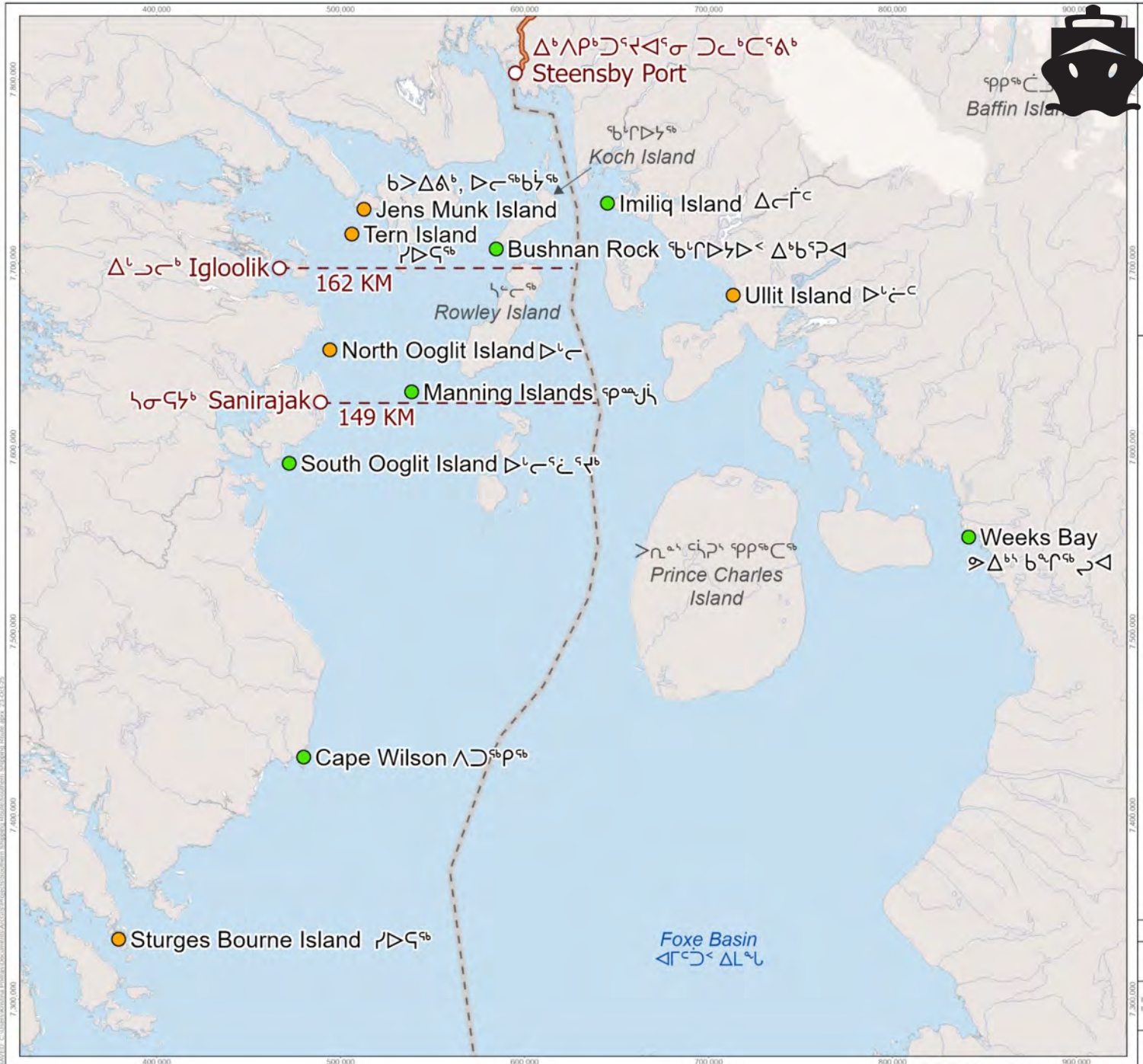


Photo credit: © J.W. Higdon.

# ◄◄◄ ◄◄◄◄◄◄◄◄◄ Walrus Haulouts



- ◄◄◄◄◄◄◄◄◄ ◄◄◄◄◄◄◄◄◄  
 ◄◄◄◄◄◄◄◄◄  
 Unconfirmed Walrus Haulouts
  
- ◄◄◄◄◄◄◄◄◄ ◄◄◄◄◄◄◄◄◄  
 ◄◄◄◄◄◄◄◄◄  
 Confirmed Walrus Haulouts













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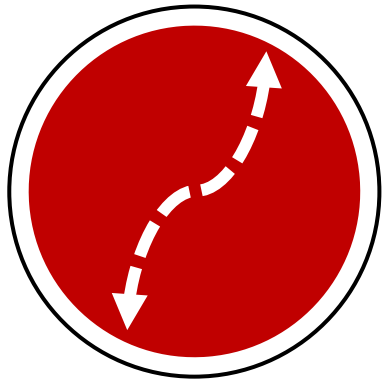
LAND USE

# σΓΔΥϞ ΔΓΔϑϑΔϞ ΔϑϑϑϞ Southern Shipping Route



<ϑϑϑϞ>ϑϑϑϞ <ϑϑϑϞϑϑϑϞϑϑϑϞ - ϑϑϑϞ ΔϑϑϑϞ

Planned Mitigation – Land Use



ϑϑϑϞ ΔϑϑϑϞϑϑϑϞϑϑϑϞ  
ΔϑϑϑϞϑϑϑϞ ΔϑϑϑϞ

Ice travel detour route



σϑϑϞ ΔϑϑϑϞ ΔϑϑϑϞϑϑϑϞ  
ΔϑϑϑϞϑϑϑϞϑϑϑϞ ϑϑϑϞϑϑϑϞ

Food & fuel at Steensby Port



ΔϑϑϑϞϑϑϑϞ ΔϑϑϑϞ >ϑϑϑϞϑϑϑϞ  
ΔϑϑϑϞϑϑϑϞϑϑϑϞ ϑϑϑϞϑϑϑϞϑϑϑϞ  
ϑϑϑϞϑϑϑϞϑϑϑϞ  
ΔϑϑϑϞϑϑϑϞϑϑϑϞ ϑϑϑϞϑϑϑϞϑϑϑϞ

Hunter and Visitor Site Access  
Procedure

Adaptive management

# ᐃᐅᐅᓕ

# ᐃᐅᐅᓕᐅᐅᓕᐅᐅᓕᐅᐅᓕ

# ᐃᐅᐅᓕ

## Community Travel Routes

ᐃᐅᐅᓕᐅᐅᓕᐅᐅᓕ ᐱᓕᐱᓕᓕ Mapping Activity

ᐱᐱᐅᐅᓕᐅᐅᓕᐅᐅᓕᐅᐅᓕ  
ᐃᐅᐅᓕᐅᐅᓕᐅᐅᓕᐅᐅᓕ ᐃᐅᐅᓕᐅᐅᓕ

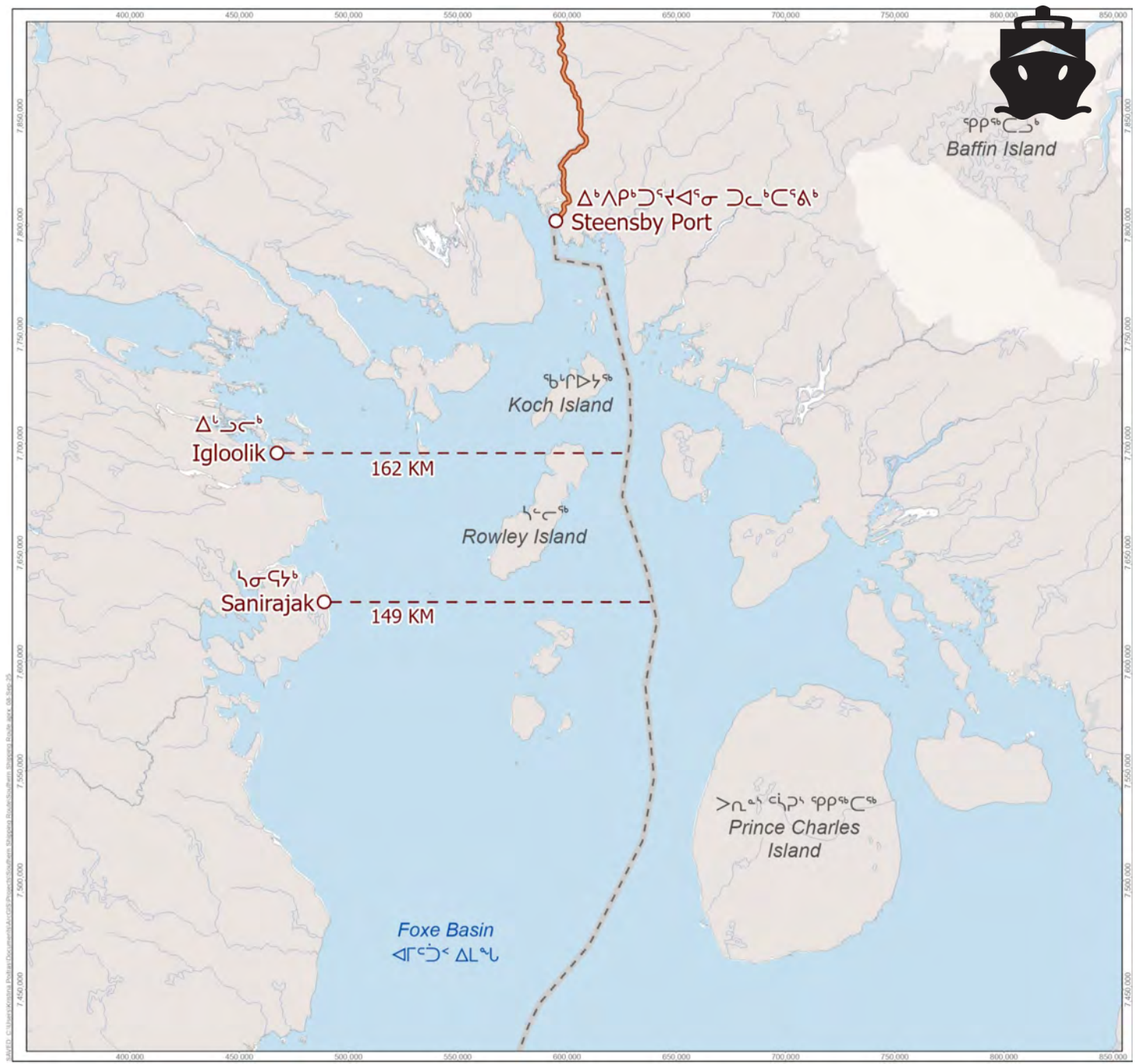
Draw travel routes

ᐃᐅᐅᓕᐅᐅᓕ = ᐅᐅᐅᓕ  
ᐃᐅᐅᓕᐅᐅᓕᐅᐅᓕᐅᐅᓕ ᐃᐅᐅᓕ

Blue = ice travel route

ᐃᐅᐅᓕᐅᐅᓕ = ᐃᐅᐅᓕ  
ᐃᐅᐅᓕᐅᐅᓕᐅᐅᓕᐅᐅᓕ ᐃᐅᐅᓕ

Purple = water travel route





Λ Γ Ω Δ Γ β

ἄβδγδἄβ<εζδἄβγδἄβ

**PROJECT MONITORING**





# ΔοΔ<sup>ϑ</sup> ΔϑΔσ<sup>ϑ</sup>ρ<sup>ϑ</sup>

## Inuit Participation

2025-Γ ΛϑϑΔΓ ϑβΔρϑϑβϑϑϑϑϑϑϑϑ

2025 Project Monitoring

- **22** ΔοΔ<sup>ϑ</sup> ϑβΔρϑϑβϑϑϑϑϑϑϑϑ ΔϑββϑΔϑ<sup>ϑ</sup>
- **14** ΔΓΔϑϑΔσ<sup>β</sup> ϑΔϑϑϑϑϑϑϑ ϑϑϑϑϑϑϑ
- **5** Δϑϑϑϑϑϑϑϑϑϑ ΔϑΔϑϑ ϑϑϑϑϑϑϑ
- **4** ϑϑϑϑϑϑ ΔοΔ<sup>ϑ</sup> βϑϑϑϑϑϑϑϑ ϑϑϑϑϑ ϑΔϑϑϑϑϑ ϑϑϑϑϑϑϑ ϑϑββϑΔϑ<sup>ϑ</sup>
- **22** Inuit monitoring positions
- **14** Shipping Monitors in Pond Inlet
- **5** HTOs involved in Working Groups
- **4** QIA Environmental Monitor positions



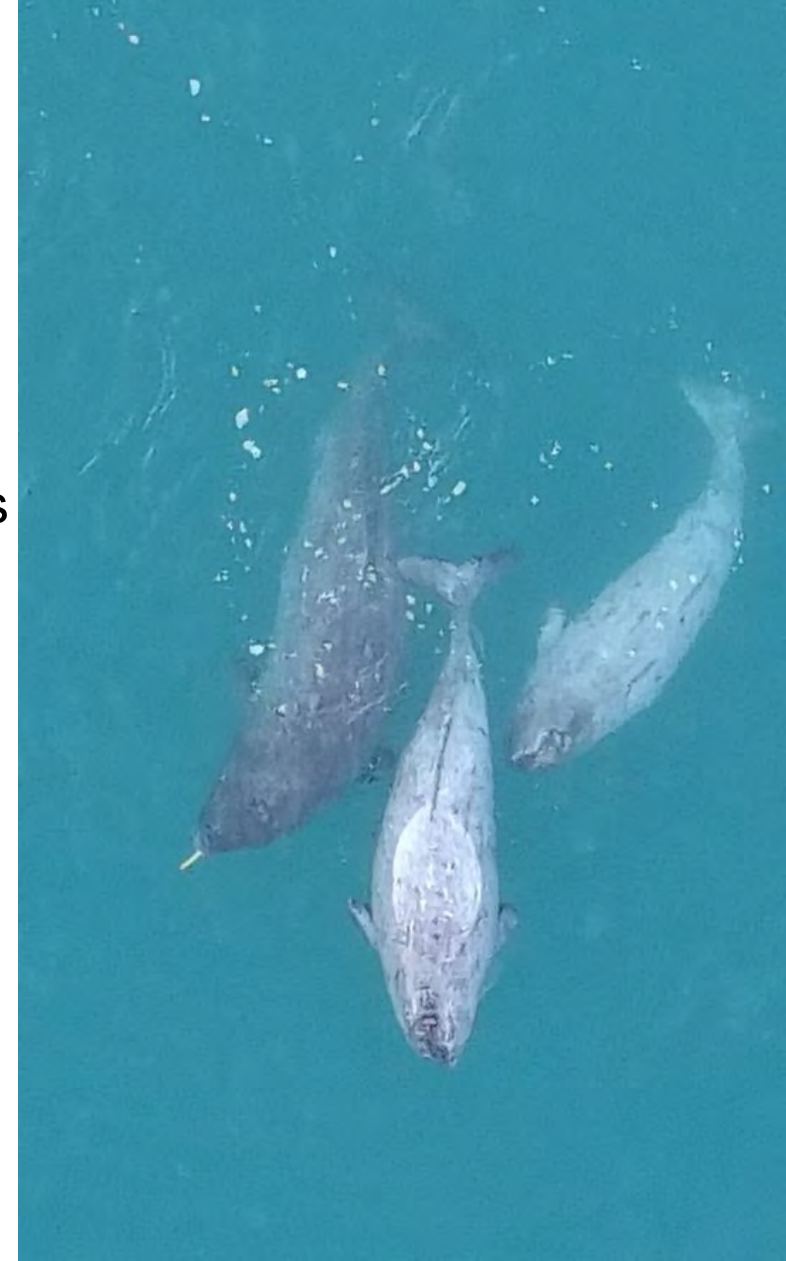
# ᑕᓕᓄᓄ ᓕᓕᓄᓄᓄᓄᓄᓄᓄ ᓄᓄᓄᓄᓄᓄᓄᓄᓄ ᓄᓄᓄᓄᓄᓄᓄᓄᓄ

## Marine Baseline Studies



2006 - 2012

- ᑕᓄᓄᓄᓄ ᑕᓕᓄᓄᓄᓄᓄᓄ
- ᓄᓄᓄ ᓄᓄᓄᓄᓄ ᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄ
- ᓄᓄᓄᓄ ᓄᓄᓄᓄᓄᓄᓄᓄᓄ
- ᑕᓕᓄᓄᓄ ᓄᓄᓄᓄᓄ ᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄ
- ᑕᓕᓄᓄᓄ ᓄᓄᓄᓄᓄᓄ
- ᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄ
- ᓄᓄᓄᓄᓄ ᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄ
- ᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄ
- ᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄᓄ
- Physical oceanography
- Underwater noise modelling
- Ice studies
- Marine mammal aerial surveys
- Marine environment
- Shipping studies
- Ballast water modelling
- Spill modelling
- Bathymetry





# ᐃᑲᑦᑎᑲᑦ ᐃᑲᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᑲᑲᑲᑦᑕᑦᑕᑦ ᐱᑦᑕᑦᑕᑦᑕᑦᑕᑦ ᑲᑲᑲᑦᑕᑦᑕᑦᑕᑦᑕᑦ



## Supplemental Steensby Baseline Studies

2026+

ᑲᑲᑲᑦᑕᑦᑕᑦ ᑲᑲᑲᑦᑕᑦᑕᑦᑕᑦᑕᑦ:

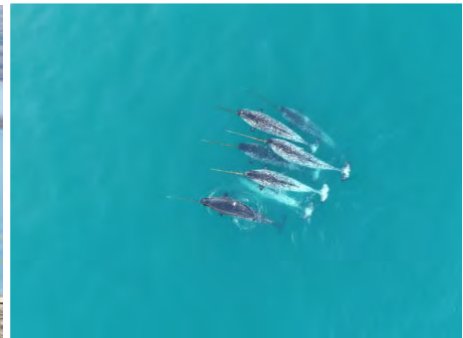
- ᑕᑲᑲᑦ ᑕᑲᑲᑦᑕᑦᑕᑦ
- ᑕᑲᑲᑦ ᑕᑲᑲᑦᑕᑦ (ᐃᑲᑲᑦᑕᑦ, ᑎᑲᑲᑦᑕᑦ)
- ᑕᑲᑲᑦ ᑕᑲᑲᑦᑕᑦ ᑲᑲᑲᑦᑕᑦᑕᑦᑕᑦ ᑲᑲᑲᑦᑕᑦᑕᑦ
- ᑕᑲᑲᑦ
- ᑕᑲᑲᑦᑕᑦᑕᑦᑕᑦ ᑕᑲᑲᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ

Future studies:

- Marine environment
- Marine wildlife (fish, birds)
- Marine mammal aerial surveys
- Walrus
- Spill modelling

ᑕᑲᑲᑦᑕᑦᑕᑦᑕᑦ ᐱᑕᑲᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦ  
ᐃᑲᑦᑎᑲᑦᑕᑦ ᑲᑲᑲᑦᑕᑦᑕᑦᑕᑦ ᑲᑎᑕᑎᑕᑦᑕᑦ

Project Certificate requires supplemental data collection







# Fuel Spill Modelling

ᐃᑦᑲᑦᑲᑦᑲᑦ ᐃᑦᑲᑦᑲᑦᑲᑦ ᐃᑦᑲᑦᑲᑦᑲᑦ ᐃᑦᑲᑦᑲᑦᑲᑦ ᐃᑦᑲᑦᑲᑦᑲᑦ

Supplemental Baseline Study

## ᐃᑦᑲᑦᑲᑦᑲᑦ ᐃᑦᑲᑦᑲᑦᑲᑦ ᐃᑦᑲᑦᑲᑦᑲᑦ

- ᐃᑦᑲᑦᑲᑦᑲᑦ ᐃᑦᑲᑦᑲᑦᑲᑦ
- ᐃᑦᑲᑦᑲᑦᑲᑦ ᐃᑦᑲᑦᑲᑦᑲᑦ
- ᐃᑦᑲᑦᑲᑦᑲᑦ ᐃᑦᑲᑦᑲᑦᑲᑦ (ᐃᑦᑲᑦᑲᑦ ᐃᑦᑲᑦᑲᑦᑲᑦ)
- ᐃᑦᑲᑦᑲᑦᑲᑦ ᐃᑦᑲᑦᑲᑦᑲᑦ
- ᐃᑦᑲᑦᑲᑦᑲᑦ ᐃᑦᑲᑦᑲᑦᑲᑦ
- ᐃᑦᑲᑦᑲᑦᑲᑦ ᐃᑦᑲᑦᑲᑦᑲᑦ
- ᐃᑦᑲᑦᑲᑦᑲᑦ ᐃᑦᑲᑦᑲᑦᑲᑦ
- ᐃᑦᑲᑦᑲᑦᑲᑦ / ᐃᑦᑲᑦᑲᑦᑲᑦ ᐃᑦᑲᑦᑲᑦᑲᑦ
- ᐃᑦᑲᑦᑲᑦᑲᑦ ᐃᑦᑲᑦᑲᑦᑲᑦ

## Model Inputs

- Vessel type
- Fuel type
- Fuel volume (spill size)
- Spill location
- Spill duration
- Time of year
- Ice conditions
- Current / wind information
- Shoreline type



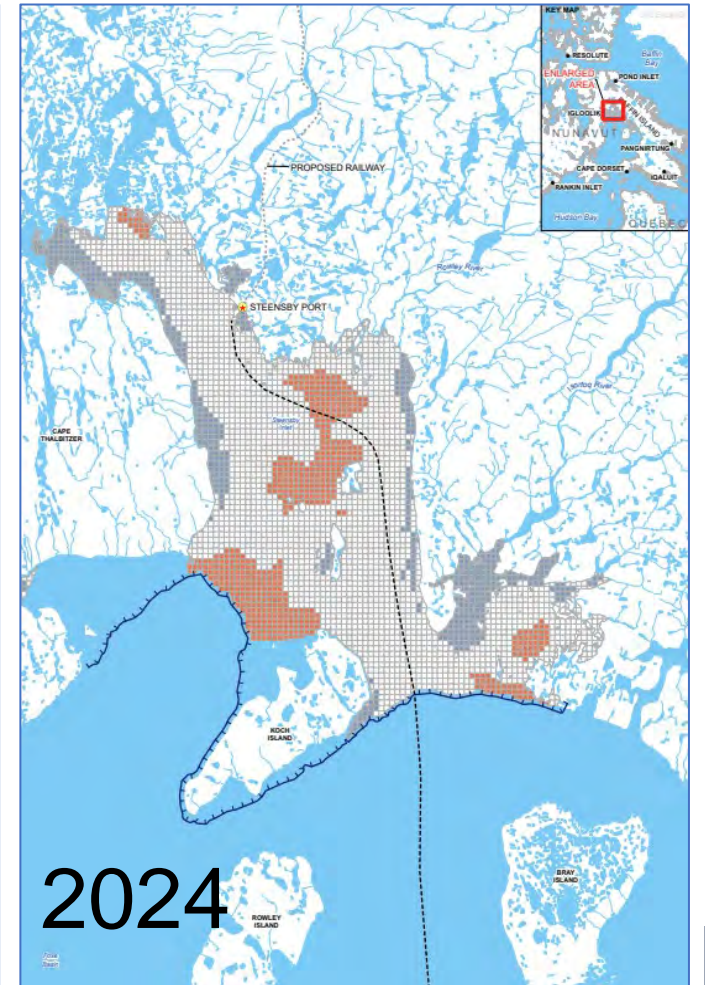
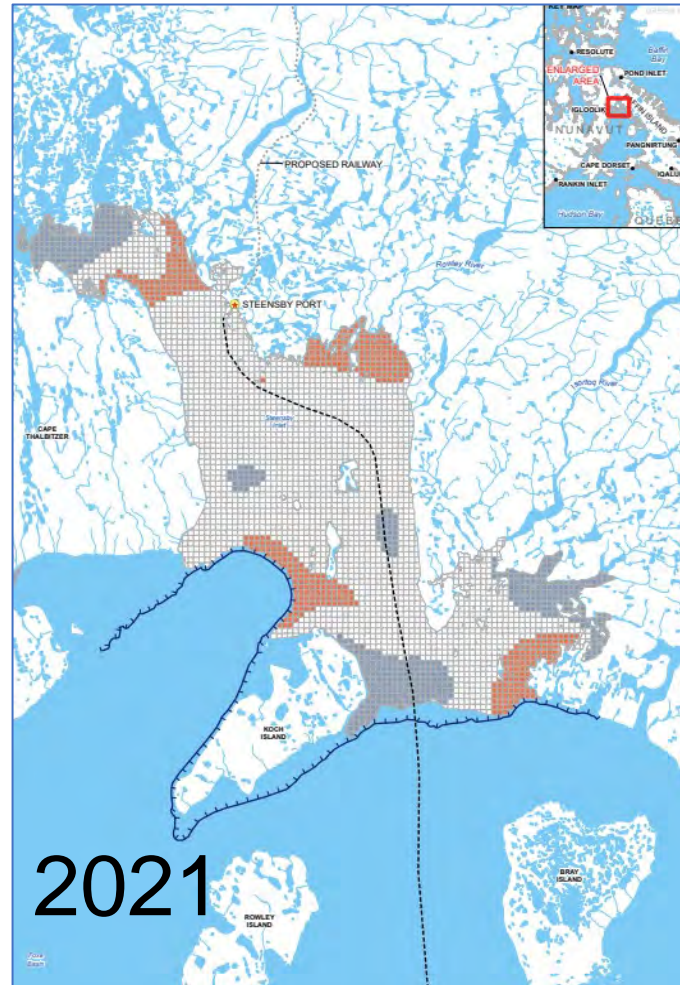




# ደቡብ ምዕራብ ካርቲኦግራፊ ምዕራብ ካርቲኦግራፊ Ringed Seal Aerial Survey

ካርቲኦግራፊ Results

- ደቡብ ምዕራብ ካርቲኦግራፊ ምዕራብ ካርቲኦግራፊ ምዕራብ ካርቲኦግራፊ ምዕራብ ካርቲኦግራፊ
- Ringed seal numbers change over space and time
- ካርቲኦግራፊ ምዕራብ ካርቲኦግራፊ ምዕራብ ካርቲኦግራፊ ምዕራብ ካርቲኦግራፊ ምዕራብ ካርቲኦግራፊ
- Continued monitoring during Steensby shipping operations

















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**THANK YOU**

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