



## Alternatives Analysis

Phase 2 Proposal

Final Hearing Iqaluit and Pond Inlet November 2019

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### Presentation Outline

- Approach to Assessment
- Integration of Public Consultation and IQ
- Alternatives to the Project
- Alternative Means of Carrying out the Project
- Final Written Submissions
- Post-Submission
- Conclusion

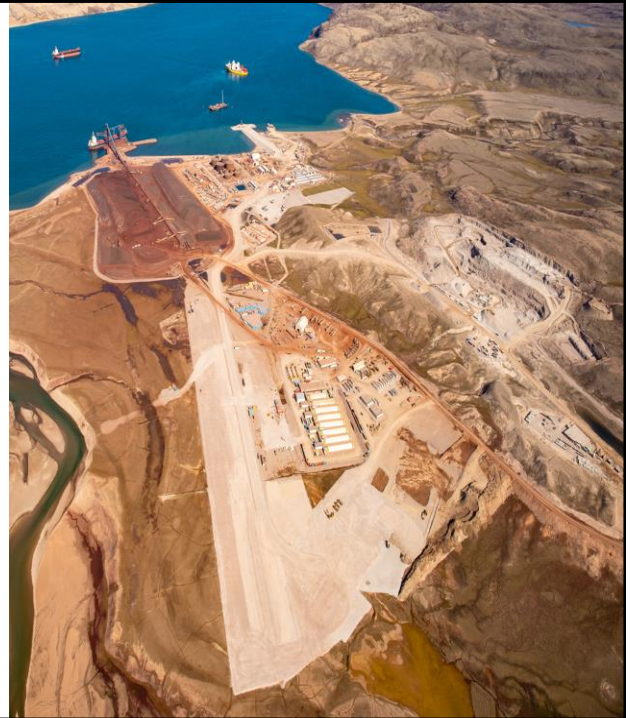


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## Approach to Assessment

### Performance Criteria

1. Technical Feasibility
  2. Cost Effectiveness
  3. Environmental Acceptability
  4. Community Acceptability
- Performance criteria qualitatively evaluated
  - Ratings given as preferred, acceptable, or unacceptable
  - Alternatives not technically feasible or economically viable, not carried forward



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## Integration of Public Consultation and IQ

- Community acceptability an important factor
- 2006 - 2009 Inuit Knowledge Study
- 2015 - 2016 Community Workshops
- 2019 IQ Risk Workshops
- Community meetings



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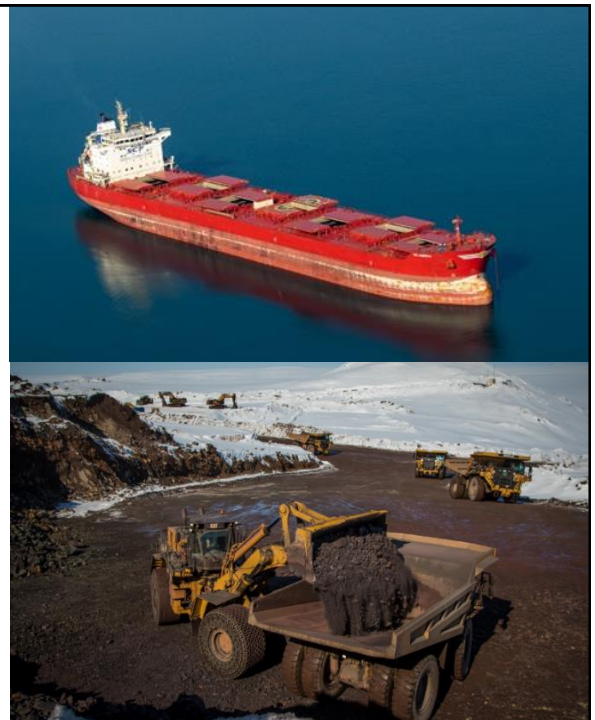




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## Alternatives to the Project

- Cease, Maintain or Increase Production
  - Cease or maintain production at current levels not economically viable
  - Steensby requires significant capital investment not currently available to Baffinland
  - **Phase 2 Proposal preferred**



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## Major Shipping Alternatives

- Shipping route
  - Eclipse Sound – Pond Inlet (proposed)
  - Navy Board Inlet (not included in Phase 2 Proposal)
- Shipping season
  - Open water (rejected)
  - 8.5 months (rejected; removed by community request)
  - Extended season with support vessels
    - **Preferred**
  - Balances operational needs with community concerns with winter shipping

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## Major Ground Transportation Alternatives

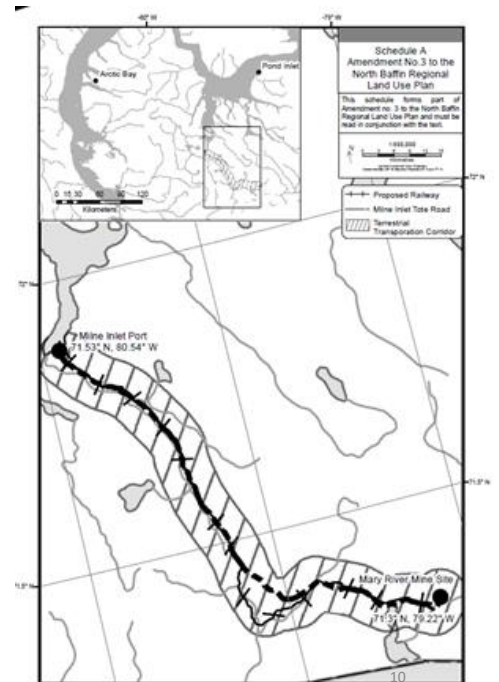
- Transportation of ore from Mine Site to Milne Port
  - Continued use of Tote Road
  - North Railway
  - Railway is the most efficient way to transport iron ore; removal of truck traffic aligns with community concerns over dust and traffic activity
  - **Use of rail is preferred**



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## The Nunavut Planning Commission Process

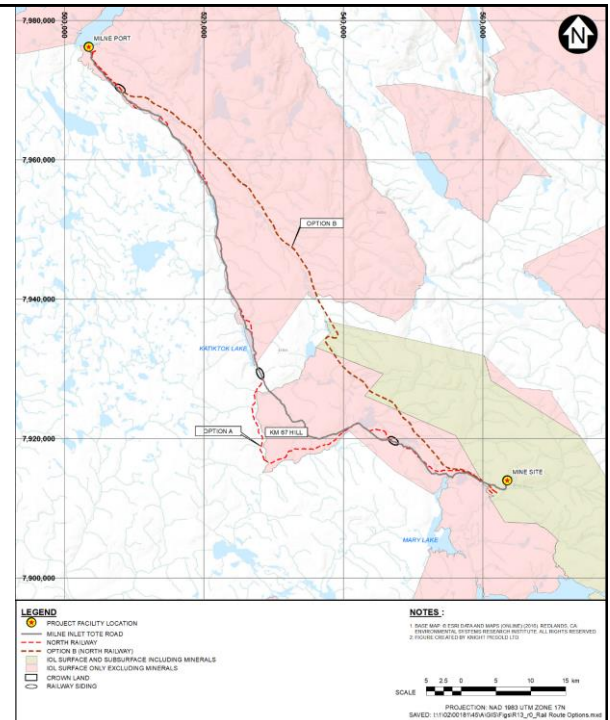
- March 2018 Amendment to the North Baffin Regional Land Use Plan



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- Option A (proposed)
  - Adjacent Tote Road
  - Minimizes footprint
  - Consistent with North Baffin Regional Land Use Plan
- Option B (rejected)
  - Outside of approved transportation corridor in North Baffin Regional Land Use Plan
  - Removed from tote road
  - Larger project footprint



## Finalizing the Alignment

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- The map displays the study area with the mine site located near Muriel Lake. Key features include Kestook Lake, Raven River, and Muriel Lake. The map shows Route 1, Route 2, Route 3, and Tote Road. An inset map provides a broader geographical context, showing the study area's location relative to a larger region. A scale bar indicates distances of 0, 1, and 2 Km, and a north arrow is included for orientation.

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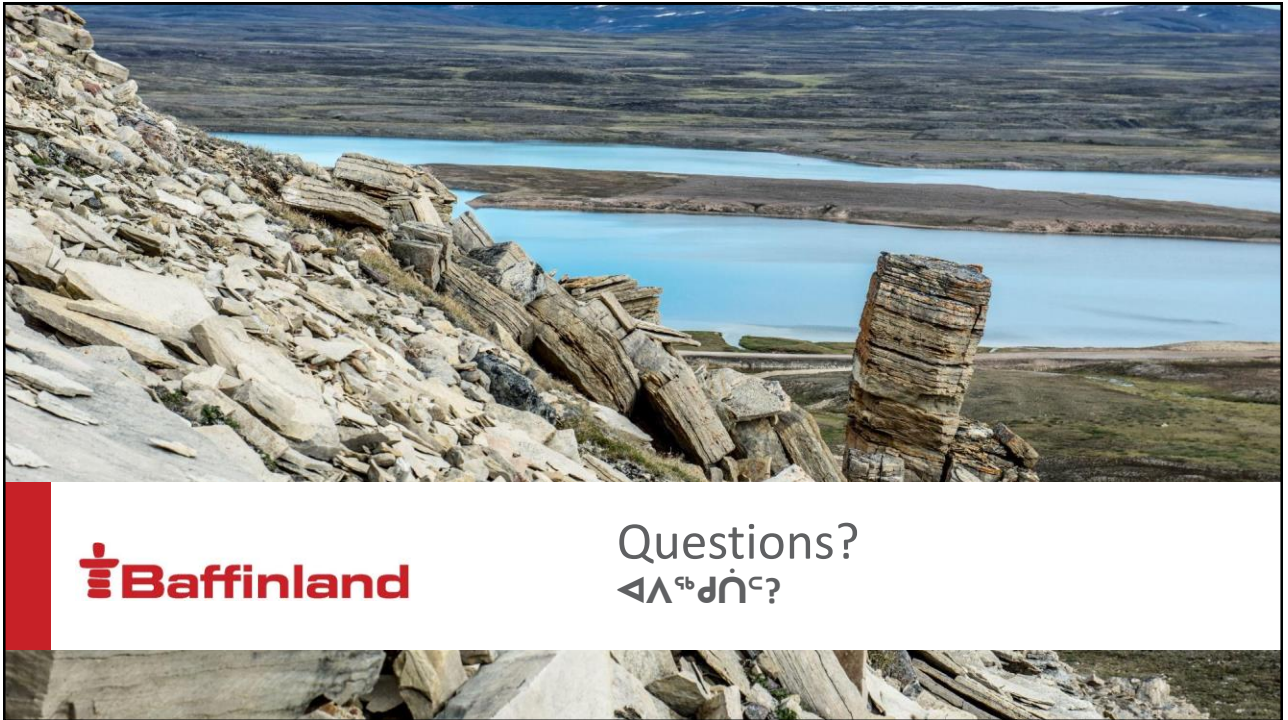
## Conclusion

- The Phase 2 Proposal is required for sustained economic viability of the Project
- The Phase 2 Proposal was developed through a substantive assessment of alternatives
- Baffinland is committed to work with regulators and the communities to ensure the environmental effects of the Phase 2 Proposal are effectively managed



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 **Baffinland**

Questions?  
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