

Baffinland

ᓄᓇᕗᑦ ᐅᖃᐅᓯᖏᓐᓄᑦ ᑲᑎᒪᓂᖅ
ᑐᑭᓯᐊ ᐱᓕᕆᐊᖃᕐᒧᑦ ᑐᑭᓯᖏᑐᑎ
ᓯᑎᐱᓗ 28-30, 2020

Community Roundtable
Phase 2 Proposal
September 28-30, 2020

1

ᓴᖅᑭᑕᐅᓴᖏᓂᖓ ᐊᒻᒪᓗ ᐊᑕᖏᑭᖅᓯᓪᓗᑎᑉ
ᓇᐃᓇᖅᓯᒪᔪᑦ ᐱᓕᕆᔨᑦ ᐅᓂᒃᑲᑦ
ᓄᑖᖏᔪᓚᐃᖅᓯᒪᔪᑦ ᐊᖏᑭᓂᖓᓄᑦ ᐃᓗᓕᖏᑦ ᐊᒻᒪ
ᑭᒡᓕᐅᔪᑦ ᐊᐅᒥᓂᕐᒧᑦ ᓴᖏᔪᓴᐃᔨᑦᑕᐅᔪᓇᖏᑦ

Introduction and Overview of Project highlighting updated scope items and limits of operational flexibility

2



3

ᖃᓄᖅ ᐅᓴᕐᓂᐊᖃᖏᑕᖅᐱᑕ?

How do we Mine?

1. ᓴᖅᑭᖅ ᖁᖅᑎᑕᐅᓪᓗᓂ ᓄᓇᒥ ᐃᓚᑐᖅᑕᐅᓪᓚᕐᓇᒪᑦ
1. Ore is blasted at the open pit mine



2. ᓄᓇᖃᕆᑎᓄᑦ ᐅᓱᐅᐅᓪᓗᓂ ᖁᖅᑎᑕᐅᓱᒪᔪᖅ ᓴᖅᑭᖅ ᓱᖁᑦᑎᐱᓚᕐᓗᒍ
2. Trucks haul the blasted ore to the crusher



3. ᖁᖅᑎᑎᓱᒪᔪᖅ ᓴᖅᑭᖅ ᓱᖅᑕᓕᐅᐅᓪᓗᓂ ᑐᐊᕐᑎᑎᑦᑐᓄᑦ ᐊᖏᕐᑎᑎᓱᓄᑦ ᒥᑭᓂᖅᓴᓄᑦᓗ
3. Blasted ore is crushed into lump and fines



4. ᓄᓇᖃᕆᑎᖅᑯᑦ ᐅᓱᐅᐅᓪᓗᓂ ᖃᓄᖅᓴᓄᑦ ᑐᓴᕐᓂᖅᑕᐅᓪᓗᓂ
4. Trucked to the Port site and stored



5. ᐅᒥᐊᖏᓪᓕᒪᓕ ᐅᓱᓕᓴᓱᑎᒪᓕ ᓴᖅᑭᖅ ᐅᒥᐊᖏᓪᓕᒧᑦᑲᑕᐅᓪᓗᓂ
5. A ship loader is used to load iron ore on ships



6. ᐅᒥᐊᖏᓪᓕᖅᑯᑦ ᓂᐅᘐᖅᑎᑕᕐᑎᓐᓄᑦ ᐊᐅᓪᓚᐅᔨᓪᓗᓂ ᓇᒪᓕᒫᖅ ᓄᓇᖏᓪᓕᖅᑐᑦ
6. Ore is shipped to our customers worldwide



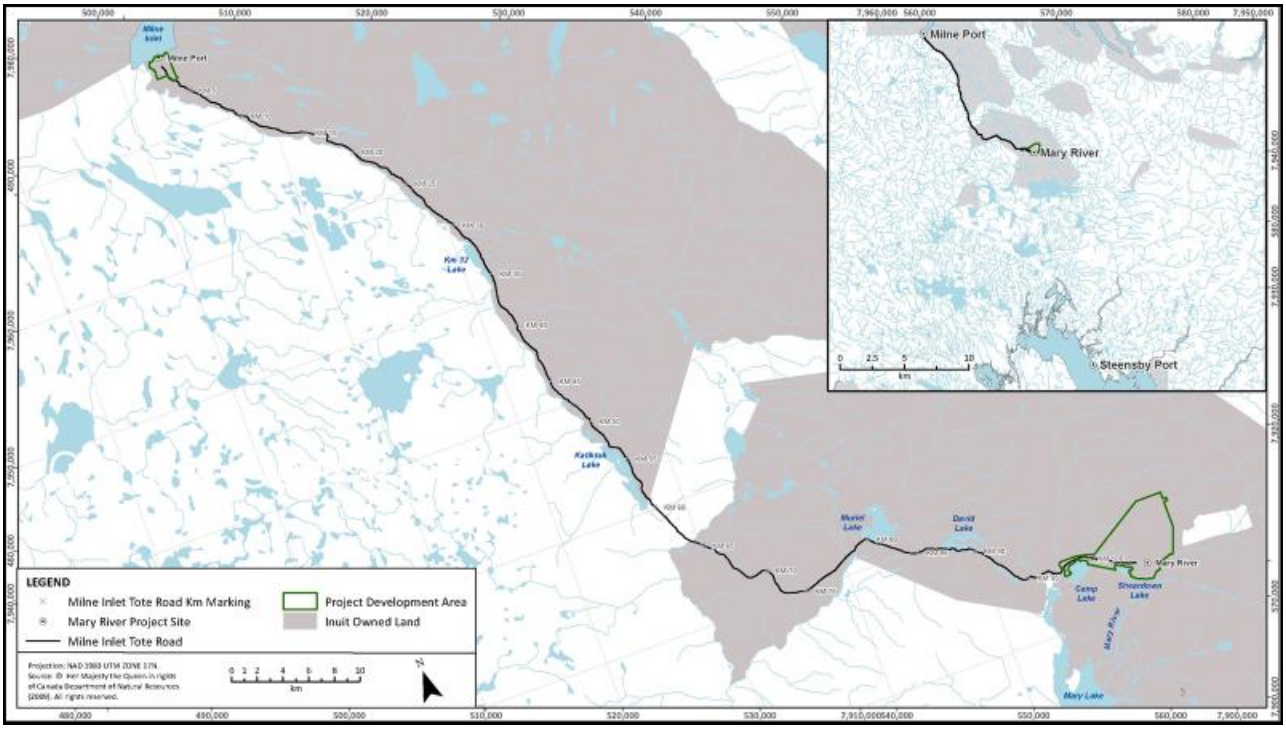


ᐊᓐᓂᓱᑕᐅᓂᖅᓴᖅ ᓴᙱᕆᔪᖅᓴᖅ Lump ore



ᓱᖅᑕᓂᓱᒪᔪᖅ Fines

4


Milne Port
Mary River
Steensby Port
LEGEND
Milne Inlet Tote Road Km Marking
Mary River Project Site
Milne Inlet Tote Road
Project Development Area
Inuit Owned Land

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ᐱᓕᕆᐊᖅ ᖃᓄᐃᓕᖅᑐᓂᖅ
ᖃᒧᐊᖏᑦᓕᒋᐊᖅᑕᐅᓂᖅ 2
Phase 2 Project Description

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ᐱᓕᕆᐊᓱᐅᓂᓪᓕᐊᓂᖏᓐᓄᑦ ᑭᖑᓪᓕᖅ ᐅᓴᖏᓐᓂᐊᑕᓯᓪᓚᑦ
Phase 2 Mining Process

1. ᓴᐃᖅᑲᓱᖅ ᖃᖅᑎᑕᐅᔪᖅ ᓯᓚᑦᑐᑐᒍᒪᔪᑦ ᐅᓴᖏᑕᕐᓇᖏᑦ
1. Ore is blasted at the open pit mine



2. ᓄᓇᒃᑯᑭᑎᑯᑦ ᐅᓯᐅᑦᓂᓂᓂᒃ ᖃᖅᑎᑕᐅᓯᒪᔪᑦ ᓴᐃᖅᑲᓱᖅᓯ ᓯᖏᓐᓂᖅᑕᐅᔭᖏᓐᓇᓚᑦ
2. Trucks haul the blasted ore to the crusher



3. ᖃᖅᑎᑕᐅᓯᒪᔪᖅ ᓴᐃᖅᑲᓱᖅᓯ ᓯᖏᓐᓂᖅᑕᐅᔭᖏᓐᓂᒃ ᐅᓯᒃᖅᑕᒪᓱᐅᔭᓂᒃ ᑐᓴᒃᑕᕐᓇᖏᓐᓇᓚᑦ
3. Blasted ore is crushed for transport to the Port



4. ᓴᐃᖅᑲᓱᖅ ᐅᓯᓴᐅᓂᓂᒃ ᑐᓴᒃᑕᕐᓇᖏᓐᓇᓚᑦ ᐊᖏᓚᑎᑦᓯᑦ
4. Ore is delivered to the Port by Rail



5. ᓴᐃᖅᑲᓱᖅ ᓯᖏᓐᓂᖅᑕᐅᔭᖏᓐᓂᒃ ᓇᓱᒪᓯᓂᖅᓯᒪᔪᓚᓄᑦ ᑐᖅᖏᖅᑕᐅᔭᖏᓐᓂᓗ
5. Ore is crushed to size and stored



6. ᐅᒥᐊᖅᓯᐊᖅᓚᑦ ᐅᓯᓂᖏᓯᓚᑎᒍᑦ ᓴᐃᖅᑲᓱᖅᕿᑦ ᐅᒥᐊᖅᓯᐊᓄᑦ ᐅᓯᓂᖏᑕᐅᔪᓐᓇᑦ
6. A ship loader is used to load iron ore on ships



7. ᓴᐃᖅᑲᓱᖅ ᐊᐅᓪᓚᐅᑦᓴᐅᔭᖏᓐᓂᒃ ᓂᐅᕕᖏᖏᖃᖏᑕᖏᑕᑎᓵᓄᑦ ᓄᓇᖅᓯᐊᓂᒪᒥ
7. Ore is shipped to our customers worldwide



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ᐊᓯᖅᓴᐅᑎᓂᐊᖏᓐᑐᑦ ᑕᒪᑐᒍᓐᓇ ᐊᖏᑭᓪᓕᑭᐊᖏᑕᐅᓂᓐᓇ 2
Changes for Phase 2

1 ᐅᓴᖏᓐᓂᐊᖅᓚᐅ
Mine Site

2 ᐃᓐᓯᖅᓴᓯᐸᑎᑦ
Transportation

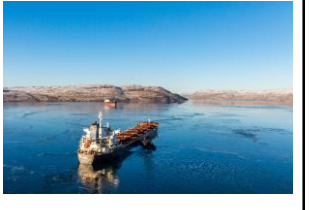
3 ᖃᓄᖕᒍᐊ ᑐᓪᓕᑦᑕᕐᓇᖏᓐ
Milne Port

4 ᐅᒥᐊᖅᓯᐊᑦ ᐅᓯᒃᖅᑕᖏᑐᑦ
Shipping









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ᖃᓕᓐᓄᐊᓂ

- ᐅᓴᖏᓐᓂᐊᖏᓪᓗᒥ ᐊᓯᔨᖅᑐᑦ ᐅᑯᐊᖏᓐᓄᑦ:
  - ᓯᖏᑯᓗᖅᑕᐅᓂᖏᓐᓂᑦ ᐅᓯᓴᐅᓂᖏᓐᓕᓗ ᓴᐃᕐᔨᖅᓴᓴᑦ ᐊᓯᔨᖅᑕᐅᔪᑦ
  - ᓴᓇᔪᐅᓂᖏᓐᓴᒃ ᐅᓴᖏᓐᓂᐊᖏᖏᐅᑦ ᐅᐊᖏᓐᓇᓐᓴᓂ ᐊᖅᑯᑎᓯᒋᑦ ᑐᑦᑕᖏᓐᓴᒃ
  - ᐅᖅᓯᓯᒪᓕᐅᑎᖅᑯᓗᑦ ᐊᑐᖅᑕᐅᖏᓐᓇᖏᓂᐊᓂᖅᑐᑦ ᑐᑦᑕᖏᓐᓴᒃ
  - ᐊᖏᓐᓂᑦᑎᐊᓂᖅ ᐅᓴᖏᓐᓂᐊᖏᖏᑦᑕᑦ ᓯᑦᕿᓯᒪᔪᓂᒃ ᓴᓇᓗᑦ ᐊᓯᒪᓕᓐ ᑎᑎᖏᖏᓐᓂᑦ/ᐱᓕᓀᐦᖏᓐᓂᑦ (ᓯᖏᓐᓕᐊᑦ, ᓴᓇᐦᓗᑦ, ᐊᓯᖏᓐᓂᓐᓕ)
- ᐅᓇᖏᓂᖅᓴᐅᓕᖏᓐᓕᓐᓄᒃ ᓴᓇᑦᕿᓴᖏᓂᖅᑕᖅᑕᓐᓂᑦ 30 ᒥᓕᐊᓂ ᑕᓐᖏ ᐅᖏᑯᒪᐃᓂᓕᖏᓐᓇᑦ ᐊᖏᑦᕼᒍᒧᑦ (Mtpa) ᐱᔨᓴᓇᖅᓯᓕᓄᒃ
  - 12 ᒥᓕᐊᓂ ᑕᓐᖏ ᐅᖏᑯᒪᐃᓂᓕᖏᓐᓂᓂᒃ ᐊᖏᑦᕼᒍᒧᑦ ᐅᓯᔨᓴᓇᖏᓐᓄᒃ ᐅᐊᓴᓇᒧᓴᓐᓂᑦ ᐊᖅᑯᑎᓯᒋᑯᑯᑦ ᖃᐅᒍᓐᓇᓂ ᑐᓴᑲᑦᑕᖏᓐᓴᓐᒧᑦ
  - ᐊᖏᓐᓂᑦᑎᐊᖏᓐᓄᒍ 7.8 ᒥᓕᐊᓂ ᑕᓐᖏ ᐅᖏᑯᒪᐃᓂᓕᖏᓐᓂᓂᒃ ᐊᖏᑦᕼᒍᒧᑦ ᒧᓇᓕᒥᑦ ᐊᖏᖅᑕᐅᓯᓕᔨᒥᑦ
  - 18 ᒥᓕᐊᓂ ᑕᓐᖏ ᐅᖏᑯᒪᐃᓂᓕᖏᓐᓂᓂᒃ ᐊᖏᑦᕼᒍᒧᑦ ᐅᓯᔨᐅᓄᑎᒃ ᓂᑎᐊᓄᐊᓇᓐᓴᓂᑦ ᐊᖅᑯᓂᑦᑕᖅᑯᓗᑦ ᐃᒃᐱᑭᑐᑐᐊᖏᓐᓴᑦ ᑐᓄᓇᑦᑕᖏᓐᓇᓄᓂᑦ
- ᖃᑎᖏᑭᓂᖅ ᐋᓐᖅᑭᑎᐊᑭᑎᓂᒃ:
  - ᐱᖅᑕᐅᔨᖅ ᐊᓄᓇᒃᓂᑦ ᐅᓪᓗᖅᑐᐅᑎᑦᑐᑦ ᑐᓵᓂᐊᓂᑦ ᐱᓂᓂᐊᑎᓗᑦ ᑐᓄᓂᐊᓂᑦ

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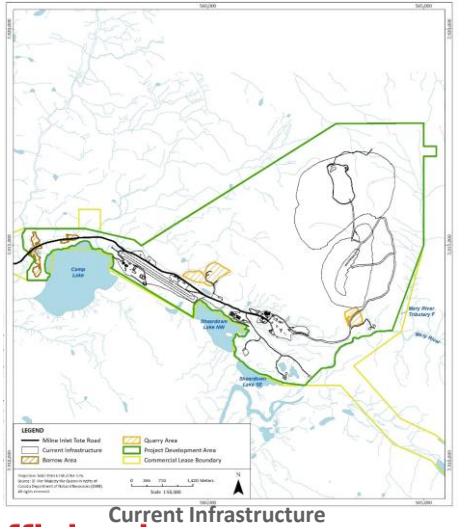
9

Mine Site

- Changes at the Mine Site consist of:
  - Changes to crushing and transport of ore
  - Construction of the Mine Site North Railway Terminal
  - Expansion of permanent fuel storage
  - Expansion of the mine maintenance facilities and support administration buildings/facilities (warehouses, shops, etc.)
- Increased production rate to 30 million tonnes per year (Mtpa)
  - 12 Mtpa on the North Railway to Milne Port
  - Increase of 7.8 Mtpa from current permanent approved rate
  - 18 Mtpa to be shipped on the South Railway to Steensby port
- Review Modification:
  - removal of wind turbines from the Phase 2 Proposal

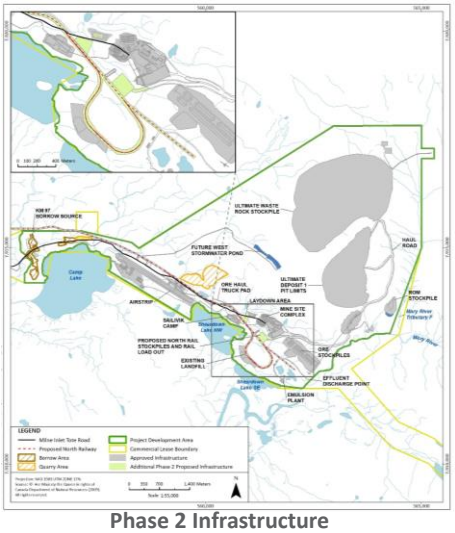
ᐅᓴᖏᓐᓂᐊᖏᓪᓗ Mine Site

ᒪᓕᐊᑦᕿᓂᖅ ᐱᓕᕆᖏᓐᓇᖅ



Current Infrastructure

ᑐᑭᓯᐊ ᐱᓕᕆᐊᖏᑦ ᐱᓕᕆᔨᒪᓴᖅᑐᓂᖅ



Phase 2 Infrastructure

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ᐅᐊᖏᓇᒧᐊᖏᓴᖅ ᐅᓯᖅᑕᖃᐅᔪᖅ ᐊᖅᑯᑎᖃᖅᓴᒃ ᓯᓚᐃᓚᒃ

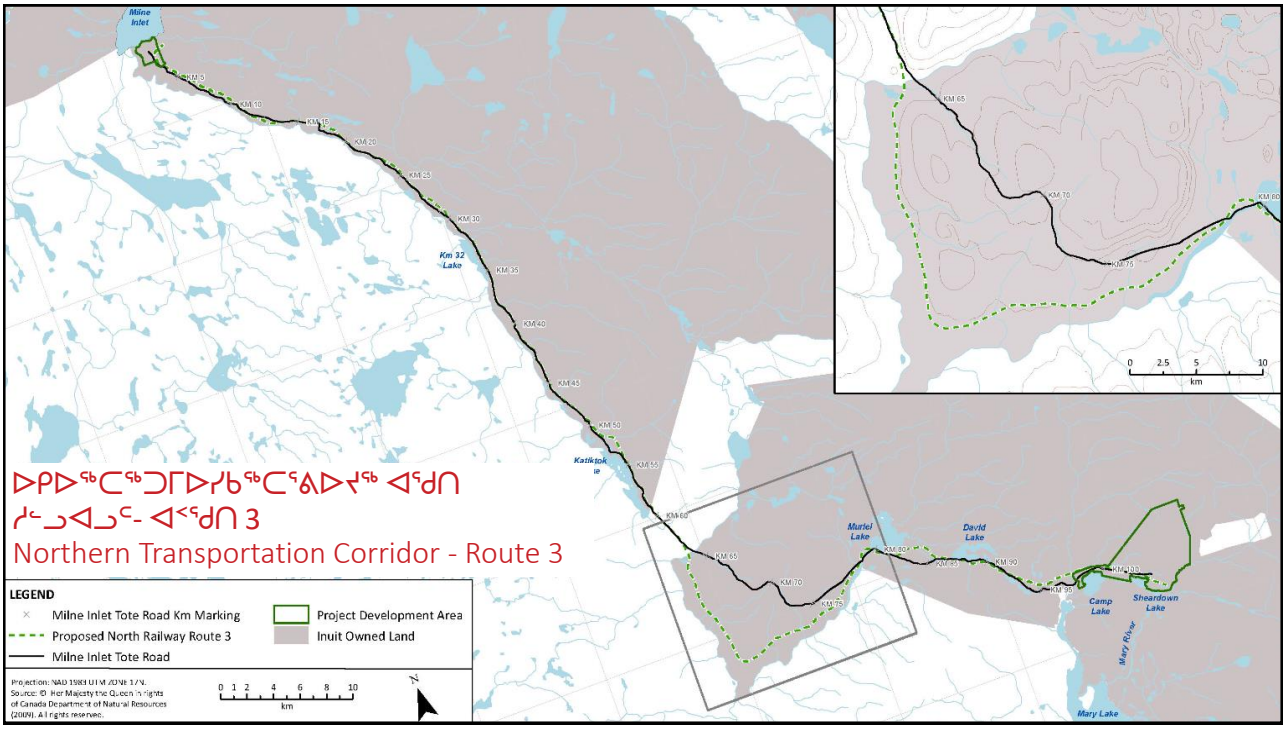
- **ᐊᖅᑯᒧᑦ ᐅᓯᖅᑕᖃᓴᖏᓪᒧᑦ ᐊᓯᔨᕐᓂᐅᔪᖅᑦ:**
  - 8 (ᒥᒃᓕᑎᐊᖅᑐᖅ10-ᒥᑦ ᓇᓗᓇᐃᔪᖅᓯᓯᒪᔪᒥᒃ ᖃᓄᐃᖏᓴᕐᓚᐅᑎᓂᖅᑎᒃ) ᑐᑭᓯᐊᓕᖅᑎᑕᐅᒃᖁᓂᓪᓚᑎᒃ ᐊᖅᑯᑎᒋᑦᑕᑦ ᐃᑲᖃᓴᖃᓕᖅᓯᒪᓚᑦ, ᐊᒻᒪᓗᓂᒃᖁᓂᖅ ᓄᑦᓯᓂᒃ ᐊᑐᑭᑎᑦᓯᓯᒪᔪᓂᓪᓕᐅᑦ ᐊᖅᑯᑎᐅᑦ ᐊᑦᑕᒍᓪᓚ ᓯᓚᓐᓂᖅᓂᒃ ᑲᒻᒪᓂᒃ
  - ᐅᓴᖃᑦᑕᖃᐅᔪᑦ ᐊᖅᑯᑎᒃᑯᑦ ᐅᓯᖅᑕᖅᑕᖃᐅᔪᓂᓪᓚᑎᒃ
  - ᐊᑐᖅᑕᖃᐅᔪᓂᖅᓴᐅᓕᖅᓂᓗᓂ ᐊᖅᑯᑦ ᑭᒃᑯᑐᐃᓂᓕᑦᓄᑦ
- **ᐅᐊᖏᓇᒧᐊᖏᓴᖅ ᐊᖅᑯᑎᑯᑦᒃ:**
  - 110 km ᑕᑭᓂᓗᒃ ᓴᓇᒃᐅᓚᓂᓗ ᐊᖅᑯᑎᑯᑦᑦᑐ ᐃᓂᒃᓴᖅᑎᑦ ᐊᒻᒪᓗ ᓄᓇᓯᐅᑎᑯᑦᑦ ᐊᖅᑯᑎᑯᑦᖏᓪᒪ
    - ᑐᐊᐸᓴᖅᑕᖃᓴᓐᓂᒃ ᓴᖅᑭᓇᓐᓂᓪᓚᑎᒃ
    - ᐱᖏᑎᓄᑦ ᑐᖅᑯᖅᓯᓯᒪᓴᒃᑲᒃᖁᓂᓪᓚᑎᒃ, ᐅᑯᐃᐸᓴᒃᑲᒃᖁᓇᓐᓂᓪᓚᑎᒃ ᐊᒻᒪᓗ ᒥᑭᓯᓄᑦ ᐱᖏᑎᓄᑦ ᓴᓇᓴᒃᑲᒃᖁᓂᓪᓚᑎᒃ
- ᓴᓇᓚᒃ ᑎᓴᒪᓂᒃ ᓇᓯᑌᓴᐅᓪᒪᐅᒃᖁᓂᐊᖅᑐᑐᓂᒃ
- ᐊᐅᓪᒪᑕᐅᓂᖅᖁᕐᖅᑐᑦ ᒪᖏᑭᒃ ᐱᖏᑌᓯᓪᓂᓂᓪᓕᑦ ᓄᓇᒃᑯᑭᑎᑦᑕᑦ ᐃᖏᑦᕿᒃᓚᓚᑎᒃ ᖁᐅᑕᒪᒻᒥᑦ 5-ᓂᑦ 8-ᓄᑦ ᐅᑎᖏᖅᑭᓇᓪᓚᑎᒃ ᐊᒻᒪᓗ ᐅᖏᓪᒪᑦᓴᓇᓐᓂᖅᖁᕐᓚᓂᓂᓂ 10 ᓄᓇᒃᑯᑭᑎᑦᑕᑦ ᐅᑎᖏᖅᑐᑦ
  - ᐃᒪᓂᒃ ᐃᑲᖅᑌᓯᓯᒪᔪᑦ ᐅᓄᖅᑌᓯᐊᖏᓪᓚᑦ (ᓄᖏᓗ ᐃᑲᑭᑎᑦ/ᑯᓚᐃᑦ)

Northern Transportation Corridor

- **Changes to the Tote Road:**
  - 8 (reduced from 10 during detailed design) realignments to facilitate railway crossings, plus new or modified culverts
  - Discontinuation of ore transport by road
  - Increased public access
- **North Railway:**
  - Construction of 110 km rail line with a raised railway bed and track
    - Development of additional quarries
    - Other laydowns, shelters and small equipment shops
  - Construction and operation of 4 temporary camps
  - Operation to consists of 2 to 3 trains completing an average of 5 to 8 round trips per day and maximum of 10 round trips per day.
    - Additional water crossings (bridges/culverts)

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ᐅᑭᐅᖅᑕᖅᑐᒥᐅᓯᖅᑕᖃᐅᔪᖅ ᐊᖅᑯᑎ ᓯᓚᐃᓚᑦ- ᐊᐠᖅᑯᑎ 3

Northern Transportation Corridor - Route 3

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ᖃᑭᒍᐊᓂ ᑐᓴᒃᑕᖏᕐᓴᒃ

ᐊᓯᔾᔨᖅᑐᑦ ᖃᑭᒍᐊᑕ ᑐᓴᒃᑕᖏᕐᓴᐊᓂ ᐅᓄᐊᖏᒍᑦ:

- ᐊᖏᑭᒃᓗᑎᐊᖅᑕᐅᓗᓂ ᖃᑭᒍᐊᑕ ᑐᓴᒃᑕᖏᕐᓴᐊᐅ ᐱᓗᖓᖏᓴᐅᔪᖅ (245 ha ᐃᒪᓐᓇᐅᓗᓀᓗᓂ 415 ha)
- ᓴᓴᕆᒃᓴᓄᑦ ᐅᓯᓗᖅᓯᐃᔭᑎᓗᐅᒃᑲᓂᕐᓗᑎᒃ ᑐᓴᒃᓯᒪᓴᐅᔪᓇᖅᑐᑦᑐᒃ ᓴᓴᕆᒃᓴᓄᑦ ᑐᓴᕐᓂᓴᖅᑐᑦ, ᓄᑦᕎᒃ ᓴᓴᕆᒃᓴᓄᑦ ᓯᕐᒍᓂᓗᐃᓴᕐᓗᑎᒃ/ᓴᓴᕆᒃᓴᓄᓕᕆᐅᑉ ᐃᓕᓴᒍᕆᐅᑦ ᐊᒪᒪᓗ ᓴᓴᕆᒃᓴᓄᓕᕆᔨᒃᑎᑦ
- ᓄᓇᒃᒍᑎᓄᒍᑦ ᓯᓇᒃᒍᑦᑐᓂᓄᑦ ᓴᓇᓴᐅᓗᓂ ᐊᐅᓪᓚᐅᓗᓂ

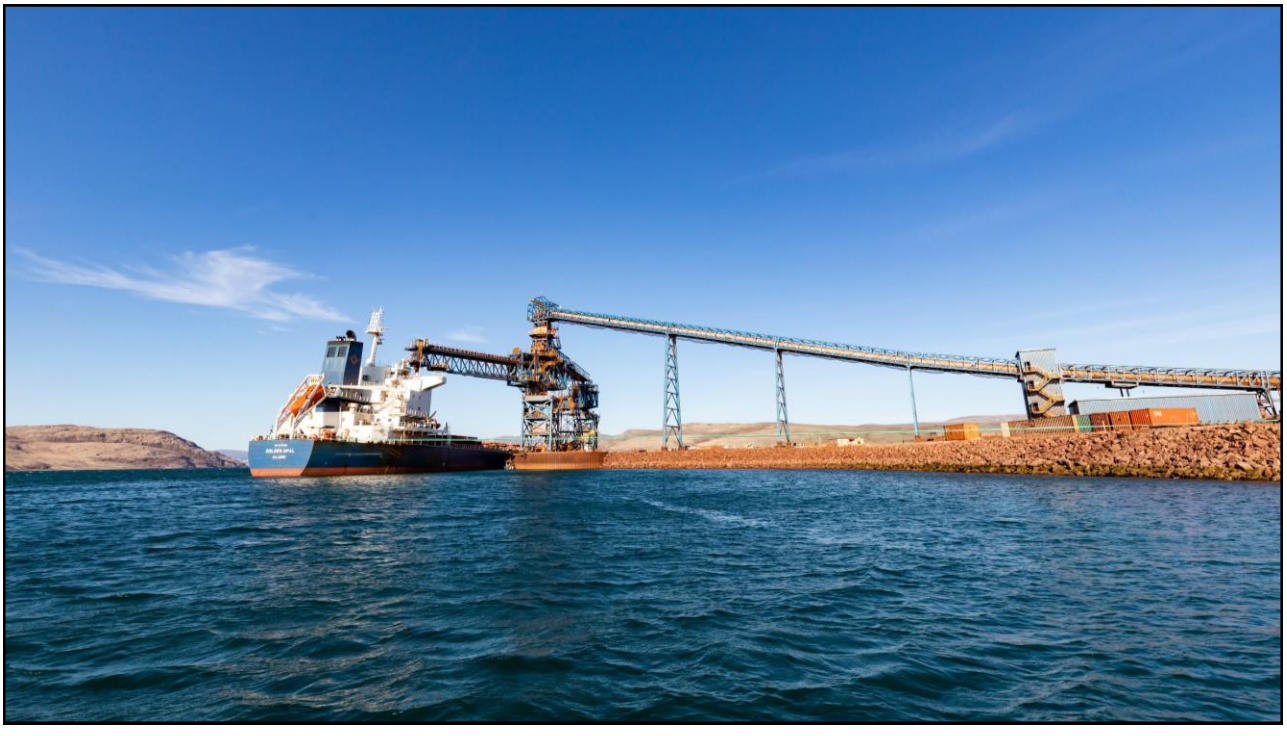
Baffinland

13

Milne Port

Changes at Milne Port consist of:

- Expansion of the Milne Port PDA (245 ha to 415 ha).
- Construction and operation of a second ore dock capable of berthing capesize ore carriers.
- Modifications/expansion of ore stockpiling, new ore crushing/screening facility and ore handling systems.
- Construction and operation of railway maintenance facilities.



14

ᖘᖏᒍᐊᓂ ᑐᓪᓗᖅᑕᖃᖅ

- ᐊᖏᕐᓚᕈᐊᖅᑕᐅᔭᓂ ᑐᓪᓗᖅᑕᖃᖅᓯᒥ ᐃᒡᓗᐊᔭᒃ, ᓴᓗᒪᖅᓴᐃᕆᒃ ᐃᒥᖅᒧᑦ ᐊᓕᒪᓗ ᑭᐅᓗᖏᓐᓄᑦ ᓴᓗᒪᖅᓭᐃᕆᒃ
- ᐊᖏᕐᓚᕈᐊᖅᑕᐅᔭᓂ ᐊᐅᓪᐅᑎᖅᖃᖅ ᐃᑯᒪᖅᑯᓄᑦ.
- ᐊᖏᕐᓚᕈᐊᖅᑕᐅᔭᓂ ᐃᓱᖅᑭᕈᐊᖅᑕᐅᔭᓂᔭ ᐱᖅᑯᑎᓄᑦ ᑐᖅᑯᖅᑐᐃᕆᑦ ᐊᓯᖏᕐᓂᓪᓚᑦ ᓯᓇᒃᑯᒋᖅᖃᕆᑦ.
- ᓴᓇᕗᐅᔭᓂ ᐊᒪᓚᔭ ᐊᐅᓪᓚᑕᐅᔭᓂ ᐊᒃᑕᖅᖃᕆᒃ.

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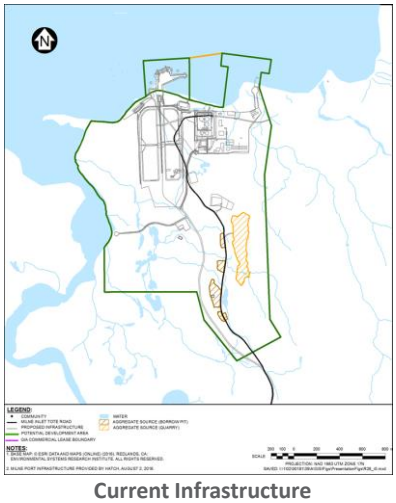
15

Milne Port

- Expansion of the Port Site Complex, potable water treatment plant and associated sewage treatment plant.
- Expansion of the existing power plant.
- Expansion and re-purposing of laydown areas and ancillary facilities.
- Construction and operation of a landfill site.

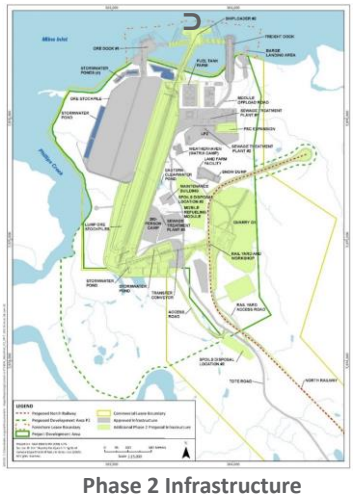
ᖘᖏᒍᐊᓂ ᑐᓪᓗᖅᑕᖃᖅ
Milne Port

ᓯᓚᓇᐅᔨᖅ ᐱᓕᕆᐊᐅᔨᖅ



Current Infrastructure

ᑐᑭᓯᐊ ᐱᓕᕆᐊᖃᑦ ᐱᓕᕆᓴᐃᐅᒪᔪᖅᑐᖅ



Phase 2 Infrastructure

Baffinland

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ᐅᓯᖏᑦᑕᕐᓂᕐᒧᐊᖓᔪᓂ

- ᐊᑯᓂᐅᓂᖅᓴᖅ ᐅᓯᖏᖅᑕᑭᓇᕋᕐᓗᑕ ᐅᒥᐊᕐᔪᐊᖏᑯᓂ ᒪᓕᒃᓗᐃ ᓯᑯᖏᖅᑭᓂᖓ ᐊᓱᒪᓗ ᐃᓄᐃᑦ ᐊᑐᖏᑦᑕᕐᓂᕐᒧᑦ ᓯᑲᓂᐊᒍᑦ ᔪᓚᐃ 1 ᐅᐸᓂᓵᓂᑦ ᐅᖓᑕᓂᐅᕐᖑᕐᑐᖅ ᓄᓇᐱᓗ 15;
- ᓴᙱᕋᖏᓴᓂᒃ ᐅᓯᖏᖅᑕᐅᑎᓂᒃ ᐊᖑᑭᓂᖅᐸᓂᒃ ᑎᑭᐅᑯᖅᑐᑦ ᐅᓯᖏᖅᑕᐅᑕᐅᓂᖅᑐᑦ ᓴᙱᕋᖏᓴᖅᑕᐅᑎᓂᑦ ᐊᑐᖅᑕᐅᓕᕐᒥᑎᓪᓗᒍᑦ ᕿᖏᔪᐊᑕ ᑐᓚᒃᑕᙱᖓᓄᑦ; ᐊᓱᒪᓗ
- ᐅᒥᐊᕐᔪᐊᖅᑏᓚᖓᓂᖅᓯᐅᖅᑕᓪᓚᕆᖅᑐᖅ ᐅᓯᖏᖅᑕᕐᓇᐅᑎᓪᓗᒍ (ᐅᖓᑖᑕᓄᖏᑦᑐᖅ 176 ᓴᙱᕋᖏᓴᖅᑕᐅᑎᑦ ᐊᑦᕋᔪᒧᑦ)
- ᐊᓯᔾᔨᖏᑦᑐᑦ ᐅᐊᖓᓇᒥ ᐅᒥᐊᕐᔪᐊᑦ ᐊᖅᑯᑎᑦᑕᖅᑕᕐᖏᑦ ᐱᖅᓯᐅᕐᓴᓂᑦ ᕿᓴᓯᒪᙱᑎᖅᑕᖅᑕᕐᖏᑦ.
- ᐅᓯᖏᖅᑕᖅᑐᖅᓱᖅᖏᑦᑐᖅ ᐃᓚᓗᐊᔪᑦ ᐅᐸᓂᓵᓂᑦ ᐅᑭᐅᖅᑕᖅᑐᑐᒥ ᓯᓚᓗᐊᓗᐊᔪᑦ

Baffinland

17

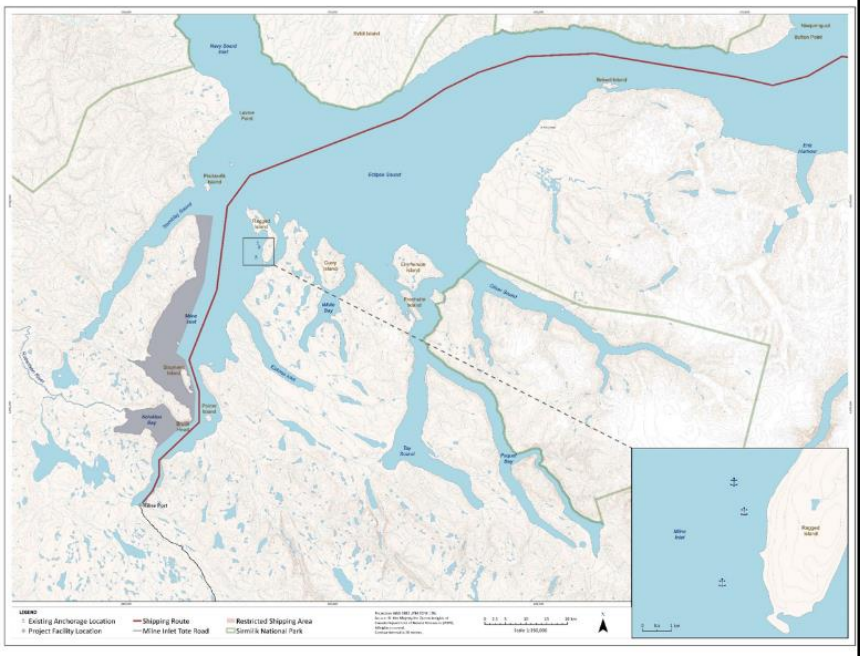
Shipping

- Expanded shipping season based on ice conditions and Inuit use of the floe edge, shipping will not occur any earlier than July 1 or later than November 15;
- Addition of larger capesize ore carriers into fleet of vessels calling on Milne Port; and
- Increased shipping frequency during the shipping season (maximum of 176 ore carrier voyages per year).
- No changes to Northern Shipping Route including anchorage locations.
- No shipping through Navy Board Inlet or the Northwest Passage.

Baffinland

ᐅᒥᐊᕐᔪᐊᑦ ᐊᖅᑯᑎᓪᓗ

Marine Transportation Corridor



Baffinland

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ᓄᒃᓯᒪᖅᑎᖅᓱᒪᔪᖅ ᐱᓕᓐᓇᐊᑦ ᐊᖅᑭᐳᓱᒪᓂᖅᓴᓐ

ᐅᓴᖅᓂᓂᐊᖅᕿᒻᒥ

- ᐊᓄᓇᒥᑦ ᐅᖃᓕᖅᐸᑎᓕᐅᕐᑐᑎ ᐋᖅᑕᐅᔪᖅ

ᐅᐊᖅᓇᒧᐊᖅᓴᔪᖅ ᐊᖅᐸᑎᖅᖃᕆᐊᖅ ᓱᓕᔭᐊᔭᑦ

- ᓴᕆᕋᖅᓴᓂᒃ ᐅᓱᓕᖅᓱᕆᕋᐅᖅᑕᕈᓕᐅᖅᑲᓪᓚᑐᖅ ᐱᑕᖅᑲᓴᖅᑕᑐᖅ ᑭᓪᓕᒋᑕ 57-ᒋᑦ

ᓄᓇᒃᑲᑎᑎᑦᑦ ᐊᖅᐸᑎᓴᒪᑕ ᐃᓂᖅᓴ

- ᓴᖅᓯᒪᓂᖅ 3 ᓂᑭᐊᓚᐅᐳᓯᒪᔪᖅ ᐊᖅᐸᑎᑎᑦᑦ ᑕᒪᐅᓇᖅᓴᑦᓴᕐᔪᒍ
- ᓄᓇᒥᒃ ᐊᑐᖅᑎᐅᔪᓂᒃ ᐊᑐᑭᓇᖅᑎᑦᑎᓂᓴᒃᓂᓪᓕᑦ
- ᐃᓕᓯᓂᖅ ᑐᒃᑐᓄᑦ ᐃᑲᖏᐃᐅᔪᓇᖅᑐᓂᓂᒃ

ᖁᓪᓚᒍᓂ ᑐᓴᒃᑕᖏᐃᒃ

- ᐊᓄᓇᒥᑦ ᐅᖃᓕᖅᐸᑎᓕᐅᕐᑐᑎ ᐋᖅᑕᐅᔪᖅ

ᐅᒥᐊᖏᔪᓇᓕᑦ ᐊᖅᐸᑎ

- ᐊᓯᐊᓪᓚᑐᖅᑐᖅᑐᑎᖅ ᐅᐊᓇᓇᖅᐸᓯᔪᓂᑦ ᐅᒥᐊᖏᔪᓇᓕᑦ ᐊᖅᐸᑎᑎᑭᐅᐊᔪᒃ.
- ᐅᒥᐊᖏᔪᓇᖏᓂᒃ ᐃᒡᓗᐊᔪᓚᑐᖅᑐᖅᑐᑎᖅ ᐅᖏᓪᓂᓄᓂᑦ ᐅᐊᓇᓇᖅᓴᒥ ᓯᓚᓗᐊᓗᓂᒃᑯᑦ.

ᐅᒥᐊᖏᔪᓇᑦ ᐅᓯᖅᑕᓕᕆᑎᓂᓗᑦ ᓄᖅᖃᖏᓂᐅᑎᓂᓗᑦ

- ᐃᓱᖅᑭᓯᒪᓂᖅ ᐊᓯᓴᓕᖅᑐᑎ

Updated Project Scope

Mine Site
- Wind Power Removed

Northern Transportation Corridor
- No temporary ore transfer area at KM 57

Railway Alignment
- Route 3 has been selected as the preferred route
- Additional Land User Access
- Additional Caribou Crossings

Milne Port
- Wind Power Removed

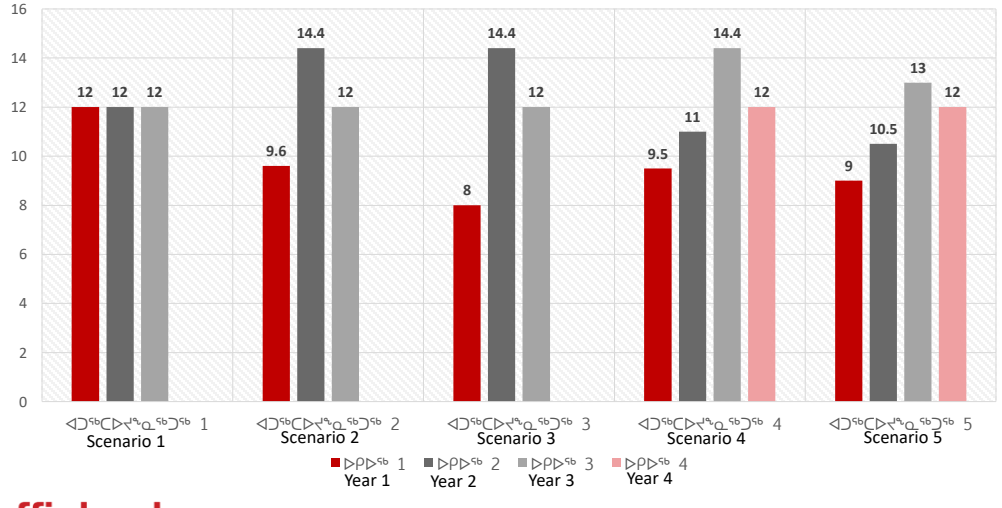
Shipping Route
- No changes to Northern Shipping Route.
- No shipping through Navy Board Inlet or the Northwest Passage.

Shoulder Season Shipping
- No changes to proposed activities

Baffinland

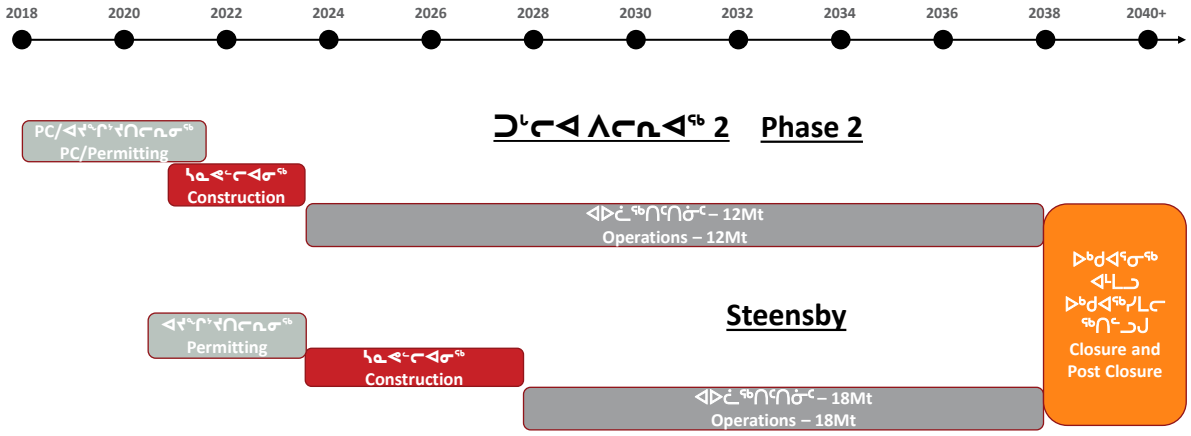
ᐅᓱᖅᑕᖅᑕᐅᔪᓂᒃ ᐊᖏᑎᓕᒋᐊᓚᔨᓇᕐᓂᖅ

Operational Flexibility



Baffinland

ᐱᓕᕆᐊᖅᑐᑕᓂᖅᓯᒪᑕ ᐊᑯᓂᐅᓂᕆᓵᓇᖅᑕᖅᓯᒐ
Project Timeline



ᑕᕐᓇᓴᖅᓴᖅ: ᐊᖏᕈᓐᓕᕆᐊᖅᑕᐅᓂᖏᓐ 2 ᖃᓄᐃᑦᑐᑯᐊᕐᓂᖏᓂᒃ

VIDEO: Phase 2 Simulation

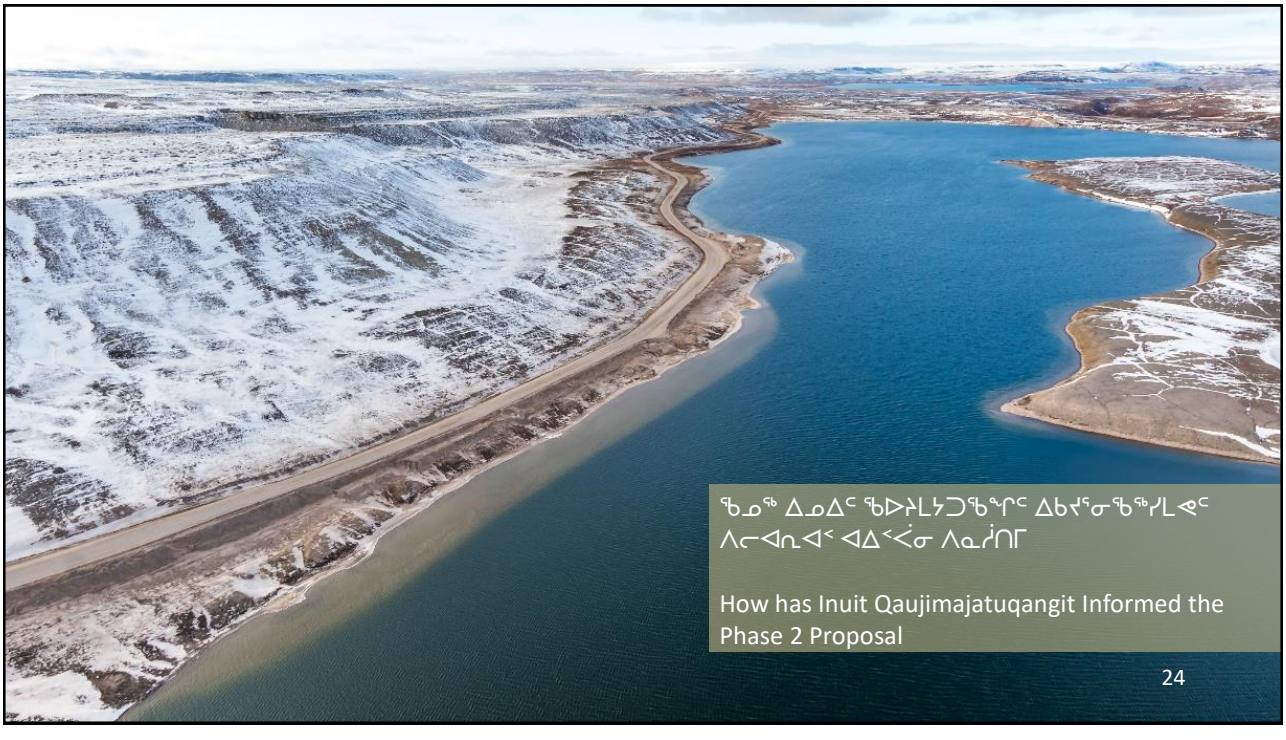


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ᐃᓕᓴᐅᔪᓂᖅ ᐃᓄᐃᑦ ᖃᐅᔨᓪᓗᒍᖃᑦᑐᓂᒃ ᐱᓕᕆᐊᑦ ᐊᖏᖅᑐᓂᒃ ᐊᑐᓕᒍ ᓯᕿᐃᓗᐊᖅᑐᓂᒃ

Incorporation of Inuit Qaujimajatuqangit into project planning and proposed mitigation

23



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ᐃᓕᐅᖏᑕᐅᑎᑦᑎᓂᖅᓯᖏᓪᓗᑦ ᐊᑐᖅᑕᐅᔪᖅ

- ᑕᒪᐃᓐᓂᖅ ᐱᓕᕆᖏᑎᖏᑦᑎᐊᕈᒪᓂᖅ ᑲᑐᔨᓗᑕ
- ᑲᔪᖓᑦᑎᐊᖏᓂᖅ ᐊᓪᒪᓗ ᐊᑯᓕᐃᑦᑐᒥᑲ ᐱᓕᕆᖏᑎᑦᑎᐊᖏᓂᖅ ᐱᓪᒪᓕᕆᐅᕐᓂᖅ
- ᑐᓴᐅᒪᖏᑎᐅᑎᑦᑎᓂᖅᓯᖅ ᑕᒪᐅᓐᓇ ᐊᐳᔨᓴᓐᖓᑦᑐᑎᒍᑦ (ᑲᑎᒪᓂᐅᑯᑦ, ᐅᐸᐅᑕᐅᖏᑕᑦᑕᓂᓗᑎᑲ ᐅᖏᔪᐅᓴᓕᓐᓂᑦ/ᐊᐱᖏᑯᐅᓴᓕᓐᓂᑦ, ᐱᖏᓂᓇᓱᒍᑦ ᐅᖏᓗᑎᕋᓂᓇᑯᑦ, ᓂᓇᓕᓐᓂ ᐅᖏᓂᓪᒪᑦ, ᐅᖏᓪᓕᐅᑎᕋᓂᓇᑯᑦ ᓂᓇᓕᓐᓂ ᑐᓴᐅᒪᑎᑦᑎᓂᖅᓯᑯᑦ, ᐅᖏᓪᓕᐅᑎᕋᓂᓇᑯᑦ)
- ᑕᒪᖏᑲ ᓂᓇᓕᑦ ᐊᐳᔨᓴᖓᓕᓪᑦ. ᕿᓂᖅᓴᓂᑯᑦ ᐊᖓᕆᖏᓕᒥᑎᒍᖏᑦᑐᑦ ᐊᑐᐊᒃᓴᓕᑦ ᓴᖏᑭᔪᓕᓪᓗᑲ ᐊᑐᐊᒃᐅᐅᓂᐊᖏᑦᑐᓂᓄᑦ ᓂᓇᓕᓐᓂᑦ ᐃᓕᐅᑎᑦᑎᓂᑎᒍᑦᑎᓂᖅᑕᑦ
- ᑐᓴᖏᑕᐅᑎᑦᑎᖏᑦᑕᐃᓇᓕᒪᔪᑦ ᖃᓄᖏ ᕿᓂᖅᓴᓂᑯᑦ ᐱᓕᕆᖏᑎᓪᓗᑲ ᐊᑐᖅᑕᐅᑕᖏᑦ ᐊᖏᑐᖅᓯᒪᓕᖏᓐᓂᖅᑐᑦ ᐊᑐᖅᑕᐅᓂᖏᖅᓯᒪᓕᖏᓐᓂᖅᑐᑦ ᐊᖏᑐᖅᓯᒪᓕᖏᓐᓂᖅᑐᑦ ᑐᓴᖏᑕᐅᓂᖏᖅᓯᒪᓕᖏᓐᓂᖅᑐᑦ ᐊᖏᑐ

ᐃᓄᐃᑦ ᖃᐅᔨᓪᓗᕐᖃᖅᑐᑦ

- ᐃᓄᐃᑦ ᖃᐅᔨᓪᓗᕐᖃᖅᑎᒍᑦ ᐃᓕᓴᕆᐊᑎᓯᓴᓐᓇᑦ ᑲᑎᒪᔨᐅᓕᕆᔨᖅᑐᑦ 2016ᒥ ᑲᑎᒪᐅᑎᖃᓕᕆᔨᖅᑐᑦ ᐅᒥᐊᖏᐊᖃᖅᑎᖃᑦᑕᖏᑦᑐᖏᒥᑦ ᓱᑯᖃᖅᑎᓕᓗᒍ, ᓄᓇᒥᐅᑕᖏᑦ ᓂᖏᐸᑎᓂᑦ, ᐃᒪᖏᒥᐅᑕᖏᑦ ᓂᖏᐸᑎᓂᑦ ᐊᓯᒪᓗ ᐃᖅᑲᓇᐃᔭᖅᑐᑕᓗᖏᒥᑦ
- ᐃᓄᐃᑦ ᖃᐅᔨᓪᓗᓂᑦ ᐃᓱᒪᓕᑎᒃᑯᓕᓗ ᐊᓯᒍᖅᑐᑕᐅᕐᓗᑎᑦ ᐃᓕᓴᐅᔭᕆᐊᓕᓕᐅᕐᖓᑦ ᑎᑎᖅᓱᒪᔪᓄᑦ ᐱᓕᕆᐊᑐᒍᑦ
- ᐃᓕᓴᕆᐊᖏᓱᓇᓴᖅᓂᕆᓕᐅᖏᓪᓗᓂᑦ ᐱᓕᕆᔨᒃᑯᓕᓗᒍ ᖃᐅᔨᓪᓗᓂᑦ ᐱᓕᕆᔨᒃᑯᓕᓗᒍ 2019ᒥ ᐊᓯᒪᓗ 2020ᒥ ᐱᐅᓱᒪᐊᖏᓕᓂᑦ ᓴᓪᒥᕆᐅᔭᐊᓂᐅᓇᓱᐊᖅᑐᑦ ᐳᐃᔨᓂᑦ ᐊᓯᒪᓗ ᓄᓇᒥᐅᑕᖏᑦ ᓂᖏᐸᑎᓂᑦ

Baffinland

Inuit Qaujimajatuqangit

- Inuit Qaujimajatuqangit workshops were conducted in 2016 and focused on shipping through ice, terrestrial & marine mammals and employment
- Inuit knowledge and concerns were categorized and considered in the relevant technical supporting documents
- Additional workshops were held in 2019 and 2020 to enhance proposed protections of marine and terrestrial mammals

ᐸᓴᓪᓕᓪᓂᒃ ᐊᑐᕈᑎᒋᓇᓱᑕᖏᑦ ᐃᓄᐃᑦ ᖃᐅᔨᓪᓗᖏᓪᓂᒃ

- ᐃᓄᐃᑦ ᖃᐅᔨᓪᓗᕐᖃᖅᑎᒍᑦ ᑐᓂᔅᐅᕆᓪᓗᒍ ᐃᓕᓴᕆᐊᑎᓯᓴᓐᓇᑦ ᐸᓴᓪᓕᓪᓂᒃ ᐱᑕᖃᓂᒃ
- ᑲᑦᐸᓂᔅᓯᓕᕆᔨᖅᑐᑦ ᐃᓄᐃᑦ ᖃᐅᔨᓪᓗᖏᓪᓂᒃ ᑐᓂᔅᐅᕆᓪᓗᒍ ᐃᓕᓴᐅᔭᕆᐊᓕᓕᐅᕐᖓᑦ ᐸᓴᓪᓕᓪᓂᒃ ᐱᑕᖃᓂᒃ ᐊᐅᓚᑦᓯᓂᑦ ᐊᓯᒪᓗ ᑐᑭᓯᐊᓂᒃ ᐃᓄᐃᑦ ᖃᐅᔨᓪᓗᖏᓪᓂᒃ ᐸᓴᓪᓕᓪᓂᒃ ᐱᑕᖃᓂᒃ ᐊᐅᓚᑦᓯᓂᑦ ᖃᐅᔨᓪᓗᖏᓪᓂᒃ ᐸᓴᓪᓕᓪᓂᒃ ᐱᑕᖃᓂᒃ
- ᐃᓄᐃᑦ ᖃᐅᔨᓪᓗᕐᖃᖅᑎᒍᑦ ᑕᒧᐊᓕᕆᔨᒃᑯᓕᓗᒍ ᐃᓄᐃᑦ ᖃᐅᔨᓪᓗᖏᓪᓂᒃ ᑐᓂᔅᐅᕆᓪᓗᒍ ᐃᓕᓴᐅᔭᕆᐊᓕᓕᐅᕐᖓᑦ ᐸᓴᓪᓕᓪᓂᒃ ᐱᑕᖃᓂᒃ ᐊᐅᓚᑦᓯᓂᑦ ᐃᓄᐃᑦ ᖃᐅᔨᓪᓗᖏᓪᓂᒃ ᐸᓴᓪᓕᓪᓂᒃ ᐱᑕᖃᓂᒃ ᐊᐅᓚᑦᓯᓂᑦ

ᐃᓄᐃᑦ ᖃᐅᔨᓪᓗᕐᖃᖅᑎᒍᑦ ᑕᑯᔭᐅᑎᑦᑎᓵᑦ ᐃᓄᐃᑦ ᖃᐅᔨᓪᓗᖏᓪᓂᒃ ᑐᓂᔅᐅᕆᓪᓗᒍ ᑭᖑᓂᖅᐅᓪᓗᒍ ᑲᑎᒪᓗ ᐱᖃᑦᑕᖅᑐᑦ ᐃᓕᓴᕆᐊᑎᓯᓴᓐᓇᑦ ᐱᓕᕆᔨᒃᑯᓕᓗᒍ ᐃᓕᓴᐅᔭᕆᐊᓕᓕᐅᕐᖓᑦ ᐊᑐᕈᑎᒋᓇᓱᑕᖏᑦ ᐊᑐᕈᑎᒋᓇᓱᑕᖏ

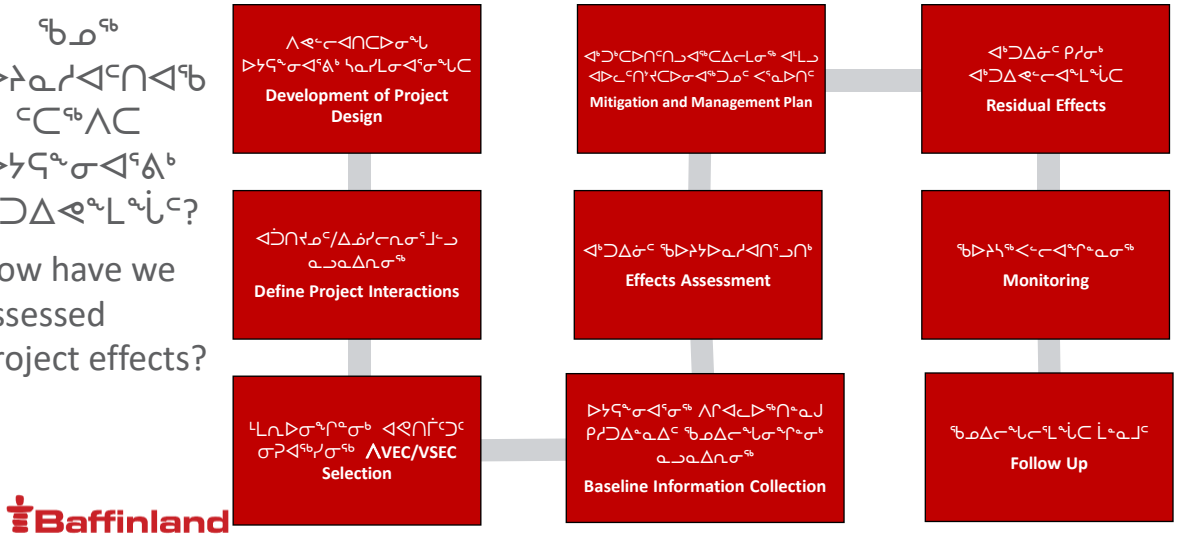


29

ᐊᖏᑦᓕᕆᐊᖅᑕᐅᓂᖏᑦ 2 ᖃᐅᔨᕗᐅᓇᓯᑎᐊᖅᓯᓂ ᖃᐅᔨᓇᓯᔪᓯᖅ
Phase 2 Assessment Methodology

ᖃᓄᖅ ᖃᐅᔨᓇᓯᐊᕐᑎᐊᖃᖅ ᑕᑦᖅᐱᑕ ᐅᓴᖏᓂᖅᐊᖅᑐᑦ ᐊᐢᑐᓚᓐᓇᖅ?

How have we assessed Project effects?



Baffinland

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ᖃᐅᔨᓇᓱᐊᕈᓱᐅᔪ ᐱᖅᑯᓱᓚᒻ–ᐱᑦᑎᐊᓕᕆᓇᐊᖅᑎᖅᓂᖅ ᑐᖓᒐᒪᓗᒍ

- ᖃᐅᔨᓇᓱᐊᖅᓂᖅᓗᑎᒃ ᐃᓗᐊᖏᓪᓂᕐᓯᐅᓇᖅᑐᖅ ᑕᐅᑐᒡᓗᒍ
- ᐱᓗᐊᖅᑎᑦᑎᑕᐃᓕᓂᖅ ᐊᑐᖅᓗᒍ ᑕᐃᒪᓕᓇᐅᓂᐊᕆᔨᓄᑦ
- ᐊᖅᔨᒋᖏᑦᑐᑦ, ᐊᑐᑎᖅᓄᖅᑐᑦ ᐊᖅᑐᐃᓗᐊᖅᑕᐃᓕᓂᑎᑦᔪᑎᖅᓴᐃᑦ ᐊᑐᖅᓗᑦ
- ᐊᖏᕐᕕᒃ ᐊᓪᓚᓗ ᐊᑯᓕᐃᑦᑐᒥᒃ ᒥᐊᓂᓗᑎᒃ
- ᖃᐅᔨᓚᖃᑎᒋᔭᖅ ᖃᐅᔨᓕᐊᑦᑎᐊᖅᓗᓂ
- ᐊᒋᖅᑭᒋᐊᖅᓯᓚᐅᑦ ᐱᐅᓂᖅᓴᒧᑦ ᐊᐅᓪᓚᕐᑎᔪᑦᑐᐊᕐᑦ ᐊᑐᖅᓗᑦ

Baffinland

Assessment Approach – Precautionary Principle

- Assessed worst case scenarios
- Conservative model assumptions
- Multiple, effective mitigation measures
- Extensive and frequent monitoring
- Peer reviews
- Adaptive management approach

ᖃᐅᔨᓇᓯᑎᐊᖅᓗᑦ ᐱᖅᑯᓯᒪᓂᐊᖅᑕᖏᑦ - ᐃᓄᐃᑦ ᖃᐅᔨᓚᓂᖏᑦ

- ᐅᓄᖅᑐᓂᒃ ᑐᓴᖅᑎᑕᐅᔪᑦ ᐃᓄᐃᑦ ᖃᐅᔨᓚᓂᖏᓪᓗᒃ ᑕᒪᐅᓪᓗ ᐊᐱᖅᓯᖅᑐᑦᑯᒃ, ᐃᓕᓴᓂᐊᖅᑎᑦᑎᓕᓗᒃ ᑲᑎᒪᓂᖅᑎᒍᑦ, ᓄᓇᕗᒻᒥ ᑲᑎᒪᓂᐅᖅᑕᖅᑐᑐᒍᑦ
- ᑐᓄᓯᒋᑎᑦᑎᐊᕆᑲᓇᑦᑐᒥᒃ ᖃᐅᔨᓇᓯᐊᕐᑕᐅᔪᓂᒃ
- ᐃᓄᐃᑦ ᐃᓕᐅᑎᑕᐅᓂᖏᑦ ᐊᒪᓕᓗ ᐃᓄᐃᑦᑲᖅᑕᐅᔪᓂᖏᓪᓗᒃ ᐊᐅᓚᑦᑎᐊᕆᔭᓂᖅᓴᓕᓂᓄᑦ
- ᐊᒋᖅᑭᒋᐊᖅᓯᓚᐅᑦ ᐱᐅᓂᖅᓴᒧᑦ ᐊᐅᓪᓚᕐᑎᔪᑦᑐᐊᕐᑦ ᐊᑐᖅᓗᑦ

  “ᐅᓪᓴᒃᑕᐅᔨᓇᐊᖅᑭᖏᑦᑐᑦ” - ᖃᓄᑦᓗᖅᑐᖅ, ᐱᖓᓱᓇᖓᓂ ᓯᓚᔨᐅᓪᓴᒃᑯᐊᑕ (ᓴᓇᑦ ᖃᓂᒋᔭᖓ)

Baffinland

Assessment Approach - Inuit Knowledge

- Extensive sharing of Inuit knowledge through interviews, workshops, community meetings
- Informed the assessment
- Inuit involvement and input into monitoring
- Adaptive management

  “No go” zones – Koluktoo Bay, western shore of Milne Inlet (Saviit area)

ᖃᐅᔨᓇᓯᑎᐊᕐᓗᑎᑦ ᐱᖅᓯᓱᓂᐊᖅᑕᖏᑦ - ᐃᓄᐃᑦ ᖃᐅᔨᒪᓂᖏᑦ

ᐊᓵᖅᑭᑐᑕᑎᓗᑦ ᓯᐅᓂᑎᓕᓂ ᐊᖏᑦᑕᐅᔨᓯᑦ

- ᐊᐳᔨᕆᖏᑦᑐᑦ ᐊᓭᑎᒥᒃ ᐊᐅᑐᐃᒪᓕᖅᑐᑦ ᖃᑎᖅᑕᐊᖅᑕᐅᓂᓯᑦ
- ᑐᑭᓯᐅᒪᑦᑎᐊᕐᓂᑦ ᐊᑦᑕᕐᓇᑭᓕᖅᑐᑦ

ᐱᔪᒪᓂᖅᑦᑎᐊᓂᖅ ᖃᑎᖅᑭᓂᕆᑐᒃ ᐊᕐᕌᑦ ᐊᑐᖅᑕᐅᓕᐅᖅᑐᑦ ᐊᖅᑎᓂᓕᓴᐃᑎᑦᓗᒍ

- ᐊᑐᓕᖅᑎᑦᑎᓂᖅ ᐊᐳᑐᐃᓗᐊᖅᑕᐃᓕᓀᑎᑦᑎᓂᖅᓂᕐᒧᑦ ᐊᓚᒪᓗ ᐊᐅᓪᓕᑦᑎᐳᑦᑕᐅᔨᑦ ᑕᐃᒪᖏᓂ 5 ᐊᕐᕌᒍᓂ ᐊᓂᒍᖅᑐᓂ

Baffinland

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Assessment Approach - Inuit Knowledge

Building on past approvals.

- Multiple environmental impact review processes.
- Deep understanding of key risks.

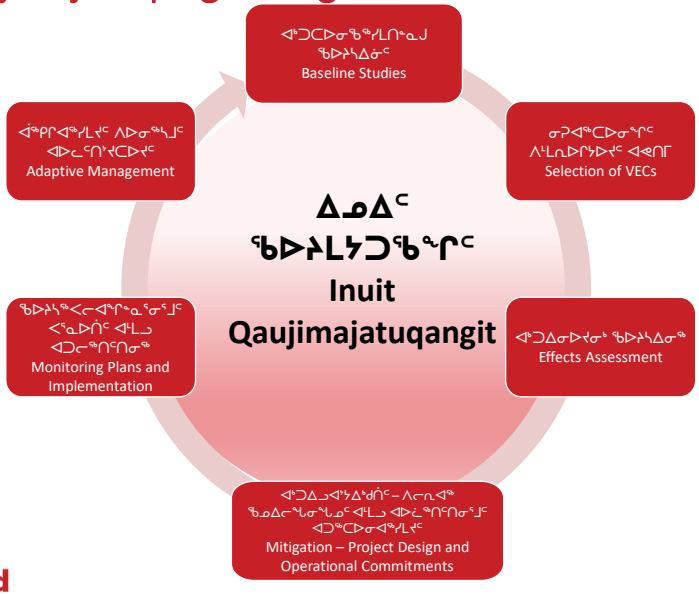
Willingness to reflect on past years' experiences and integrate key learnings as operations grow.

- Implementation of mitigation and management measures over 5 years.



ᐃᓄᐃᑦ ᖃᐅᔨᒪᔪᑐᖏᑦᑐᓂᒃ ᐃᓕᓴᐅᔨᓂᖅ ᖃᓄᐃᓕᖅᑐᖅᑎᓯᓂᔪᓂ ᖃᐅᔨᔪᐃᓂᕐᓂᑦ

Inuit Qaujimajatuqangit Integration in Effects Assessment



Baffinland

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ᐊᑲᑐᑕᐅᓂᖅᖃᓯᒪᔨᕐᑎᑦᑐᓂᑲᓂᑲ ᖃᐅᔨᓴᐃᓐᓂᑦ

- 2006-ᒥᑦ ᐅᑦᓗᒥᒧᑦ
- ᐃᓄᐃᑦ ᖃᐅᔨᓴᒪᔪᑐᖃᓂᑲᓂᑲ ᐊᑐᖅᓗᑎᑲ ᐱᖅᑯᓯᑯᑦ ᓄᓇᒥ ᐱᑭᖅᑐᓂᑲ ᐊᑐᖅᑕᐅᖃᖅᑕᖅᑐᑐᖅᔪᓂᑲ ᖃᐅᔨᓴᐃᓐᓂᑦ
- ᑐᑭᓯᐅᒪᔭᓴᑦᑎᑲ ᑐᑲᑐᐃᑦ ᐃᓕᖅᑯᓯᓐᓄᑦ, ᓄᖃᑦᑕᔪᓂᖅᓄᑦ, ᐊᒻᒪᓗ ᓇᒧᖏᐅᖃᖅᑕᔪᓂᖅᓄᑦ
- ᑐᑭᓯᐅᒪᔭᓴᑦᑎᑲ ᑎᖅᒥᐊᑦ ᒥᐦᐃᓄᑦ ᐱᓕᕆᐊᑦ ᖃᓄᑕᖏᓐᓂᑐᓂᑲᓂᑲ
- ᑐᑭᓯᐅᒪᔭᓴᑦᑎᑲ ᐃᖃᓗᐃᑦ ᒥᐦᐃᓄᑦ ᐱᓕᕆᐊᑦ ᖃᓄᑕᖏᓐᓂᑐᓂᑲᓂᑲ
- ᓇᒧᖏᐅᖃᑦᑕᔪᓂᖅ ᑕᕆᐅᖅᒥᐅᑕᐃᑦ ᓂᕐᓴᑎᑦ
- ᐅᒪᔨᐃᑦ ᐱᒻᒪᕆᐅᔨᑦ ᐊᖏᓚᓕᔪᓂᓂᕐᒧᑦ
- ᓄᓇᒥᐠ ᐊᑐᕐᓂᕐᒧᑦ ᑐᑭᓯᐅᒪᔭᓴᑎᑦ
- ᐃᓂᐅᔨᑦ ᐱᖅᑯᓯᑯᑦ ᐱᒻᒪᕆᐅᒋᔭᐅᔨᑦ
- ᑎᑎᕐᖅᑕᐅᔪᒪᔨᑦ ᓇᐃᔭᐅᑎᖓ 03, 04, 05

*ᐃᓕᓴᐅᑎᔨᑦ ᐊᐢᑐᖅᑕᐅᓂᕐᒧᑦ ᖃᐅᔨᓴᐃᓂᖅ ᐊᑐᓂᑦ ᐱᒻᒪᕆᐅᒋᔭᐅᔨᑦ ᐊᓂᑎᒥ

Baffinland

Baseline Studies

- 2006 to present
- IQ based traditional plant use studies
- Information on caribou behavior, movement, and distribution
- Information on birds in the Project area
- Information on fish species in the Project area
- Distribution of marine mammals
- Species important for harvesting activities
- Land use information
- Areas of cultural value
- Technical Supporting Document 03, 04, 05
  - *Integrated into effects assessment for each VEC

ᐃᓕᖏᑦ ᐱᒻᒪᕆᐅᒋᔭᐅᔨᑦ ᐊᓂᑎᒥ

- ᑭᒍᑕᖏᕐᓇᐃᑦ ᐊᒻᒪᓗ ᓂᕐᓇᐃᑦ
- ᖃᓄᓕᓗᑲᐃᑦ
- ᑕᕆᐅᖅᑎᑕᐃᑦ ᐃᖃᓗᐃᑦ
- ᓇᑦᑏᑦ
- ᑐᐊᑐ
- ᐃᒪᐅᐠ ᖃᓄᐃᑦᑐᑎᖓᖏᓐᓄᑦ
- ᐊᓂᖅᓴᖅᑐᑐᑦᑕ ᖃᓄᐃᓂᓂᖅ
- ᑕᕆᐅᵇᓂᑦ ᐊᒻᒪᓗ ᓄᓇᵇᓂᑦ ᐃᖏᕐᕋᔭᓂᖅ, ᑕᖏᒻᒧᑦ ᐊᒻᒪᓗ ᐊᖏᓚᓕᔪᓂᑦ
- ᐃᓄᐃᑦ ᐋᓐᓂᐊᖅᑕᐃᓕᓴᓂᖏᓐᓄᑦ

Selection of VECs

- Blueberry and Lichen
- Narwhal
- Arctic Char
- Seals
- Caribou
- Water Quality
- Air Quality
- Marine and Terrestrial Travel, Camps and Harvesting
- Human Health

Baffinland

ᐱᓕᓀᐊᐸ ᖃᓄᐃᓕᓚᖏᓐᖓ - ᑕᓀᐅᖏᐅᑕᓀᓂᖅ

- ᐅᑭᐅᵇᓄᑦ ᐅᒥᐊᖏᔪᐊᖃᖅᑎᑎᖃᖅᑕᑕᒪᓂᖅ ᐋᖅᑕᐅᓪᓚᐅᖅᑐᖅ.
- ᐅᒥᐊᖏᔪᐊᖃᖅᑎᑎᖃᖅᑕᖏᓂᖅ ᐊᖅᑭᵇᑕᐅᓯᒪᔪᖅ ᐃᓄᖅᓄᑦ ᐊᖏᐃᕆᓯᐊᖏᓐᓇᒍ ᐊᐅᓪᓯᒪᓕᵇᑐᓄᑦ ᐊᖓᔨᓇᓯᐊᖅᐸᵇᑐᓄᓪᓗ.
- ᐅᒥᐊᖏᔪᐊᑦ ᐊᖅᓄᑎᖓᑦ ᐊᒻᒪᓗ ᐅᐸᵇᑕᐅᑦᑕᐃᓪᓚᔪᓄᵇ ᐅᒥᐊᖏᔪᐊᓄᑦ ᓴᖅᑭᓂᖅ (ᓯᖏᓗ ᖏᓄᖏᓗᖅᑐᖅ).

Baffinland

Project Design – Marine Environment

- Winter shipping was removed.
- Shipping period selected to avoid time periods of critical Inuit land use and harvesting activities.
- Shipping route and establishment of restricted areas where vessels cannot travel (e.g. Koluktoo Bay).

ᐱᓕᓀᐊᐸ ᖃᓄᐃᓕᓚᖏᓐᖓ - ᓄᓇᒥ ᐊᐸᑎ

- ᓴᐃᕋᐅᓴᓂᓄᑦ ᓯᖏᑦᓗᐃᓂᖅ ᒥᑭᔪᑕᐅᓂᖅᓴᓂᓄᑦ ᓯᓚᑐᐃᓂᖅᓇᒃᒥ ᐅᐸᕋᖅᓂᐊᖏᓐᓇᒥ ᓄᑦᓗᔪ ᖃᐅᔨᒪᓂᑦ, ᐃᒡᓗᑦ ᐃᓗᐊᓂᖅ ᓯᖏᑦᓗᐃᓂᖅᓇᒃᒥ ᒥᑭᔪᑕᐅᓂᖅᓴᓂᓄᑦ.
- ᓄᑕᐅᓗᓂ ᓄᓇᵇᑯᑎᔪᑕᒧᑦ ᐊᖅᑎᔪᑕᐅᑦ ᓴᖅᔪᓯᒪᓂᖅᓚᐅ ᐊᖅᑎᔪᑕᐅᑦ ᐃᒡᓗᑦ ᐃᓗᐊᓂᖅ ᐊᖅᑎᔪᑕᐅᑦ ᐊᖅᑎᔪᑕᐅᑦ ᓯᐊᓚᐅᖅᓴᓂᓄᑦ ᒥᑭᔪᑕᐅᓂᖅᓴᓂᓄᑦ.
- ᐃᓕᑎᔾᐅᓗᓂ ᓄᓇᵇᑯᑎᔪᑕᒧᑦ ᓯᐊᓚᐅᖅᓴᓂᓄᑦ ᐊᖅᑎᔪᑕᐅᑦ ᐃᓄᖅᓄᑦ ᐃᓄᖅᓄᑦ ᐃᓕᓴᖅᑐᓂᖅᓴᓂᓄᑦ ᐊᖅᑎᔪᑕᐅᑦ ᐃᓄᖅᓄᑦ ᐃᓕᓴᖅᑐᓂᖅᓴᓂᓄᑦ ᐊᖅᑎᔪᑕᐅᑦ ᐃᓕᓴᖅᑐᓂᖅᓴᓂᓄᑦ ᐊᖅᑎᔪᑕᐅᑦ ᐃᓄᖅᓄ

ᐊᖏᑐᐃᓂᖅᑐᑐᓂᒃ ᖃᐅᔨᒋᐊᖏᓂᖅ
Effects Assessment

ᐱᖁᒪᐅᐳᒋᔭᐅᔪᑦ ᐊᐦᑎᒥ **Valued Ecosystem Component**	ᐃᓄᐃᑦ ᖃᐅᔨᓪᓚᖅᑐᑦ ᐃᓱᒪᒋᖃᓱᓕᔭᐅᓱᒪᓐᓇᖅ ᐊᖏᑐᐃᓂᖅᑐᑦᓴᓂᖅᑐᑦ ᖃᐅᔨᔨᒋᐊᖏᓂᒃᑯᑦ **Inuit Qaujimajatuqangit Considered in Effects Assessment**	ᑎᑎᕆᖃᐅᓱᒪᓕᕆᔨᑦ ᓇᐃᔭᐅᑎᖓᒐ **Technical Support Document**
ᑐᔨᑐ, ᖃᓪᓚᔪᖅ, ᓇᖏᑎᑦ, ᐃᖃᓗᓐᓂᐊᕐ Caribou, narwhal, seals, arctic char	ᐃᓱᒋᓚᑎᒋᐅᔭᑦ ᐱᔪᖏᓂᖅᓴᓂᖅᓴᐅᓂᐊᕆᔨᐅᔭᓕᓚᑎᑦ ᑕᓚᐅᕐᒥᐅᑕᐃᑦ ᓂᕐᔪᑎᑦ, ᑐᔨᑐᐃᑦ ᐃᖃᓗᓐᓂᐊᕐ Concern for decreased availability of marine mammals, caribou or fish for harvesting	10, 14, 24
ᑕᓚᐅᕐᒥ ᐊᓯᒪᓕᓗ ᓄᓇᒥᑦ ᐃᖏᑦᑎᕆᔪᓂᖅ, ᑕᖅᒪᖏᑦ ᐊᓯᒪᓕᓗ ᐊᖓᔪᓇᕐᓂᖅ Marine and Terrestrial Travel, Camps and Harvesting	ᐃᓱᒋᓚᑎᑕᐅᔭᑦ ᐊᑐᐃᓴᓇᐅᔭᓂᓪᓂᖅᓴᓂᐊᕆᔨᕿᑎᐅᔭᓕᓚᑎᑦ ᐊᖏᑐᐃᓂᖅᑐᑦ ᐃᖅᓚᖅᓯᓗᐃᖅᓕᓚᐊᑕᖅᐸᑦᑐᓕᓗ. ᐃᓱᒋᓚᑎᑕᐅᔭᑦ ᐊᑐᐃᓴᓇᐅᔭᓂᓪᓂᖅᓴᓂᐊᕆᔨᕿᑎᐅᔭᓕᓚᑎᑦ ᐊᖏᑐᐃᓂᖅᑐᑦ ᐊᖏᑐᐃᓯᓗᐃᖅᓕᓚᐊᑕᖅᐸᑦᑐᑦ, ᓄᓇᖅᑎᐃᖅᓂᖅᑐᑦ, ᑕᖅᒥᓪᓗᐊᖅᓂᖅᑐᑦᓕᓗ Concern for loss of use or avoidance of preferred hunting and fishing areas Concern for loss of use or avoidance of preferred hunting areas, cabins, camps	10, 11, 14, 24, 25
ᐃᓄᐃᑦ ᐃᓅᓯᖏᓐᓄᑦ ᐊᖏᓚᓗ ᐱᖅᓯᓯᕐᓂ Inuit Lifestyle and Traditions	ᐃᓱᒋᓚᑎᑕᐅᔭᑦ ᓂᕆᐹᖅᓯᓄᕆᔨᐊᓂᓪᓕᒧᐊᖏᓐᓄᑦ ᐊᖏᓄᕆᔨᓅᓂᑦ ᐱᔭᖅᓂᕐᓂᓇᖅᐳᓂᐊᕆᔨᕿᑎᐅᔭᓕᓚᑎᑦ ᐃᓱᒋᓚᑎᑕᐅᔭᑦ ᐊᑐᐃᓄᓪᓗᓂᐊᕆᔨᕿᑎᐅᔭᓕᓚᑎᑦ ᐃᓕᓴᕆᓕ ᐃᓅᓯᖏᓐᓄᑦ ᐃᖅᑲᓇᐃᕐᓇᐊᖅᓯᒪᖃᑎᒌᖅᓂᖅ ᐅᓴᖅᓂᓂᐊᕆᔨᓕᓚᑎᑦ Concern for decreased security of subsistence food harvesting Concerns on impacts to family life due to rotational work schedule	25

Baffinland

ᐊᓂᑎᒧᑦ ᐱᔨᓂᒃ
ᐊᖏᓪᓗᐊᖏᑎᐊᖅᑎᑦᑎᓂᖅ

- ᐅᒥᐊᕐᔨᐊᑦ ᓯᑲᖃᓪᓗᐊᕆᐊᖅᖃᖏᓐᓄᓂᖏᑦ ᒪᓕᒐᖅ ᐊᑐᖅᑕᐅᓂᐊᖅᑐᖅ ᑐᒡᓕᐊ ᐱᓕᕆᐊᒥ.
- 40 ᑭᓴᒥᑕᒥᑲ ᐋᖅᑭᑲᓪᓚᔨᖅ ᓯᓴᖏᓐᓂᑦ ᐅᒥᐊᕐᔨᐊᑦ ᓄᖅᑲᖏᓚᕐᖏᑦ.
- ᓴᓗᓴᐃᖅᓯᖃᑦᑕᕐᓂᖅ ᒥᑦᑎᒪᑕᓕᓕᖏᑦ ᐅᒪᔨᕐᓂᐊᖅᑎᑲᓂ ᓯᓴᖏᓐᓂᑦ ᐊᖏᓚᐅᓯᓂᕐᔪᒪᑦ.
- ᖃᒃᑲᓐᓂᖅᓯᒪᔪᓚᖃᖅᑕᑦᓂᖅ ᐅᒥᐊᕐᔨᐊᓂᖅ ᑎᑭᐸᑦᓕᓕᐊᔨᓂᖅ ᔨᑯ ᐃᐅᔨᓂᖅᓯᓕᓕᐊᔨᓂᖅ ᓄᓇᖅᑲᖏᓚᕐᖏᑦ.
- ᓇᑦᑎᑦ ᓇᑎᐊᓕᐅᖅᑎᓕᓗᑦ ᓇᑦᑎᐊᖃᓕᓕᒫᑦ ᓄᓇᖅᑐᐃᓐᓇᖅᑐᑦ ᐊᖏᓚᐅᓯᓂᕐᔪᒪᑦ ᐃᓕᓴᕆᓕ ᐊᖏᓄᕆᔨᓅᓂ

ᐃᓄᐃᑦ-ᐱᑭᖅᐸᑦᓂᐊᓂᖅᑭᑦ ᐊᖅᑭᓗᐊᖅᑭᐊᖅᑎᑦᑎᓂᖅ

- ᐊᒥᓯᖏᓚᐊᕐᓗᑦ ᐃᓄᖅᓄᓴᓕᑦ ᐊᓱᑭᖅᓵᕐᓴᐃᓂᕐᓗᑦ ᑐᖃᖅᓴᓕᑦ ᐊᒥᓯᖏᓚᐊᕐᓗᑦ ᐃᓄᖅᓂᒃ ᐃᖅᑲᕿᐃᕐᓗᖅᓂᖅ
- ᐱᓱᑦᓂᐊᕐᔪᐃᑉᓂᖅᓚ ᓄᓇᓂᖅᑎᑦ ᐅᖅᑦᓂᓕᕆᑦ ᑐᖅᑦᓂᓕᕆᑦ ᐱᓂᓚᖅᑎᓂᐊᕐᓗᑦ ᐃᓄᖅᓂᒃ ᑲᑎᕐᓂᖅᓯᒪᔪᖅ ᑲᑎᕐᓂᖅᓯᒪᔪᖅ ᑲᑐᖅᑕᐅᓂᖅᓴᓂᐊᕐᓗᑦ
- ᖃᐅᔨᓴᐃᓂᖅ ᑐᑭᖅᓚᐋᑎᒃ ᐅᔾᕋᖅᓂᐊᕐᕕᖏᓐᓄᑦ ᐱᓕᓚᐃᓚᖅᑎᓂᐊᕐᓗᑦ ᑲᑎᕐᓂᖅᓯᒪᔪᖅ ᐊᑐᖅᑕᕐᓂᐅᔪᓂᒃ ᐱᓕᕆᔨᒃᑯᓂᖅ ᐱᓕᕆᔨᒃᑯᓂᖅ ᐊᑐᖅᑕᕐᓂᐅᔪᓂᒃ ᐊᑐᖅᑕᕐᓂᐅᔪᓂᒃ
- ᐃᓄᐃᑦ ᑲᒪᒋᐊᖅᑐᑦ ᑕᕐᕕᐊᓂᖅᑐᑦ ᐸᕐᓇᐅᑦ

Baffinland

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Socio-Economic Mitigation

- Increase in Inuit specific training programs to increase Inuit employment.
- Development of the Community Counsellor program in partnership with the Ilisaqsivik Society.
- Investigation of programming at site to tackle substance abuse issues.
- Inuit Stewardship Plan

ᐱᐅᔪᓕᐊᑭᑎᑦ ᑕᒪᑐᒧᖏᑐ ᑐᓴᕐᓗ ᐱᓕᕆᐊᕐᓗᑦ ᑐᓴᔪᖁᐅᑎᔪᑦ

ᐃᓄᐃᑦ ᓇᓪᓕᖏᓐᓄᕐᓂᓄᑦ ᐊᓯᖏᓐᓄᑎᑦᑎᓂᒃ ᑐᓂᔪᓂᖅ ᐊᓯᖏᓐᓄᑦ ᐃᓄᐃᑦ ᐊᐅᓚᕐᓂᐊᓕᖅᓂᒃ ᐊᑎᓚᓗ ᖃᐅᔨᓴᐃᓂᕐᕕᖏᓐᓄᑦ, ᐃᑲᔪᑎᑦ ᓄᓇᓕᖏᓐᓄᑦ ᐊᑎᓚᓗ ᓄᑖᓂᒃ ᐊᑎᓚᓗ ᐊᑐᖅᑭᓕᕆᔨᓂᒃ ᑐᑭᖅᓴᔪᓂᒃ ᐃᓄᖅᓄᓂᒃ ᓄᓇᓕᖏᓐᓂᑦ ᐊᒃᑐᖅᑕᐅᔪᓕᕆᔨᓂᒃ ᓄᓪᓕᐊᖏᓐᓄᑦ ᐱᓕᕆᐊᕐᓗᑦ, ᒥᑎᒪᒋᑕᓂᒃ ᑕᐅᑐᒃᓴᐃᑦ.

- ᐃᓕᓴᐅᑎᒃᑲᓐᓂᖅᔪᓂᓄ ᐃᓄᐃᑦ ᖃᐅᔨᓴᒪᔪᑐᖅᑭᓂᓂᒃ ᐱᓕᕆᐊᕐᓗᑦ;
- ᐃᓄᐃᑦ ᐃᓕᐅᖅᑕᐅᔪᓂᑎᒃ ᐊᐸᑎᓕᕆᓂᕐᓗᑦ ᐃᔪᓕᓕᐅᓂᖅᓴᓂᒃ ᐊᑎᓚᓗ ᐱᓕᕆᐊᕐᓗᑦ ᖃᐅᔨᓴᐃᓂᕐᓗᑦ;
- ᐊᑕᐅᑦᑎᒃᑯᑦ ᓴᐸᓐᓇᓐᑯᑦ-ᐃᓄᐃᑦ ᐊᖅᑭᑦᑕᐊᔪᓕᕆᔨᓂᒃ ᐱᐅᓂᖅᓴᓗᑦ ᐊᐅᓚᕐᓂᐊᓕᖅᓂᒃ ᐸᕐᓇᐃᓗᓐᓂᒃ; ᐊᑎᓚᓗ
- ᐊᖅᑭᖅᑎᒋᔭᓂᖅ ᖃᓄᑎᒥ ᐊᐅᑐᖅᔪᓂᐅᓂᕆᕕᐅᔨᑦ ᐊᑎᓚᓗ ᑲᔪᓯᐸᓕᓂᐊᓂᖅ ᐱᖅᑯᔪᓕᓂᑦ, ᓄᓇᒥᖏᓐᓄᑐᓂᑦ, ᐊᑎᓚᓗ ᓄᓇᒥᒃ ᐊᑐᕐᓂᕐᓗᑦ ᖃᐅᔨᓴᐃᑎᓂᒃ
- ᓄᑦᓯᖏᓐᓄᖅᔪᓕᕆᔨᖅ ᐃᑲᔪᑎᑎᒍᑦ ᐊᒃᑭᐹᐅᒪᔨᖅ ᔪᐳᓕᓂᖅᐸᐅᑦᑎᓂᕐᓂᑦ ᐱᓕᕆᐊᕐᓗᑦ ᐃᑲᔪᑎᑦ

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Enhancements for Phase 2

The Inuit Certainty Agreement provides greater Inuit control and oversight, direct community benefits and new and expanded programs for Inuit in communities impacted by the Mary River Project, with a focus upon Pond Inlet.

- Formal integration of Inuit Qaujimajatuqangit (IQ) into the Project;
- Inuit participation in environmental decision-making and Project monitoring;
- Joint Baffinland-Inuit Adaptive Management Planning; and
- Agreement on significance determinations and the process for Culture, Resources, and Land Use assessment.
- A revised benefit system which prioritizes Community Direct Benefits

ᐃᓄᐃᑦ ᓇᓗᒃᖏᓂᕐᓯᓐᓄᑦ ᐊᖏᕈᒪᑎᒍᑎᑐ ᐃᓄᐃᑦ ᑲᑎᒪᔨᖅᑕᑦ ᐃᓄᐃᑦ ᑲᑎᓗ ᐃᓄᐃᑦ ᑲᒪᒋᐊᕈᓂᖅᑐᑦ <ᖅᓇᐅᑎ

- ᖃᐅᖅᑕᓂ ᐃᓄᐃᑦ ᑲᑐᔨᖅᑎᑦᓴᑦ ᓯᕗᓕᐅᖅᑎᐅᓂᐊᖅᑐᑦ ᐃᓄᐃᑦ ᑲᓪᓚᕈᖅᑕᐅᓂᖅᑐᑦ <ᖅᓇᐅᑎᒥᑦ ᐱᒃᖏᓐᓂᑦ ᐅᖅᑲᓯᐅᔨᓂᑦ ᐃᓄᐃᑦ ᑲᑎᓗ ᐃᓄᐃᑦ ᐃᓄᓕᓗᓂᖅᑐᑦ ᐅᓴᖅᑐᑎᓂᖅᑐᑦ ᑲᑎᓗ ᐃᓄᐃᑦ ᐃᓄᓕᓗᓂᖅᑐᑦ ᐅᓴᖅᑐᑎᓂᖅᑐᑦ ᑲᑎᓗ ᐊᒃᑐᖅᑕᐅᓯᒪᔨᓂᑦ ᓄᓇᓕᖓᓂ ᑲᑎᓗ <ᓴᓂᓪᓕᓄᓂᑦ.
- ᐃᓄᐃᑦ ᓱᒪᑲᖅᖏᓐᓂᐅᓂᖅᑐᑦ <ᖅᓇᐅᑎ ᐱᓕᓗᐊᒃᑲᔪᖅ ᐃᓄᐃᑦ ᖃᐅᔨᖅᐃᐅᓂᖅᖃᓂᓗᒃ ᐱᓕᓗᐊᖅᑐᑦ ᐊᒃᑐᖅᑕᐅᓯᒪᔨᓂᑦ ᑲᑎᓗ ᐊᒃᑐᖅᑕᐅᓯᒪᔨᓂᑦ ᓄᓇᓕᖓᓂ, ᓄᓇᒥᑦ, ᐃᒪᖏᑦ ᑲᑎᓗ ᓯᓂᒥᑦ
- ᑲᑎᑎᑕᐅᓂᐊᖅᑐᑦ ᐃᓄᐃᑦ ᖃᐅᔨᖅᐃᐅᓂᖅᓯᑦ ᑲᑎᓗ ᓄᓇᓕᖓᓄᑦᓱᒃᑐᑦ ᑐᖓᔪᐅᔨᖅᑐᑦ ᐊᑐᖅᑎᑕᐅᓂᐊᖅᓯᓂᖅᓚᓄᑦ ᐊᐅᓪᓕᑎᓂᖅᑐᑦ
- ᐃᓄᐃᑦ ᐊᑐᓕᖅᑎᓵᓂᐊᖅᑕᖏᓪᑐᑦ ᐃᓄᐃᑦ ᑲᑎᒪᔨᖅᑕᐅᓂᖅᑐᑦ <ᖅᓇᐅᑎ ᐊᓪᓚᕈᖅᑐᑦ ᑭᓇᐅᔨᖅᖃᓂᖅᓯᓂᖅᓚᓄᑦ ᐃᓕᓴᕐᓂᖅᑐᑦ ᐊᐅᓪᓚᕈᖅᑐᑦ

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Inuit Certainty Agreement (ICA) Inuit Committee and Inuit Stewardship Plan (ISP)

- Qikiqtani Inuit Association will lead creation of the ISP with input from the Inuit Committee and an Inuit Social Oversight Committee as well as impacted communities and Baffinland.
- The Inuit Stewardship Plan is a framework for Inuit-led monitoring of impacts and changes within communities and on the land, waters and ice as a result of the Project
- It will integrate Inuit monitoring activities and community-based goals into the adaptive management system
- Inuit will implement the Inuit Stewardship Plan and Baffinland will fund the ISP for the life of the Project.

ᐃᓄᐃᑦ ᓇᓗᒃᖏᓂᕐᓯᓐᓄᑦ ᐊᖏᕈᒪᑎᒍᑎᑐ ᐱᖓᓱᓕᖅ, ᓄᓇᒧᓐᓇᖅᑐᑦ ᐊᑐᖅᑎᓂᖅᑐᑦ ᖃᐅᔨᖅᐃᐅᓂᖅᑐᑦ

- ᐃᓄᓐᓄᑦ ᑲᒪᒋᐅᑐᓄᓂ ᐱᖓᓱᓕᖅ, ᓄᓇᒧᓐᓇᖅᑐᑦ ᐊᑐᖅᑎᓂᖅᑐᑦ ᐃᓄᐃᑦ ᑲᑎᓗ ᓄᓇᓕᖓᓂ ᐃᓄᐃᑦ ᖃᐅᔨᖅᐃᐅᓂᖅᑐᑦ ᐱᓕᕆᔨᖅᑕᐅᓂᖅᑐᑦ ᐃᓄᐃᑦ ᑲᑎᓗ ᐃᓄᐃᑦ ᐃᓄᓕᓗᓂᖅᑐᑦ.
- ᐱᖓᓱᓕᖅ, ᓄᓇᒧᓐᓇᖅᑐᑦ ᑲᑎᓗ ᓄᓇᒧᓐᓇᖅᑐᑦ ᐊᑐᖅᑎᓂᖅᑐᑦ ᖃᐅᔨᖅᐃᐅᓂᖅᑐᑦ ᖃᐅᔨᖅᐃᐅᓂᖅᓯᒪᔨᓂᖅ ᐱᖓᓱᓐᓂᑦᓯᓂᖅᑐᑦ ᐃᓄᐃᑦ ᑲᑎᓗ ᐃᓄᐃᑦ ᐃᓄᓕᓗᓂᖅᑐᑦ:
  - ᐃᓄᐃᑦ ᑲᑎᓗ ᐃᓄᐃᑦ ᓄᓇᓕᖓᓂ ᐱᓕᕆᔨᖅᑕᐅᓂᖅᑐᑦ ᓄᓇᓕᖓᓂ;
  - ᐃᓄᐃᑦ ᑲᑎᓗ ᐃᓄᐃᑦ ᖃᐅᔨᖅᐃᐅᓂᖅᑐᑦ ᓄᓇᓕᖓᓂ ᐱᓕᕆᔨᖅᑕᐅᓂᖅᑐᑦ ᐃᓄᐃᑦ ᑲᑎᓗ ᐃᓄᐃᑦ ᐃᓄᓕᓗᓂᖅᑐᑦ;
  - ᐃᓄᐃᑦ ᑲᑎᓗ ᐃᓄᐃᑦ ᓄᓇᓕᖓᓂ ᐱᓕᕆᔨᖅᑕᐅᓂᖅᑐᑦ ᐃᓄᐃᑦ ᑲᑎᓗ ᐃᓄᐃᑦ ᐃᓄᓕᓗ

ᐃᓄᐃᑦ ᓇᓱᒃᓴᓂᓐᓚᓄᑦ ᐊᖏᑭᒃᑎᒋᔭᑎ (ICA) ᐋᖅᑭᒋᐊᖅᓯᒪᔪᒥᒃ ᐊᐅᓪᓗᑎᓂᖅᑭᒥᒃ ᐸᖅᓇᐃᓂᖅ

- ᖃᑭᖅᑕᓂᑦ ᐃᓄᐃᑦ ᑲᑐᔨᖅᑎᑦᓴᓄᑦ ᐊᓱᒪᓗ ᐸᓴᓇᓄᖅᓴᓄᑦ ᐊᑕᐅᖅᑎᒃᓄᑦ ᐋᖅᑭᒋᐊᖅᓯᒪᔪᒥᒃ ᐊᓱᒪᓗ ᓇᓱᒋᑕᔭᒍ ᐊᑐᓕᖅᑎᓂᖅ ᐋᖅᑭᒋᐊᖅᓯᒪᔪᒥᒃ ᐊᐅᓪᓗᑎᓂᖅᑭᒥᒃ ᐸᖅᓇᐃᓂᖅ ᐊᐅᓪᓗᑎᓂᖅᑭᒥᒃ ᐸᖅᓇᐃᓂᖅ.
- ᐱᓇᓯᐊᖅᑎᑦᓂ ᑲᒪᒋᔭᖅᑐᓂᖅᑐᑦᓂ ᐋᖅᑭᒋᐊᖅᓯᒪᔪᒥᒃ ᐋᖅᑭᒋᐊᖅᓯᒪᔪᒥᒃ ᐊᐅᓪᓗᑎᓂᖅᑭᒥᒃ ᐸᖅᓇᐃᓂᖅᑭᒥᒃ
- ᐋᖅᑭᒃᑎᖅᓯᒪᓂᖓ ᐊᐅᓕᓴᒋᐊᕈᑎᖅᑕᓂᓪᓗ ᐋᖅᑭᒋᐊᖅᓯᒪᔪᒥᒃ ᐸᖅᓇᐃᓂᖅᑭᒥᒃ ᐋᖅᑭᒃᑭᖅᓯᐊᖅᑐᑦᓂᖅ ᐃᓄᐃᑦᑎᑦ, ᒪᓕᑲᖅᑎᒍᑦ ᐊᓱᒪᓗ ᐋᖅᑭᒋᐊᖅᓯᒪᔪᒥᒃ ᐸᖅᓇᐃᓂᖅᑭᒥᒃ ᐊᖏᑕᐅᖅᑐᓂᖅᑐᓂᖅᑐᒃ ᐊᑕᓚᐊᖅᑕᖅᓯᓪᓗᓪᓗ
- ᐃᓄᐃᑦ ᐃᓕᐅᓂᐊᖅᑐᑦ ᐋᖅᑭᒃᑭᖅᑕᐅᑎᓪᓕᓪᓗᑦ ᑐᖅᑭᖅᑕᐅᓂᐊᓕᖅᑎᓂᖅᑐᑦ, ᑐᑭᓯᓚᐅᐊᓕᖅᑕᐅᓂᐊᖅᑐᑦ, ᐋᖅᑭᒋᐊᓕᓄᑦ ᐊᓱᒪᓗ ᑭᐅᔨᐅᔨᓚᐊᓕᓪᓂᓄᑦ ᐊᐅᓚᑦᑎᓂᓪᓗᒍᑦ ᐸᖅᓇᐃᓂᖅᑭᒥᒃ ᐱᖓᓱᐅᑎᓂᓪᓗᒍᑦ.

Baffinland

Inuit Certainty Agreement (ICA) Adaptive Management Planning

- Qikiqtani Inuit Association and Baffinland will jointly develop and approve the AMP and sub-plans.
- A working group will oversee the development of the AMP
- Thresholds and triggers in the AMP will be based on Inuit, regulatory and Baffinland objectives and requirements
- Inuit will participate in the development and approval of objectives, indicators, thresholds, and response requirements for all environmental sub-plans included

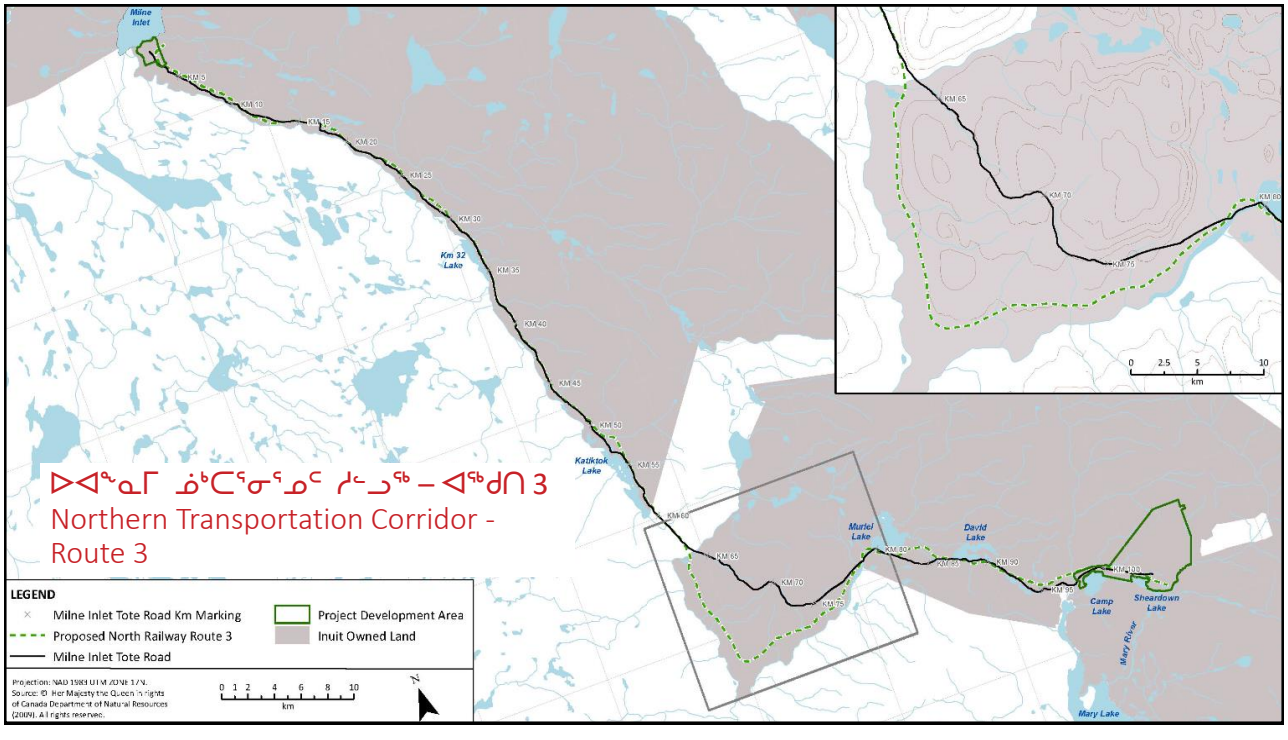
ᐊᑐᖅᑕᐅᓂᐊᓕᓵᑐᑎᒃ ᓇᓗᓇᐃᖅᑕᐅᓯᒪᔪᑦ

- ᐃᓄᐃᑦ ᖃᐅᔨᓴᖅᑎᓪᓗᑦ ᐊᐅᓚᑦᑎᓂᐅᑦ ᐋᖅᑭᒋᐊᖅᓯᒪᔪᒥᒃ
- ᓂᕆᖅᑎᑎᐊᓚᐊᖅᑐᓂᒪᑦ ᖃᐅᔨᓴᐃᓇᓂᒪᑦ ᐸᖅᓇᐃᓂᖅ
- ᓄᓇᓕᒃ ᐅᓗᓚᐊᓇᖅᑐᒍᓐᓇᖅᓯᓂᐅᑦ ᑐᓴᐅᒪᑎᑦᑎᓂᒪᑦ ᖃᓄᖅᑐᑎᑦᑎᓂᖅ
- ᐃᓄᐃᑦ ᖃᒪᑎᒃᖁᖅᑎᑦᑐᑦ ᐸᖅᓇᐃᓂᖅᑭᒥᒃ
- ᐱᖓᔪᓂ, ᓄᓇᒋᓐᓂᖅᑐᑦ ᐊᓱᒪᓗ ᓄᓇᒥᒃ ᐊᑐᖅᑐᓂᒪᑦ ᖃᐅᔨᓴᐃᓇᓂᓪᓗᒍᑦ
- ᐸᐃᓐᓇᓚᑦ-ᐃᓄᐃᑦ ᑲᑐᔨᓗᑎᒃ ᐋᖅᑭᒋᐊᖅᓯᒪᔪᑦ ᐱᐅᑐᖅᓯᒪᔪᒥᒃ ᐊᐅᓚᓇᑎᓪᓗᐊᑦᑐᑦ
- ᒥᑎᒪᒐᓕᒥᑦ ᐃᓄᐃᑦ ᑐᕈᕐᑕ ᖃᓄᐃᓕᓴᐅᑎᑐᑦ (ᓇᑦᑎᑦ)
- ᐊᖅᑎᓚᑎᐊᖅᓗᒍ ᐳᐃᔨᓄᑦ ᖃᐅᔨᓴᐃᓇᓂᖅᑐᖅ (ᓇᑦᑎᑦ)
- ᐅᒥᐊᖅᐊᖅ ᐃᖅᑎᖅᑕᖅᑐᓂᑕ ᒪᓕᓚᑎᑦ ᐋᖅᒪᓗ ᑲᑦᑕᓂᖅᑐᓂᖅᑐᓂᖅᑐᑦ ᐅᓂᒃᑳᖅᑕᖅᑐᑦ ᐅᓂᒃᑳᖅᑕᓂᖅᑐᓂᑦ ᐃᓂᓕᓚᑎᑦ ᐅᓂᒃᑳᖅᑕᖅᑐᑦ
- ᐱᓕᓚᓂᖅ ᖃᐅᔨᓴᐅᑎᓗᒍ ᐅᒥᐊᖅᐊᖅᑐᓂᒪᑦ ᐃᓄᐃᑦ ᐊᑐᖅᑐᓂᒪᑦ ᑐᓴᐅᒪᑎᑦᑎᓂᒪᑦ ᐃᓕᒃᑐᑦ
- ᐋᖅᑭᒋᐊᖅᓯᒪᔪᑦ ᐱᐅᓂᖅᑐᖅ ᐋᖅᑭᒋᐊᖅᓯᒪᔪᒥᒃ ᐊᑐᖅᑐᓂᒪᑦ ᑐᓴᐅᒪᑎᑦᑎᓂᒪᑦ ᐃᓕᒃᑐᑦ
- ᐅᒥᐊᖅᐊᖅᑐᓂᒪᑦ ᐃᓄᐃᑦ ᐅᓂᒃᑳᖅᑕᖅᑐᓂᒪᑦ ᐊᑐᖅᑐᓂᒪᑦ ᐃᓕᒃᑐᑦ
-

ᐊᖅᔨᑎᔨᒋᑦ ᐃᓗᓕᖅᑭᑦ ᐊᒻᒪᓗ ᓄᓇᐅᑦ ᐊᐢᕎᑎᖅᓴᒃ

Railway components and the Terrestrial Environment

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ᐊᖏᑎᓂᒃᑯᐸ ᓇᐅᑲᓂᖏᓕᓂᖏᓚ

- ᐅᐊᖏᓇᒥ ᐊᖏᑎᓂᒃᑯᑦ ᐅᖏᓚᓂᖏᓕᖏᓂᐊᖏᑐᖏ 100 ᑭᑕᓂᑦ ᓴᓂᐊᓂ ᐅᓂᒃᖏᑕᕐᓴᐅᐳᐸ ᐊᖏᑎᐊᓂᑦ.
- ᐊᑕᐅᓂᖏ ᐅᖏᓚᑲᓂᑦᐊᓗᐊᖏᒡᓪᓗᑦ ᐱᖓᖏᒍᒥᑦ ᑭᓪᓗᒍ 67ᒥ.
- 12 ᐅᖏᓚᒃᓂ ᐊᖏᑎᑎᖏᕐᓴᐅᑲᓇᖏᑐᑦ ᐃᓂᒪᑦᔭᐅᐳᑦ ᐊᖏᑎᓂᑯᐸ ᖃᒪᑦᐊᖏᓚᓂ ᓴᓇᓗᓂᓂᑦᓂᐅᑦ ᐊᕐᑭᑲᓂᒪᓂᓄᑦ.
- ᑐᓴᕋᓂᓪᑕᐅᖏᑎᒡᓗᑦ ᓄᓇᓕᖏᒥᐅᓂᑦ ᕿᓂᖅᓯᓪᓚᑦ ᐃᓂᒪᓕᐅᐳᑦ ᐊᖏᑎᓂᑯᑦᓴᐅᓪᓚᓇᐅᖏᑐᑦ ᖃᒪᑦᐊᖏᒥ ᐊᖏᑎ 3ᒧᑦ.

Baffinland

Railway Alignment

- North Railway will generally be within 100 m of the Tote Road.
- One substantial deviation required due to a hill at km 67.
- 12+ routes considered for rail alignment through design process.
- As a result of community engagement Baffinland has moved the proposed rail alignment at the deviation to Route 3.

Baffinland

ᐊᖏᑎᓂᒃᑯᐸ ᐊᐅᓪᓂᖏᓕᑦ

- ᐅᓄᖏᓂᖏᑦ ᓄᑲᑦᓂᐳᑎᓂᒃᑯᑦ ᐱᓪᓓᔪᓂ – ᒪᖏᑐᖏᓪᑦ ᐱᖓᓕᓄᓄᑦ
- ᐅᓄᖏᓀᖏᑦ ᑲᓪᑕᐅᐳᔪᑦ ᐊᑐᓂ ᓄᓇᑦᓂᐳᑎᓂᒃᑯᖓᓗᑦ – 64
- ᐅᓄᖏᓀᖏᑦ ᐊᐅᓪᓚᐅᑦ ᐊᑐᓂ ᓄᓇᑦᓂᐳᑎᓂᒃᑯᖓᓗᑦ - ᒪᖏᑐᑦ
- ᑕᑭᓂᓪᔭᐊ ᓄᓇᑦᓂᐳᑎᓂᒃᑯᐸ – 660 ᑭᑕᑦ
- ᐃᖏᑦᕿᓗᓂ ᓱᑦᑲᓂᓪᓚᖓ – 60 ᑭᓪᓚᑎᑕᑦ ᐃᑲᑦᕿᒥ
- ᓄᓇᑦᓂᐳᑎᓂᒃᑯᑦ ᐊᐅᓪᓚᓂᓪᖏᑦᑕᖏᑕᖏᑦ – 12.5 ᐃᑲᑦᕿᑦ
- ᐅᓄᖏᓀᖏᑦ ᐅᓱᓪᖏᑕᐅᐳᑦ ᓄᓇᑦᓂᐳᑎᓂᒃᑯᑦ ᐅᓪᓗᑎᒥ – 5ᓂᑦ 8ᓄᑦ
-

Baffinland

Rail Operations

- Number of Trains in the system – 2-3
- Number of cars per Train – 64
- Number of Locomotives per Train – 2
- Approximate Length of Train – 660m
- Maximum operating speed – 60 km/hr
- Train Operating Cycle Time – 12.5hrs
- Number of Loaded Trains per day – 5 to 8

ᐊᐢᔪᖅᐸᑦ ᐊᑐᖅᑕᐅᓴᐅᑐᓂᒃ ᐃᖅᑭᐱᓪᓗᓂᒃ ᐊᓯᔾᔨᓂᒃ ᐊᖅᑯᑎᓪᓗᐊᑦ

Pictures of Typical Rail Super Structure and Track Switches








Baffinland

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ᓴᖅᖃᓕᒃ ᐃᓕᓐᓄᑦᓂᓐᒃ ᖃᓄᐃᓐᓄᑦ ᓴᖅᖃᑦ ᓄᓇᕗᑦ ᓯᑕᒪᓕᒃ

Plate Arch and Corrugated Steel Pipe Culverts






Baffinland

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ᑕᐃᒪᐃᓚᓱᑐᖅ ᐊᖅᑯᑎᑯᑦᓴᑦ ᐃᑲᖅᖃᖅ
Typical Rail Bridge







Baffinland

ᐊᐅᓪᓗᐅᑎᐅᓚᓱᑐᖅ
Typical Locomotive

ᐊᐱᕐᐊ ᐊᐅᓪᓗᐅᑎᐅᕐᓂ | Example Locomotive



ᐊᐅᓪᓗᐅᑦᑎᓪᓗᒍ ᑕᖃᓴᖅᓯᓗᑎᒃ ᑕᑯᔭᐅᓱᑦ ᑕᒪᓐᓇᖅ ᐱᓕᕆᓂᖅᓯᒪᑦ
The locomotives will be coloured as shown below for the project



Baffinland

ᐃᒪᐃᓪᑐᒍᔪᖅᑐᖅ ᓴᖅᓴᕐᓴᓂᓚᖅ ᐅᓯᖏᖅ

Typical ore car

ᐅᖅᑐᑎᐅᓪ ᓴᖅᓴᕐᓴᓂᒥᖅ ᖃᓕᓯᖅ ᖁᓇᓱᑐᓂᔭᖅ | Example of ore car



Baffinland

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ᐅᓯᓕᖅᓯᐃᓂᓪᓕ ᐅᓯᖏᑭᐊᖅᓂᓪᓗ ᖃᓕᒍᓂᖅ

Loading and Unloading of Cars



Baffinland

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ᓄᓇᐃᑦ ᓂᕐᔪᒃᑯᓪᓗ - ᑐᖏᓚᐅᐅᓪᓕᑦ ᐃᓱᒪᓗᓐᓇᓇᖅᑐᑦ

- ᐊᐱᖅᓯᒃᑎᑦ ᓂᐱᓄᑦ ᐊᒃᑐᖅᑕᐅᓂᕐᓂᒃ ᓂᕐᔪᑎᓄᑦ
- ᐊᐱᖅᓯᒃᑎᑦ ᐊᒃᑐᐃᓂᕐᓄᑦ ᑐᒃᑐᑦ ᐊᖅᓯᑎᖅᓵᓄᑦ
- ᐊᐱᖅᓯᒃᑎᑦ ᐳᔪᓄᑦ ᓱᑭᐃᓂᕐᓄᑦ ᐱᑭᖅᑐᓄᑦ ᓂᕐᔪᑎᓂᑦ ᓂᕿᑭᐅᒃᐅᔪᓄᑦ
- ᐊᐱᖅᓯᒃᑎᑦ ᐊᒃᑐᐃᓂᕐᓄᑦ ᐃᓄᐃᑦ ᐃᓕᖅᓯᖓᓂᕐᓄᓪᓗ ᐊᓕᖅᓯᐅᑎᖅᓄᑦ ᐊᖏᔪᓱᓂᕐᓄᓪᓗ

Land and Animals – Key Issues of Concern

- Questions about noise effects on animals
- Questions about effects to caribou migration routes
- Questions about dust contamination of the plants that the animals eat
- Questions about impacts on Inuit culture and hunting

Baffinland

ᓄᓇᐃᑦ ᓂᕐᔪᒃᑯᓪᓗ – ᐃᓕᓴᐅᔪᖅ ᐊᐅᓪᓕᖅᑎᑦ

- ᒥᑭᓕᑎᐊᖅᓯᒪᔪᖅ ᐱᓕᕆᓂᖅᒥᑦ ᐊᒃᑐᐃᓂᖅ (ᐱᓱᖅᑐᑦ)
- ᐅᔨᒃᑕᐃᓕᒪᓂᒃᓴᓕᑦ ᑎᓪᒥᐊᑦ, ᐃᓂᓂᕐᓚᓄᓪᓗ ᐊᐅᓪᓕᖅᑎᓂᑦ ᑕᐃᒪᐃᑦᑕᕆᐊᖅᑲᓪᒪᒥᒃ
- ᐊᖅᓯᒃᑎᑦ ᓴᓇᕿᓯᒪᓂᖅᑐᑦ ᐊᐳᑎᖅᓵᐊᖅᑐᓂᓪᓗ ᐊᐅᓪᓕᖅᑎᓂᑦ ᐱᕆᖅᑲᓪᓚᑦ ᑐᒃᑐᑦ ᐊᓂᔪᓯᓪᓚᑦ
- ᓂᕐᔪᑎᑦ ᓯᓂᓪᓕᐅᕿᐊᖅᑲᓂᓪᓚᑦ ᐊᑐᐊᒐᖅ, ᐅᖅᑲᐅᓯᒪᔪᑦ, ‘ᑐᒃᑐᓂᓪᓗ ᑐᓴᐅᒪᑎᑎᓂᑦ’ ᑐᖃᓂᖃᓂᔨᓇᑎᒃ

Land and Animals – Existing Management

- Minimized project footprint (vegetation)
- General avoidance of birds, and nest management where necessary
- Road design and snowbank management to accommodate caribou passage
- Wildlife right of way policy, reporting procedure, and ‘caribou advisories’ to avoid mortality

Baffinland

ᓱᓕᖅᓂᓪᓗᑎᒃ ᐊᐅᓪᓚᑎᓂᓪᓗᑎᒃ ᐱᓕᕆᓂᐅᔪᒃ ᒪᖕᑭᐊᓄᑦ

- ᓄᓪᓕᑎᖅ ᐅᓱᖅᖃᑦᕋᐅᔪᒃ ᐊᖅᑯᑎᐊᓂᒃ ᐊᖅᑯᑎᑯᒋᔭᑦ ᓂᖕᕕᑎᓄᑦ ᑲᑎᓱᖅᑕᖕᖏᓐᓂᒃ
- ᐱᓇᓕᑎᖅ ᐃᑲᓇᔾᓂᖅ ᐊᖅᑯᑎᑯᒋᔾᔪᒥ ᑕᕝᕙᐅᔾᕈᓐᓇᖕᖏᓐᓂᒃ ᖃᐅᔨᒪᓕᐅᔪᓂᒃ ᓄᓪᓕᑦᕋᓐᓕᒃ
- ᐊᑐᖕᓇᑎᖅ ᓄᓇᖅᑯᑭᒃ ᓄᓇᖅᑯᑭᑎᑯᒋᔾᔪᒃ ᐊᖅᑯᑎᔾᒐᓂ ᐃᔾᕈᖕᕋᔾᓇᖕᖏᑐᒃ ᓇᐅᔾᓂᖅᓱᑭᑎᖕᖏᓐᓂᒃ ᑐᖅᑐᖕᓇᐊᖅᑎᓐᓂᒃ, ᑐᖅᑐᖕᓇᓪᓚᖅᑎᓐᓂᒍ

Additional Management for Phase 2

- Shift from Tote Road to transport by rail to reduce the possibilities of wildlife interactions
- Construction of crossings along the rail to maintain known migration paths and travel routes
- Use of Hi-cars to monitor for caribou along the railway in peak periods



Baffinland

ᓄᓇᖅᑯᑭᒃ ᓄᓇᖅᑯᑭᑎᑯᒋᔾᔪᒃ ᐊᖅᑯᑎᔾᒐᓂ ᐃᔾᕈᖕᕋᔾᓇᖕᖏᑐᖅ

Hi-Rail Car



Baffinland

ᓄᓇᖅᑐᓄᑦ ᐅᐸᔪᓇᖅᓂᑦ

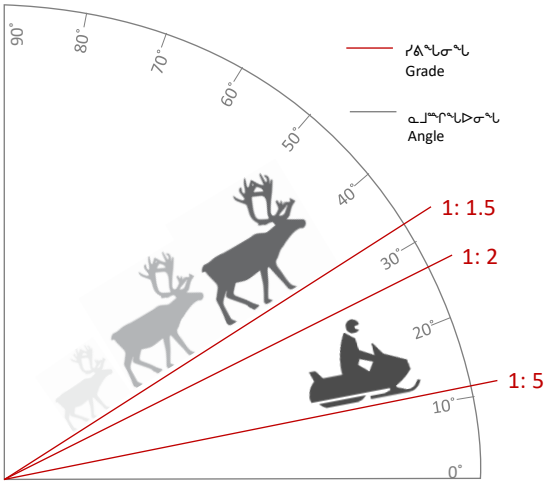
- 30 ᐅᖏᒃᑖᓂ ᓇᓗᓇᐃᖅᑕᐅᓱᒪᓐᓂᑦ ᓄᓇᓕᖏᓂᑦ ᑭᖑᖅᑐᖅᑎᓂᒃ ᐃᑲᔾᖅᓴᑎᒃ (ᓇᓂᓂᓂᕐᑦ ᒪᓕᒃᑐᑦ ᐃᖏᕐᕿᐅᔾᔨᓕᓕᒫᑦ ᑲᓇᑕᒥ ᐊᖓᔪᓕᔪᒃᑐᑎᓕᒫᑦ ᒥᑭᐊᖅᓂᐊᖅᑎᓪᓗ ᑲᑐᔾᖅᑎᑎᕐᑕ ᐊᖏᕐᓂᖏᓂᔪᓄᑦ).
- ᐃᓄᖏᓂᒃ ᐊᐃᒃᓕᖅᑎᑐᐃᓇᓇᐃᑦ ᑲᓕᑖᓪᓗ ᐅᐱᓕᖅᓂᐊᖅᑐᓂᒃ ᐃᓄᖏᓂᒃ ᐱᕐᔪᑎᓂᒃ ᑐᓕᕐᓂᐊᖅᑐᓪᓗ.
- ᐊᐅᓕᑕᐅᓗᓂ ᐅᐸᔪᓇᖅᓂᖅ ᐅᓱᑲᖅᑕᕐᖃᓚᒪᑦ ᐊᖅᔪᑎᒪᑦ ᐅᐊᖏᓇᒥ ᐊᖅᔪᑎᔪᑕᒃ ᐊᐅᓕᓕᕐᔪᓂ.
- ᓱᓕᒃᑲᓂᓕᑦ ᐊᖏᓇᓱᑐᓕᕐᓂᔾᔨᔪᑦ ᒥᑭᐊᖅᓂᐊᖅᑎᓗ ᑲᑎᒪᔨᖏᑕ ᐃᒡᓗᔪᕐᑕ (ᓇᓂᓂᓂᓂᑦ ᒪᓕᒃᓗᑕᑦ ᐊᖏᓇᓱᑐᓕᕐᓂᐊᖅᑐᓂᑦ ᒥᑭᐊᖅᓂᐊᖅᑎᓗ ᑲᑎᒪᔨᖏᑕta ᓇᒡᒪᒍᓱᓂᖏᓂᔪᓄᑦ).
- ᐃᓕᒥᐊᖅᑕᐅᓗᑎᒃ ᐊᐳᑎᒃᔪᑦ ᐊᖅᔪᑦᑏᑦ ᑕᓪᓕᒪᓂᒃ ᓄᓇᓂ ᑲᑎᓴᓕᑦ 20.25ᓂᒃ ᑕᑭᓂᓪᑦ.

Baffinland

Land User Access

- 30+ crossings have been identified with community representatives (locations subject to TC and HTO approval).
- Dedicated pick-ups and trailers to move people and equipment between the port and mine.
- Controlled access program for the Tote Road once the North Railway is in operation.
- Additional HTO cabins at three locations (locations subject to HTO approval).
- Addition of snow machine trails in five areas totaling 20.25 km.

ᐃᑲᖏᖓᑕᑦ ᔪᖏᖅᓴᓂᖓᓪᓚᓄᑦ ᓇᐃᔭᐅᑏᑦ
Crossing Slope Ratios





Baffinland

ᑐᖅᑐᑦ ᐃᑲᖏᕐᓗᖅᑐᑦ

ᐊᓯᖏᑦ ᑐᖅᑐᓄᑦ ᐃᑲᖏᐅᓯᖏᓐᓄᕆᕐᓂᔪᑦ ᐱᖅᓯᐅᑉᐸᓐᓂᖅ

- 14 ᖃᐅᕆᓚᖅᓯᒪᔪᑦ ᐃᓚᖅᖏᓯᒪᔪᑦ ᐊᑐᑭᓐᓇᖅᑐᑦ ‘ᐊᒋᔪᑦ ᐃᑲᖏᐅᑎᑐᑦ’;
- 30 ~ ᓄᓇᓚᖅᓄᑦ ᐱᒃᖅᑯᒍᑦ ᓄᓇᑲᑯᑦ ᐊᖅᑯᑎᓚᐊᑦ;
- 8 ᖁᐃᕆᑦᑐᑦ ᐃᑲᖏᐅᑦ ᐅᓯᑲᖅᑕᖏᐅᐸ ᐊᖅᑯᑎᐊᒍᑦ.

Caribou Crossing

Other areas caribou may cross include:

- 14 plate arch culverts may act as ‘underpasses’;
- 30~ purpose built land user crossings;
- 8 level crossings for the Tote Road.

Baffinland

ᐱᓚᕆᓂᖏᒍᑦ ᐊᑲᐅᐃᓂᖏᓄᑦ ᒥᑭᓴᓚᕐᓂᖅ

ᐊᖅᑯᑎᑯᒋᐸ ᓴᓇᓯᒪᓂᖅᓴᒃ

- 1:2 ᓯᐃᖅᓴᓂᑦ ≥ 2 ᒥᑕᑦ (6.6 ᐃᓯᒪᑦ 4 ᒥᑕᑦ (12.1 ᐃᓯᒪᑦ)
- ᐃᒪᐃᑦᑐᖅ 8 (< 6 ᐃᖅᓯᐢ) ᓯᐃᖅᓴᔪᖅᓯᐅᑎ
- ᖁᐃᕆᑐᑐᓄᑦ ᐃᑲᖏᐃᑦ (ᐃᓂᖅᓄᑦ ᓂᕐᔪᑎᓄᓕᓗ)
- ᖃᐃᕆᓯᓕᑦ ᐃᓚᖅᓴᓯᒪᔪᑦ (ᐃᓂᖅᓄᑦ ᓂᕐᔪᑎᓄᓕᓗ)
- ~66% ᐊᖅᑯᑎᑯᒋᖅ ᐊᑐᖅᑕᐅᔪᓇᖅᑐᖅ ᒥᑭᓕᓯᐊᖅᑎᑦᑎᐸᖅᓂᓕᑎᖅ ᐊᖅᑐᐃᓂᓂᓕᖅᓂᖅ
- ᐱᓂᓕᖅᑕᐅᖅᑎᖅᓂᖅᓴᐅᓕᑎᖅ ᖃᓂᐊᓂ ᓄᓇᖅᑯᑦᑎᓄᑦ ᑕᒪᐅᓇᖅᑐᐃᓄᑦ

ᐊᖅᑯᑎᑯᒋᖅᑦ ᐊᐅᓪᓚᑦ

- ᓇᐅᑦᑎᖅᓯᐅᓇᓕᓕᑎᖅ ᓂᕐᔪᑎᓄᑦ ᐃᓄᖅᓂᓕᓗ
- ᓯᖅᐃᐃᕐᓴᓕᓕᑎᖅ ᓈᒻᒪᑲᐃᓕᓗ ᓄᖅᖁᕐᓇᖅᑐᓕᓕᑎᖅ
- ᓂᕐᔪᑎᓄᑦ ᓇᐅᑦᑎᖅᓯᖅᑎᑦ ᐃᓕᐅᓕᑎᖅ
- ᓯᓚᓂᕆᒥ ᓄᑲᓯᐅᑎ ᐊᑐᖅᑕᐅᓕᓂ ᓇᐅᑦᑎᖅᓯᓂᓄᑦ
- ᓯᓚᓕᖅᑎᑦ ᐊᓂᔪᖅᑎᓕᑦ
- ᓯᐃᖅᓴᓂᖅ ᐊᖅᑭᑭᐊᖅᐸᓕᔪᔭ ᐱᕆᓚᐊᖅᑲᖏᓐᓕᑦ

Baffinland

Project Mitigation

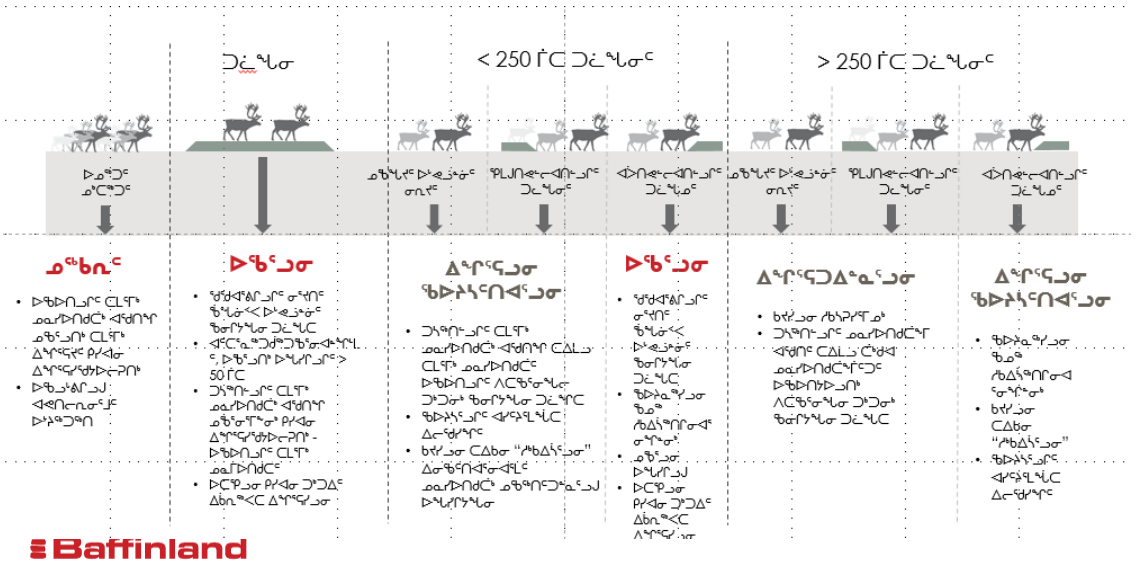
Rail Design

- 1:2 slopes ≥ 2 m (6.6 ft) ≤ 4 m (12.1 ft)
- Type 8 (< 6 in) embankment material
- Level crossings (humans and wildlife)
- Plate arch culverts (humans and wildlife)
- ~66% of rail passable by caribou without further mitigation
- Reduced disturbance compared to truck traffic

Rail Operation

- Constant vigilance for animals and people
- Slow speeds and reasonable stopping distances
- Wildlife monitors present
- Hi-rail car used for monitoring
- Let the leaders pass
- Modify embankment as necessary

ᑐᖅᑐᓂᒃ ᖃᓄᖅᑐᕐᓂᕐᓂᒃ ᐊᑲᑭᖅᓭᒪᔪᓂᒃ - ᐊᖅᑯᑎᑯᑦᑲᖅ


ᑐᓴᖅᑐᓂ
ᓄᑦᑦᑐᓂ
ᑐᓴᖅᑐᓂ
< 250 ᒥᑦ ᑐᓴᖅᓯᓂ
> 250 ᒥᑦ ᑐᓴᖅᓯᓂ
ᓄᖅᑲᒃ
ᐅᖅᑲᓐᓂᑦ ᑕᒪᖏᑦ ᓄᓇᕗᑦ ᐊᑐᑎᓯᒪᔪᖅ ᓄᖅᑲᒃᓴᓂ ᑐᓴᖅᓯᓂ
ᐅ

ᖃᐅᔨᓴᖅᓂᒃ ᖃᐅᔨᓕᕆᔨᒃᑯᓂᖅᓂᒪᓗ

ᓄᓇᓕ ᐊᐸᑎᓕ ᐱᐅᖏᓕᑐᓄᑦ ᒥᑭᓂᓕᕆᖏᑎᑎᓂᑎᓕᒃ ᖃᐅᔨᓴᖅᓂᒃᓄᒪᓗᒍ ᐸᖅᑲᐅᑎ

(TSD-28, ᐅᐃᒍᖏᑐ U)

ᐱᓕᕆᑐᑦ

- ᐳᓵᐃᑦ ᑲᑕᖏᓂᓂᑦ
- ᓴᓇᕋᑦᑕ ᖃᖏᒐᑦᑕᑐᖅ
- ᐅᓄᖅᓂᓂᑦ ᐊᑭᐸᓂᓂᑐᒍᓐᓇᒍ

ᑎᖏᒥᐊᑦ

- ᐱᓕᕆᓄᑕᖅᓂᓕᖅᑐᖅ ᑎᑭᓯᓄᑦ ᑎᖏᒥᐊᑦ ᐃᐊᓵᓂᑕᑦ ᖃᐅᔨᓴᖅᓂᒃ
- ᑭᓇᐅᔭᓂᑦ ᑐᓂᓯᖏᑐᑦ ᑕᒪᓐ ᑎᖏᒥᐊᓄᑦ ᖃᐅᔨᓴᖅᑐᓄᑦ
- ᖃᖅᖃᓄ ᑎᖏᒥᐊᓄᑦ ᐃᐊᓵᓯᑦ ᖃᐅᔨᓴᖅᓂᒃ

ᑐᑦᑐᑦ

- ᐱᓕᕆᓂᕐᒧᑦ ᑐᕐᖏᑐᑦ ᖃᐅᔨᓴᖅᓂᒃ (ᐅᖅᑐᓵᓂᑦ ᓄᓇᓂᑦ, ᐊᐅᑎᓯᑦ ᑐᓯᑦᑕ, ᓇᐅᑎᕐᓯᒪᓕᕆᔨᓂᖅᖅ, ᐊᖏᓚᓯᑐᑎᓂᑦ ᖃᐅᔨᓴᐅᔪᓂᑦ)
- ᐃᑲᖏᓴᓂ ᖃᐅᔨᓴᓂᖅ
- ᑭᓇᐅᔭᖃᑎᒌᑎᓯᑦ ᑕᒪᓐ ᑐᑦᑐᓂᑦ ᖃᐅᔨᓴᖅᓂᕐᓄᑦ

ᓄᓇᓕ ᐊᐸᑎᓄᑦ ᑲᑎᒪᔨᕋᓪᓕᑦ

ᐃᓕᖅᓯᓂᖅᓄᑦ, ᐱᖏᓂᓄᑦ ᓄᓇᐃᓪᓗ ᐊᑐᖅᑕᐅᓂᕐᓄᓪᓕᑦ ᖃᐅᔨᓴᖅᓂᒃ

ᒥᑎᒪᑕᓕᕐᒥ ᓂᖅᑭᑐᑐᖃᓄᓪᓕ ᖃᐅᔨᓴᖅᓂᖅ

ᓂᕆᔨᑎᓄᑦ ᐊᓐᓇᐃᔨᓄᑦ ᑭᓇᐅᔭᑦ

Baffinland

Monitoring and Follow-up Programs

Terrestrial Environment Mitigation and Monitoring Plan

(TSD 28, Appendix U)

Vegetation

- Dust fall
- Metal uptake
- Abundance and diversity

Birds

- Active migratory bird nest survey
- Contribution to regional bird monitoring
- Cliff-nesting raptor research

Caribou

- Project-specific monitoring (height of land, snow tracks, constant vigilance, harvester observation)
- Crossing structure monitoring
- Contribution to regional caribou monitoring

Terrestrial Environment Working Group
Culture, Resource and Land Use Monitoring
Pond Inlet Country Food Baseline Study
Wildlife Compensation Fund

ᐊᖏᔪᑎᑦᓯᐅᖏᓐᓄᑦ ᐃᖏᑭᐊᑭᓐᓇᖏᓂᑦ ᐊᐅᓚᑎᑎᓂᑦ

- ᐊᖏᔪᑎᑦᓯᐅᖏᓐᓄᑦ ᐃᖏᑭᐊᑭᓐᓇᖏᓂᑦ ᐊᐅᓚᑎᑎᓂᑦ
- ᐊᖏᓴᓇᓗᑐᓂᓚᓕᕆᔨᒃᑯᑦ ᐅᖃᐅᑎᐊᐃᑦ ᐸᐊᓂᓐᓇᒃᑯᑦ ᖃᖏᓴ ᓇᓂᓗ ᓱᑭᑐᓄᑦ ᑐᑦᑐᓄᓪᓗ ᐃᑲᖏᓴᓚᐅᑦᑯᓚᓕᒃᑐᑦ
- ᓱᓇᖏᓴᓂᖅᑎᓪᓗᑎᑦ ᓱᓇᖏᓂᖅ ᑐᑦᑐᓄᑦ ᐃᑲᖏᓴᓂᖅ
- ᐊᓱᐃᔨᓗᑎᑦ ᑭᓱᐃᑦ ᓱᓇᖏᓂᕐᒥ ᐃᑲᖏᓴᓂᑦ ᑭᖓᓂᐊᒍᑦ ᓇᓗᓇᐃᖅᑕᐅᔪᑦ ᓴᓇᓚᐅᖅᑭᑐᓂᒥᓂ
- ᐃᓄᐃᑦ ᖃᐅᔨᓴᖅᑐᑦ ᓴᓇᓄᑦ ᓄᑖᓂᓂ ᓇᓗᓇᐃᖅᓄᓪᓗᓗᑎᑦ ᐃᑲᖏᓴᓂᑦ
- ᖃᐅᔨᓴᓗᑎᑦ ᖃᐅᔨᓴᖅᑐᑦ ᐃᑲᖏᓴᓂᑦ ᑭᖓᓂᐊᒍᑦ

Baffinland

Rail Construction Adaptive Management

- HTO tells Baffinland when and where to add snowmobile and caribou crossings
- Flatten slopes for caribou crossings
- Change material on side slope where crossings are later identified post construction
- Inuit survey in front of construction crews and verification of crossings
- Investigate caribou monitoring technology

ᓱᓕᐅᐸ ᐱᐅᓂᖏᓄᑦ ᐃᓱᒪᓗᑕᐅᓗᐊᖅᑐᑦ

- ᐃᓱᒪᓗᓂᑦ ᖃᖅᑕᔪᑦ ᖃᖅᑎᑦᑎᔭᓄᑦᓗ ᐊᐢᑐᐃᓇᖏᑦᓴᓕᑦ ᓱᓕᐅᐸᐸ ᐱᐅᓂᖏᓂᖅ
- ᐊᐱᖅᑯᓂᑦ ᐅᔪᑦ ᐊᐢᑐᐃᓇᖏᑦᓴᓕᑦ ᓂᕿᔪᓂᑦ ᐃᓄᐃᑦᓗ ᖃᓄᐃᖏᓐᓂᖏᑦ
- ᐅᔪᖅ ᐊᐳᖏᓕᓗᖅᑐᖅ

Air Quality – Key Issues of Concern

- Concerns that explosives and blasting will affect air quality
- Questions about dust impacting wildlife and human health
- Dust travelling long distances



Baffinland

ᐅᔪᐸ ᐊᐅᓪᑕᐅᓂᖏᓐ

- ᐊᓯᕆᔨᓪᓗᓂ ᐊᖅᑯᑎᒋᑦ ᐊᖅᑯᑎᑯᑦᓪᒪᑦ ᐅᔪᖅᑎᓂᖅᑐᓪᓗᓂᑦ ᓄᐢᑕᖅᓴᐅᐸᐸ ᓯᓚᓪᐊᓂ
- ᐱᓪᓚᓂᐅᐸᐸ ᒪᖅᑭᐊᓂ ᐊᓯᕆᔨᓪᓗᓂᓪᓚᖅᑕᑦ ᓯᖅᓴᓪᓕᓯᓯᑦ
- ᐊᑐᓪᖅᑎᑕᐅᓪᓗᓂ ᐅᔪᑦ ᐊᐅᓪᓚᑕᐅᕆᓴᓯᖅᑦ
  - ᓄᓇᕗᑦᑭᓂᑦ ᓯᖏᐅᓐᓂᖅᐅᓪᓚᓪᓗᑎᒃ
  - ᖃᓄᐃᓪᓚᑎᐊᖅᓗᒍ ᐅᔪᑦ ᑲᑕᓐᓂᖅᑦ ᑕᓗᓄᑦ
  - ᖃᐅᔨᓪᖅᑕᐅᓪᓗᑎᒃ ᓯᖅᑲᓪᓴᓯᑦ
  - ᐅᓴᐃᐅᓄᓯᖅᓗᒍ ᐅᓯᖅᖃᑕᖅᓴᐅᐸᐸ ᐊᖅᓄᑎᐊ
- ᐅᓴᐃᕆᐃᓄᓯᖅᓗᑎᑦ ᑐᖅᓄᖅᑕᐅᓯᒪᓴᑦ ᐅᓴᐃᖅᑎᓐᓂᖅᐅᓂᐊᖅᒪᑕ

Dust Management

Moving from road to rail decreases dust along the transportation corridor

Phase 2 will see major changes to the crushing process

Implementation of Dust Management Protocol

- Reduced vehicle speeds
- Minimize drop distance with stackers
- Installation of shrouds on crushers
- Application of dust suppressants along Tote Road

Spraying stockpiles to reduce dust emission

Baffinland

ᖃᐅᔨᓴᖅᓯᓪᓚᑦ ᖃᐅᔨᓴᖅᑲᓂᕐᓂᖅᓯᓪᓚᑦᓗ

- **ᓄᓇᒃᓴᓂ ᐱᐅᓂᖏᓐᓄᑦ ᓂᕆᖅᓱᒻᒪᓂᕐᓂᖅᖃᐅᓂᕐᓄᑦᓗ ᐸᕐᓇᐅᑎ**
- ᓄᓇᑲᓇᓯᑦ/ᐊᑐᕈᑎᐊᖅᓄᓪᓕᐊᓂ ᖃᐅᔨᓴᖅᓴᐃᑦ ᓄᑕᓄᑦ ᐱᕐᔪᑎᕐᐸᐊᓄᑦ
- ᐊᑐᓕᖅᑎᓕᒫᑦ ᖃᐅᔨᓴᐃᓇᓇᖅᑐᓄᑦ ᐅᓂᐅ ᑲᑕᓇᓂᕐᓇᓄᑦ ᓇᓕᐊᕐᓕᐊᑕᓂ ᓄᓇᓂ
- ᓇᓕᓇᐃᕐᑎᐊᖅᓄᓪᓕᐊᓂ ᑭᒃᓕᑦ ᐱᓕᕆᕐᓴᓕᓕᓕᓗ ᐊᑐᖅᑭᐊᑭᓇᖅᑐᓄᑦ ᐊᐅᓪᓚᑎᑎᓄᕐᓄᑦ
- **ᓄᑕᑭᓇᐊᖅᑐᓄᖅ ᓄᓇᓕᐅᑦ ᐊᓂᔨᕐᓂᖅᓱᓄᑦ ᖃᓄᖅᑐᑭᑎᓂ**
- ᖃᓄᖅᑐᑭᑎᓄᑦ ᓴᓇᓭᓕᐊᓂᖅ ᖃᐅᔨᓴᕐᓂᐊᖅᑐᖅ ᓇᓕᐊᓕᕐᓂᐊᖅᑐᓄᑦ ᓄᓇᓕᓂᕐᓄᑦ ᐅᖅᓀᓂᕐᑎᑦᑕᑐᓄᑦ ᐅᓪᓗᒥᓂᕐᓂᖅᑐᓄᑦ
- ᓴᓇᓭᓕᐊᓂᖅ ᐱᖃᓂᐅᔨᓗᓂ ᑐᓴᕆᓂᖅᓯᓂᖅ ᐃᓄᖅᓂᓂ ᐱᖃᖃᑕᐅᔨᓂᓗ
- **ᐃᓕᖅᓀᓂᖃᖅᓴᓄᑦ, ᐱᕐᓀᑎᓄᑦ ᓄᓇᐃᓗ**
  ᐊᑐᖅᑕᐅᓂᕐᓂᖅᓄᑦ ᖃᐅᔨᓴᕐᓂᖅ

Baffinland

Monitoring and Follow-up Programs

Air Quality and Noise Abatement Management Plan

- Additional/modified monitoring stations for new infrastructure
- Implementation of active monitoring for dustfall at select locations
- Defined treshholds and process steps for adaptive management

Updated Climate Change Strategy

- Strategy development will investigate options for reducing greenhouse gas emissions
- Development will include consultation with Inuit and stakeholders

Culture, Resource and Land Use Monitoring

ᐃᒋᑦ ᐊᐸᑎᖏᑦ - ᐃᓕᓴᕆᑕᐅᓪᓚᐊᖅᑐᑦ

- ᐃᒥᓗᓴᐅᔪᑦ ᐱᐅᐸᑦ?
- ᐃᓕᓴᕆᑕᐅᔪᑦ ᐱᐅᖏᑦᑐᓄᓄᑦ ᐃᒋᑦ ᐊᐸᑎᖏᓐᓂᒃᓂ
- ᐱᓕᓗᓂᒃᑲᒃ ᐊᐅᑐᐃᐃᕐᒃᑲᒃ ᐃᕐᓱᓗᓂᒃᓂᒃ

Freshwater Environment – Key Issues of Concern

- Is drinking water safe?
- Concerns about levels of contaminants in the freshwater environment
- Project effects on Arctic Char

Baffinland

ᐊᖏᑐᐃᓂᓪᑎᑦ ᐃᒋᑦ ᐊᐸᑎᖅᑭᓚᓂᑦ

ᐱᓕᕆᔨᐅᔪᑦ ᐊᐅᓪᒥᓂᔪᓂᑦ

- ᓱᑭᐃᓴᖏᑕᐅᔪᑦ ᖃᐅᔨᓴᖏᑕᐅᔪᓪᓗ ᐃᒥᓪᒪᓂᑉ ᑯᕕᓴᐅᓪᓚᐅᖅᑭᓂᖅᑎᓂ ᐊᐸᑎᒍᑦ
- ᐃᒥᖅᓂ ᐊᖏᑐᐃᓂᓪᔪᓂᑦ ᖃᐅᔨᓴᖅᓂᖅ
  - ᐱᖃᓱᐅᔨᓪᓗᓂ ᖃᐅᔨᓴᖅᓂᖅᑉ ᐃᒥᖅᔪᓂᑦ ᐃᖃᓗᖅᓂᖅᓴᓪᓗ
- ᐅᓱᖏᖅᑕᕐᕕᐅᑦ ᐊᖏᑯᑎᐊᓂᑉ ᖃᐅᔨᓴᖅᓂᖅ

ᓱᓕᑉᐹᓂᑦ ᐊᐅᓚᑎᓂᑦ

- ᐃᓕᓗᒋᑦ ᐊᖏᑎᓂᖅᓴᖅ ᑲᑎᕕᒃ ᐊᖏᑯᑎᑕᖅᓗᒍ
- ᐱᓕᕆᔨᐅᔪᑦ ᐃᓕᓴᐅᔪᖅᑐᑦ ᐃᖃᓗᐃᑦ ᐱᓕᕆᔨᐅᔪᓂᑦ ᑕᒪᐅᓐᓇᖅᑐᑦ
- ᐊᓕᓐᓂᐅᑉ ᐊᖓᑎᓂᕐᓂᒃ ᓄᓇᕗᑦᑐᑦ ᐃᖃᓗᐃᓕᓴᐅᔪᖅᑐᑦ
- ᓱᓕᑉᐹᓂᑦ ᐃᒥᐅᑦ ᐱᐅᓂᖅᓴᓂᑦ ᐃᖃᓗᐃᑦ ᐊᖏᑯᑎᐊᓂᑦ

Effects on Freshwater Environment

Existing Management

- Treatment and testing of all water before release to the environment
- Aquatic Effects Monitoring Program
  - Includes testing of water and Arctic Char
- Tote Road Monitoring Program

Additional Management

- Installation of larger culverts for railway to accommodate high flow events and fish passage
- Project design to reduce dust generation
- Additional water quality monitoring stations

Baffinland

ᖃᐅᔨᓴᐃᓂᓪᓗᑦ ᐊᓯᒪᓗ ᖃᐅᔨᒋᐊᖃᑦᑕᕐᓂᓪᓗᑦ ᑐᕽᖓᒪᔪᑦ

- ᐊᐅᓚᑎᑦᑐᓂᑦ ᒪᓕᒋᐊᓕᒃᑕ
- ᐊᑐᖅᑕᐅᔪᑦ ᐊᐅᓚᑎᓂᓪᓗᑦ <ᕐᓇᐅᑎᑦ ᐊᑐᓕᖅᑎᑦᑐᐅᓕᒃᑐᑎᒃ ᓄᑦᑭᑎᑕᐅᔨᓕᒃᑐᓗᒃ ᓄᑦᑭᒋᐊᖅᓯᒪᓂᓕ
  - ᐳᔨᓕᐊᖓᑎᑎᓂᓪᓗᑦ ᐱᓕᕆᓂᓪᓗᑦ <ᕐᓇᐅᑎ
  - ᐃᓱᓕᐊᖅᑕᐃᓕᒪᓂᓪᓗᑦ ᐱᓕᕆᓂᓪᓗᑦ <ᕐᓇᐅᑎ
  - ᐅᓱᖏᖅᑕᕐᕕᐅᑦ ᐊᖏᑯᑎᐊᓄᑦ ᓄᓇᕗᒪᓂᑦ ᐱᑎᐊᑭᑎᒍᑦ <ᕐᓇᐅᑎ
  - ᐊᐅᑎᓕᒪᓂᓪᓗᑦ <ᕐᓇᐅᑎ
  - ᐃᓱᑦ ᖃᖓᓴᒍᑦ ᐃᒪᒋᑕᐅᖃᑎᒌᓕᓪᓗ ᐱᓕᕆᓂᓪᓗᑦ <ᕐᓇᐅᑎ
  - ᐃᒥᓱᐅᔨᓴᓄᑦ ᑭᓇᓗᖓᓂᒃ ᓱᑭᓕᓪᓗ ᐃᒥᓄᑦᐱᓕᕆᓂᓪᓗᑦ <ᕐᓇᐅᑎ
  - ᓄᓇᓂᒃ ᐱᖓᓐᓄᑦ ᐅᓴᖏᑕᓂᓪᓕᓪᓗ ᐱᓕᕆᓂᓪᓗᑦ <ᕐᓇᐅᑎ
  - ᐱᓕᕆᐅᑎᑦ ᒪᕐᑭᐊᓄᑦ ᐅᓴᖏᓄᑦᐱᓕᕆᓂᓪᓗᑦ <ᕐᓇᐅᑎ
- ᐱᓇᓱᑦ ᐃᓄᐃᑦ ᐃᓕᐅᖃᑕᐅᓂᖏᐅᓂᓪᓗᑦ

Monitoring and Follow-up Programs

- Regulatory requirements
- Existing Management Plans implemented and updated
  - Dust Mitigation Action Plan
  - Sedimentation Mitigation Action Plan
  - Tote Road Earthworks Execution Plan
  - Snow Management Plan
  - Surface Water and Aquatic Ecosystems Management Plan
  - Fresh Water Supply, Sewage and Wastewater Management Plan
  - Borrow Pit and Quarry Management Plan
  - Phase 1 Waste Rock Management Plan
- Opportunities for increased Inuit participation

Baffinland

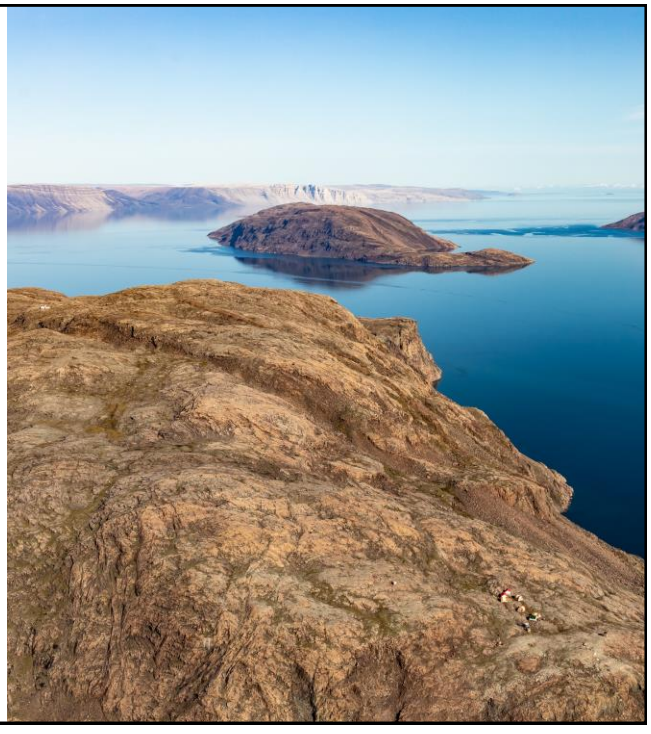
ᖃᓄᐃᓕᖅᑎᑦ

- ᑲᑎᒪᔨᓕᕆᓂᖅ ᐱᑭᖅᑐᓕᖅᓂᒃ ᐊᓯᐅᓴᓕᕆᓕᕆᔨᒃ
- ᐊᖅᓄᔪᑎᔪᒃ ᓴᓇᓯᒪᓕᓂᓄᑦ ᑐᒃᑐᑦ ᐃᓄᐃᓕᓂᓄᑦ ᐃᑲᑭᓇᓐᓂᑎᒃ
- ᓄᓇᒃᔪᑭᑎᖃᖏᓐᓇᖅᑐᓕᕐᓂᓄᑦ ᐃᖏᕐᕋᔪᓂᒃ ᓄᒃᑕᕐᕿᐃᐅᒪᔨᓕᐊᒍᑦ ᓂᓕᓂᐊᒍᑦ ᓂᕐᔪᑎᓂᒃ ᑕᔪᒃᑕᖏᓐᓇᖅᑐᓕᕐᓂᓄᑦ

Outcomes

- Cumulative loss of vegetation habitat
- Rail designed to allow for caribou and human passage
- Reduction in traffic along the transportation corridor minimizes wildlife interactions

Baffinland



ᖃᓄᐃᖏᓐᓂᑦ

- ᐅᓴᕋᖏᓂᐊᕐᓂᖅ ᐳᔨᕐᓇᕐᓂᐊᖅᐳᖅ ᖃᓂᒋᔭᓂ ᐅᓴᕋᖏᓂᐊᕐᕆᐅᑦ ᖃᖓᓱᐊᓂ ᑐᓪᓕᒃᑕᕐᕆᓪ, ᐊᖅᑯᓂᒥᑦᓪ ᐳᔨᑦ ᐅᐊᖏᓇᒥ ᓄᒃᑕᕐᓂᕐᓄᑦ ᓂᓪᓕᓪᒥ

- ᓴᓇᓴᐅᓴᖏᓓᑲᓂ, ᐳᔨᐃᑦ ᐅᓂᒃᑕᕐᓂᕐᓄᑦ ᓴᕆᕋᓴᒃᓴᓂᒃ ᐳᔨᖃᖓᓐᓂᖅᓴᐅᑦᓪᓕᓪᓂᓄᓂ

- ᐳᔨᐃᑦ ᐱᓪᓗᓂᕐᒥᑦ ᓇᓪᓕᐅᑦᑕᐅᐳᖅ ᓴᕆᕋᖏᖃᑦᓂᖅᑐᑦᓂᐅᓴᓂᓕᕐᓂᑐᖅ ᐊᑦᑕᕐᓇᕋᖅᑐᑐᓂᒃ ᓂᕐᔨᑎᓄᑦ ᐃᓄᓐᓄᑦᓱᓂᒃᓂᑦ ᓂᖅᑭᑦᐅᐊᑐᖅᓂᒃ ᑕᐃᓂ

Baffinland

Outcomes

- Mining will result in the release of dust near the Mine Site and Milne Port, and from road dust along the Northern Transportation Corridor.
- Once constructed, dust levels from transportation of ore will be greatly reduced.
- Dust from the Project is not predicted to result in levels of metals that would be harmful to the health of animals or people consuming country foods in the area.

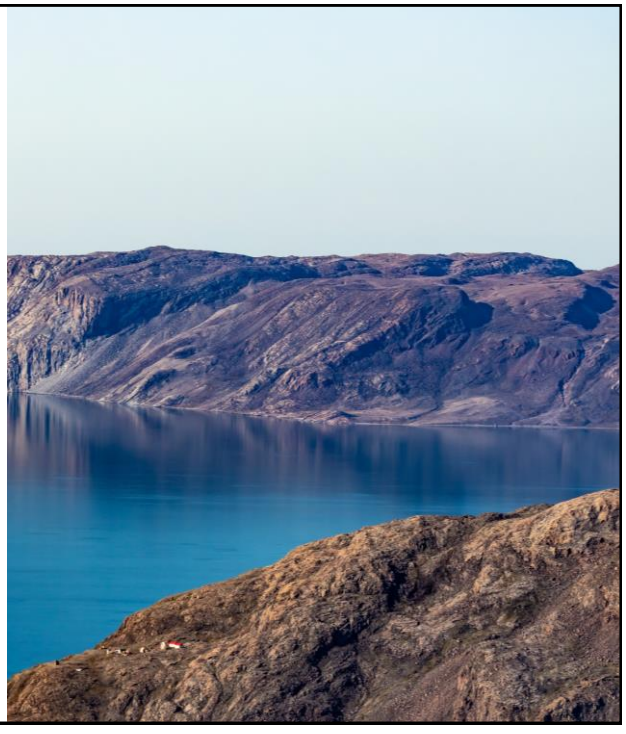
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- ᐃᖃᓗᐃᑦ ᖃᐅᔨᑎᑕᐅᔪᑦ ᐃᓂᓪᑕᐅᖃᑕᐅᓂᐊᖅᓯᑦ
- ᐃᖃᓗᐃᑦ ᓇᐅᑲᑭᓐᓇᕐᓂᖅᑎᑦ ᓴᖅᑭᐅᓗᓂᑎᒃ
- ᐃᒥᐅᔨ ᐱᐅᓂᖏᑦ ᐊᐅᓚᑕᐅᔪᑦ ᒪᓕᒃᓗᓂᑦ ᐱᔪᓇᐅᑎᑦ ᒪᓕᕐᐊᓂᓪᓗ

Outcomes

- Disturbed fish habitat will be offset
- Fish passage will be maintained
- Water quality managed according to permits and regulations

Baffinland



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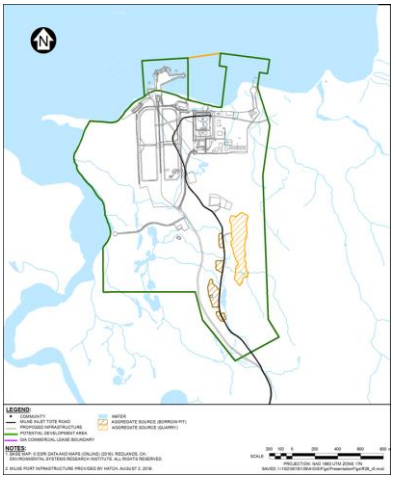
ᖃᖏᕐᐊᓂ ᑐᓚᒃᑕᕐᕕᖏᓐ ᓴᓇᓂᑦ, ᑕᙵᐅᒃᑯᑦ ᐅᒥᐊᕐᕿᐊᒃᑯᑦ ᐱᓕᙵᓂᑦ, ᐅᒥᐊᖏᑲᓇᕐᓂᑦ, ᑕᙵᐅᕐᒥᓗ ᐊᓭᑎᑦ

Milne Port development, marine shipping activities, shipping season, and the Marine Environment

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ᐊᓯᖏᓐᓄᑦ ᖃᖅᖢᐊᓂ ᑐᓴᕐᑕᕐᕆᒥ
Milne Port

ᐃᓐᓇᐅᔾᔨᖅ ᐱᖏᑎᖅᔪᐊᑦ Current Infrastructure



ᐱᓂᓗᓂᐅᓴᖅ ᒪᖅᑭᐊᓂ ᐱᖏᑎᖅᔪᐊᑦ Phase 2 Infrastructure



Baffinland

ᐅᒥᐊᖅᔪᐊᓱᑦ ᐅᓯᖅᑕᖅᓂᓕᒃ

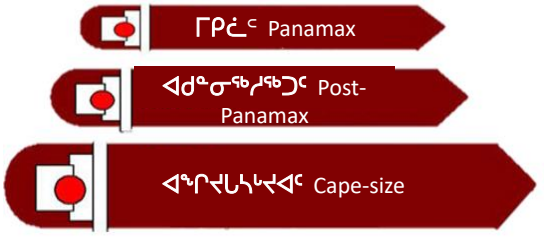
- ᐃᓕᓴᒋᑦ ᐊᓐᓱᓂᖅᓴᓕᑦ ᐅᒥᐊᖅᔪᐊᑦ ᐅᒥᐊᖅᔪᐊᖅᓂᓂᓕᑦ ᖃᖅᖢᐊᓂ ᑐᓴᕐᑕᕐᕆᒥ; ᐊᓚᓗ
- ᐅᒥᐊᖅᔪᐊᖅᖅᑕᖅᓂᓂᔭᓂᓗᓂᔨᓂ ᐅᒥᐊᖅᔪᐊᖅᑯᑦ ᐅᓯᖅᑕᖅᓂᓂᔭᓂᒥ (ᐅᓄᓭᑦ 176 ᐅᒥᐊᖅᔪᐊᖅᐳᓗᑎᖅ ᐊᖅᑭᒍᒥ)
- ᐊᓯᔾᔨᖅᑐᖃᖅᓯᓴᓂᔨᓂ ᐅᐊᖅᓇᒥ ᐅᒥᐊᖅᔪᐊᑦ ᐊᖅᑯᓂᖅᓴᓄᓕᑦ
- ᐅᓯᖅᑕᖅᑕᖅᑕᓯᓴᓂᑎᖅ ᐃᒃᓴᐊᑕ ᓯᓴᓴᐊᔪᑦ ᑕᓴᓴᑭᑎᓯᑯᓂᖅᑯᓯᓂᖅ

Shipping

- Expanded shipping season based on ice conditions and Inuit use of the floe edge, shipping will not occur any earlier than July 1 or later than November 15;
- Addition of larger capesize ore carriers into fleet of vessels calling on Milne Port; and
- Increased shipping frequency during the shipping season (maximum of 176 ore carrier voyages per year).
- No changes to Northern Shipping Route.
- No shipping through Navy Board Inlet or the Northwest Passage.

Baffinland

ᐅᒥᐊᖏᐊᑦ ᐊᖑᑎᓂᖑᑦ Vessel Size



2015	13
2016	38
2017	56
2018	71
2019	82
2020-2022	83
2023/2024	176



ᓇᓕᒧᓪᓗᐊᑦ ᑯᓚᑐ ᓯᓚᓂᑎ ᐳᓪᕿᐅᑎᖅᑯᑦ ᐅᒥᐊᖏᐊᖑᓚᓂᑦ
Similar size to Crystal Serenity cruise ship

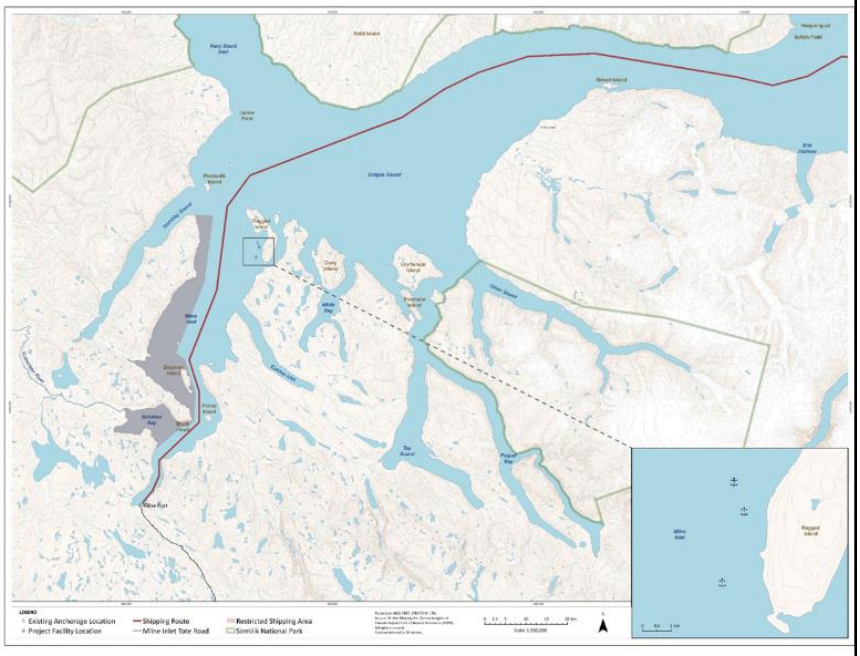


Baffinland

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ᑕᓚᐅᖏᓂ ᓅᖃᑕᖏᐅᔪᖅ ᓯᓪᓗᖅ

Marine Transportation Corridor



Baffinland

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ᐅᐅᑐᑎᑎ ᐅᒥᐊᖏᓪᓗ ᖃᖓᑲᓄᖏᑦᑕᖏᓐᓂᕐᓂᓪᓗᓂ

ᐱᑎᐊᖏᖅᐳᑕ ᐅᕐᓗᖓᓂᓪ ᕗᒪᐃ 20 ᐊᐱᒪᓗ ᐱᐊᓂᓗᑎᒃ ᐅᕐᓗᖏᖅ ᐅᑐᐱᑎᓗ 16	ᕗᒪᐃ 1 - ᐊᑎᕆᓯ 4		ᐊᑲᓯ 5 - ᐅᑐᐱᑎᓗ 15 *		ᐅᑐᐱᑎᓗ 16 - ᓄᓇᐱᑎᓗ 15		ᑲᑎᓗᑦᑕᖅᓴᓐᓂᑦ
	ᑐᓴᖅᓴ #1	ᑐᓴᖅᓇ #2	ᑐᓴᖅᓴ #1	ᑐᓴᖅᓇ #2	ᑐᓴᖅᓴ #1	ᑐᓴᖅᓇ #2	
ᐅᓄᖅᓯᓐᓂᑦ ᐃᖏᕐᕋᕆᐅᔪᑦ	15	15	72	72	1	1	176
ᓯᑯᐸᐅᖅᓇᖅᑐᖅ ᒥᑭᓪᓕᒃ	11		54		1		66
ᓯᑯᐸᐅᖅᓇᖅᑐᖅ ᐊᖏᕐᓂᖅᓴᖏᑦ	4	4	12	4			24
ᓯᑯᐸᐅᖅᓇᖅᑐᖅ ᐊᖏᕐᓂᖅᓴᖏᑦ		11		54		1	66
ᓯᑯᐸᐅᖅᓇᖏᑦᑐᖅ ᐊᖏᕐᓂᖅᓴᖏᓂᐊᖏᑦ			5				5
ᓯᑯᐸᐅᖅᓇᖏᑦᑐᖅ ᐊᖏᕐᒥᒃ ᒥᐅᓂᖅᓴᖏᑦ			1				1
ᓯᑯᐸᐅᖅᓇᖏᑦᑐᖅ ᐊᖏᕐᓯᒃ				14			14

* ᐸᓴᓐᓯᓗᓂ ᐃᓕᓴᖏᓂ ᓯᑯᐃ ᐊᐅᐅᖅᑐᐃᐃᐅᐅᖏᓐᓂᑐᑦ ᑕᓴᖏᑦ ᐊᑐᖅᑕᐅᓇᓴᖅᑐᑦ ᐊᑎᕆᓯ 16-ᒥᑦ ᓯᑎᐱᓗ 20 ᓴᖅᑭᑦᓴᖅᑎᑕᐅᔪᑦ ᓴᖅᑭᑦᓴᖅᑐᑦ 4.

ᓴᖅᑭᑦᓴᖅᑐᖅ 3: ᓯᑦᓗ ᐅᓯᑲᖅᑕᖏᓂᒪᑦ ᖃᖓᑕᐅᓇᓴᒪᓕᒐᒃᑕ 2

ᐱᑎᐊᖏᖅᐳᑕ ᐅᕐᓗᖅ ᕗᒪᐃ 20 ᐊᐱᒪᓗ ᐱᐊᓂᓗᑎᒃ ᐅᑐᐱᑎᓗ 16	ᕗᒪᐃ		ᐊᑎᕆᓯ		ᓯᑎᐱᓗ		ᐅᑐᐱᑎᓗ		ᑲᑎᓗᑦᑕᖅᓴᓐᓂᑦ
	ᑐᓴᖅᓴ #1	ᑐᓴᖅᓇ #2	ᑐᓴᖅᓴ #1	ᑐᓴᖅᓇ #2	ᑐᓴᖅᓴ #1	ᑐᓴᖅᓇ #2	ᑐᓴᖅᓴ #1	ᑐᓴᖅᓇ #2	
ᐅᓄᖅᓯᓐᓂᑦ ᐃᖏᕐᕋᕆᐅᔪᑦ	11	11	31	31	30	30	16	16	176
ᓯᑯᐸᐅᖅᓇᖅᑐᖅ ᒥᑭᓪᓕᒃ	7		23		20		16		66
ᓯᑯᐸᐅᖅᓇᖅᑐᖅ ᐊᖏᕐᓂᖅᓴᖏᑦ	4	4	8		4	4			24
ᓯᑯᐸᐅᖅᓇᖅᑐᖅ ᐊᖏᕐᓂᖅᓴᖏᓂᐊᖏᑦ		7		25		18		16	66
ᓯᑯᐸᐅᖅᓇᖏᑦᑐᖅ ᐊᖏᕐᓂᖅᓴᖏᓂᐊᖏᑦ					5				5
ᓯᑯᐸᐅᖅᓇᖏᑦᑐᖅ ᐊᖏᕐᒥᒃ ᒥᐅᓂᖅᓴᖏᑦ					1				1
ᓯᑯᐸᐅᖅᓇᖏᑦᑐᖅ ᐊᖏᕐᓯᒃ				6		8			14

ᐱᓕᕆᔨᖏᑦ: ᑐᑦᓕᐊ ᐱᓕᓗᐊᑦᒧᑦ ᑐᐳᓯᕆᐅᑎᑦ ᑐᐳᓯᕆᐅᒪᑐᑦ ᐃᑲᔪᐃᓕᓴᓂᒧᑦ ᐃᑲᔪᐃᓕᓴᖏᑦ ᑎᑎᖅᑲᖏᑦ: ᐱᑦᔪᑎᖅᖁᑐᖅ ᑕᓗᐅᑦᒥᑦ ᐊᐅᓪᓚᕆᐊᖏᑦ, ᑐᓂᐅᑕᐅᓂᖅᓴᓐᓂᑦ ᖃᓄᐅᓕᖅᑲᓗ 6-ᒥᑦ, 2020

Baffinland

Example Shipping Schedules

Assumes Start Date of July 20th and Completion Date of October 16th	July 1 - August 4		August 5 - October 15*		October 16 - November 15		
	Dock #1	Dock #2	Dock #1	Dock #2	Dock #1	Dock #2	Totals
Number of Voyages	15	15	72	72	1	1	176
Ice Class Supramax	11		54		1		66
Ice Class Ultramax	4	4	12	4			24
Ice Class Panamax		11		54		1	66
Non-ice Class Panamax			5				5
Non-ice Class Kamsarmax			1				1
Non-ice Class Cape				14			14

*Baffinland recognizes that non-ice class tonnage would only be used August 16-September 20th as represented in Table 4.

Table 3: Example Shipping Schedule 2

Assumes Start Date of July 20th and Completion Date of October 16th	July		August		September		October		
	Dock #1	Dock #2	Dock #1	Dock #2	Dock #1	Dock #2	Dock #1	Dock #2	Totals
Number of Voyages	11	11	31	31	30	30	16	16	176
Ice Class Supramax	7		23		20		16		66
Ice Class Ultramax	4	4	8		4	4			24
Ice Class Panamax		7		25		18		16	66
Non-ice Class Panamax					5				5
Non-ice Class Kamsarmax					1				1
Non-ice Class Cape				6		8			14

Source: Phase 2 Proposal Information Request Supporting Document: Overview of Marine Operations, as submitted on January 6, 2020

Baffinland

ᑕᓗᐅᕐᒥᐅᑕᐃᑦ ᐊᐸᑎᓐᓄᒃ - ᐃᓱᒪᓗᑕᐅᓗᐊᖅᑐᑦ

- ᐃᒥᐅᐸ ᐱᐅᓂᓐᓄᒃ ᖃᖏᔪᐊᓂ
- ᐃᖃᑕᖅᑯᑎᑦ ᐃᒪᑦ ᑕᒪᓂᕐᒥᐅᑕᐅᖏᑦᑐᓪᓗ ᐅᒪᔨᑦ
- ᐅᒥᐊᕐᔨᐊᖃᑯᑦ ᐅᓱᖃᖅᑕᕐᓂᕐᓂᑦ ᐊᖃᑐᐃᓂᑦ
  - ᖃᑭᑐᕐᐅᕐᐲᑦ ᐊᖃᑐᖅᑕᐅᓂᐊᖅᐸᑦ?
  - ᖃᓄᓗᑦ ᖃᐅᒪᑎᑎᖃᑕᖅᐸᑦ ᑕᓗᐅᕐᒥᐅᑕᓂᖃᑦ ᓂᕐᔨᑎᓂᖃᑦ?
  - ᓂᕕᑦ ᖃᐅᒪᑎᑎᖃᑕᖅᐸᑦ ᑕᓗᐅᕐᒥᐅᑕᓂᖃᑦ ᓂᕐᔨᑎᓂᖃᑦ?
- ᐃᓄᐃᑦ ᐃᓕᐅᓂᖏᑦ ᖃᐅᔨᓴᕐᓂᕐᓄᑦ

Marine Environment – Key Issues of Concern

- Quality of water in Milne Inlet
- Ballast water and invasive species
- Shipping impacts on marine wildlife
  - Will calving grounds be affected?
  - Will narwhal get used to project vessels?
  - Does the noise disrupt marine mammals?
- Inuit participation in monitoring programs

Baffinland

ᐳᔪᓐᓇᖅᓄᑦ ᐊᐅᓚᑦᑎᓂᖅ

- ᐸᑉᐹᓵᓱᑦ ᐊᑐᐃᓱᓐᓂᔪᐊᖅᐳᑦ ᐱᐅᔨᒋᐊᓐᓇᓪᓗ ᒪᓱᐅᐳᖅ ᐳᔪᓄᑦ ᓇᐅᑎᑐᖅᔨᖏᑦ ᐱᐅᖅᑕᑐᓂᓪᓗ ᒥᑭᔪᐊᖅᑐᓂᖅᓴᐅᑎᔨᒍ
  - ᓄᑕᐅᓇᓪ ᔨᖅᓚᖅᓱᓂᕈᑎ ᐳᔪᑦᐃᐅᑦᑯᓇ ᐃᓱᒫᑦ ᐃᓇᔪᓄᑦ ᑐᖓᔪᐊᓂ ᐳᔪᓕᐅᓂᖅᓴᐅᑎᔨᒍ ᐳᔪᕕᓂᖅᓴᐅᓚᓐᓂᓪ ᖃᖏᔪᐊᓂ ᑐᓚᑦᑕᖅᓴᒃᑐ
  - ᔨᖅᓚᖅᑲᓐᓂ ᑲᔪᔨᓇᓐᓇᑎᑦ ᖃᖏᔪᐊᓂ
  - ᓴᓇᓂᖅᓱᓂᓪᓇᑎᑦ ᑭᔨᐊᓂ ᑕᐅᔭᖅᑕᐅᓂᖅᓴᐅᑎᔨᒍ
  - ᓄᑎᖅᔨᖅᑕᐅᔨᑦ ᐊᖏᑎᓚᒋᐊᓪᓇᑎᑦ ᖃᖏᔪᐊᓂ ᑐᓚᑦᑕᖅᓴᒃᑐ
  - ᓄᑕᒻᓄᑦ ᐳᔪᐃᐃᑦᑎᓄᑦ ᑐᓂᔨᒪᔨᑦ ᐳᔪᐃᐃᑦᑎᓚᖅᑕᐅᓇᓪᓗ

Dust Management

- Baffinland will continue to apply and enhance its existing dust monitoring program and mitigation measures to reduce dust generated
  - Relocation of secondary crushing and screening to an indoor facility at Milne Port will reduce dust at the Mine Site
  - Primary crushing will continue at the Mine Site
  - Dust generation during construction will be increased but temporary
  - Stockpiles will increase at Milne Port
  - New dust suppression for stockpiles to be applied

Baffinland

ᑐᓴᐅᑦᕆᕐᓂᖅ ᐱᓕᕆᓂᑦ - ᐃᐅᑦᖁᔨᑦ ᐊᐅᓪᓚᑐᐅᓂᖅᑭᑦ

ᑕᐃᒪᐃᑕᐅᓪᓚᐅᖅᓱᒪᖏᑦᑐᒍᑦ ᑲᓇᑕᒥ ᐅᑭᐅᖅᑕᖅᑐᒥᓗ ᐱᖅᔪᓱᖅ ᐅᖅᓱᑦᓇᐊᖅᓴᖅ ᐊᐅᓪᓚᑎᑦᑎᓴᓇᑦ ᐱᕐᔪᐅᐅᔪᓇᑦ (ᓇᓇᕐᔪᐊᖅᒥ ᑕᕆᐅᓇᑦ ᑲᑎᒪᓴᖏᑦ ᐃᖏᕐᕋᔪᓚᕆᓴᐅᔪᑦ ᑲᓇᑕᒥ)

- ᐃᐅᑦᖁᔨᑎᓇᑦ ᐃᒥᓇᑦ ᖃᐅᓴᕐᓂᓕᑦ (ᑕᕆᐅᖓᓂᒪᑦ ᓂᓚᔪᖏᓂᖅᓗᓇ) ᐅᒥᐊᕐᔪᐊᓇᑦ ᑐᓴᐅᑦᕆᕐᓂᖅᑕ
- ᐅᒪᔨᓇᑦ ᖃᐅᓴᕐᓂᓕᑦ ᑕᕆᐅᕐᒥ ᑎᑭᕐᓂᐃᐅᔪᒥ ᑕᒧᓂᕆᒥᐅᑕᐅᖏᑦᑐᓇᑦ ᐅᒪᔨᓇᑦ
- ᐱᑎᐊᑭᑎ ᐱᓪᓚᓂᖅ ᐅᒪᔨᓇᑦ ᖃᐅᓴᕐᓂᓂᖅ ᐃᐅᑦᖁᔨᑎᓇᑦ ᐃᒥᓇᑦ (2020)

Baffinland

Port Operation – Ballast Water Management

Precedent-setting in Canada & Arctic

Protocol exceeds regulatory requirements (International Maritime Organization & Transport Canada)

- Ballast water monitoring (for salinity & temperature) on all vessels at Port
- Biological sampling in marine receiving environment for non-native species
- Pilot program for biological sampling of ballast water (2020)

ᑕᕆᐅᕐᕆᐅᑕᐃᑦ ᐊᐸᑎᖓᓐᓄᒃ

- ᐃᓐᓇᐅᔨᖅ ᐊᑐᖅᑕᐅᔨᑦ ᐊᐅᓪᓚᕆᑎᓂᕐᓇᑦ ᓴᓇᓂᕐᓂᒃ ᐃᓂᓪᐅᕐᔪᑎᖓᒃ ᑕᕆᐅᕐᕆᐅᓇᑦ ᐅᒪᔨᓇᑦ ᑕᕆᐅᕆ ᐱᕐᔪᑎᐊᕐᔪᐊᓂᑦ ᑕᕆᐅᕐᕆᐅᓇᓪᓚᓗ ᐅᒪᔨᓂᒃ ᖃᐅᓴᕐᓂᓂᖅ
- ᓴᓗᓚᖅᓴᖅᑕᐅᓂᑦ ᖃᐅᓴᕐᓂᓂᓗ ᐃᒥᕐᓂᒃ ᑯᐃᕐᐅᓪᓚᕐᓂᓪᓚᓂᓪ ᐊᐸᑎᒧᑦ
- ᓴᖅᑭᑎᓪᓗᑎᒃ ᓇᑦᓂᓂᒃ ᓇᓇᕐᔪᐊᕐᒥ ᐊᑐᖅᑕᐅᔨᓇᑦ ᐃᐅᑦᖁᔨᑎᓇᑦ ᐃᒥᓇᑦ ᓴᓗᓚᖅᓴᖅᑕᐅᓪᓚᕐᓂᓇᑦ (ᑦ-2)
- ᓇᑦᑭᑕᒪᔪᓇᑦ ᑯᓚᓂᒃ ᑯᐃᕐᐅᓪᓚᕐᓂᓪᓚᓂᖅ ᐊᐸᑎᒧᑦ ᐃᒥᓇᑦ
- ᓇᓚᐅᖅᑐᓂᒃ ᑯᐃᕐᐅᓪᓚᕐᓂᓪᓚᓂᖅ ᐊᐸᑎᒧᑦ ᐃᒥᓇᑦ

Baffinland

Marine Environment

Existing Management

Development and monitoring of offset habitat for marine infrastructure

Ballast water testing and aquatic invasive species monitoring

Treatment and testing of all water before release to the environment

Additional Management

Introduction of new international standard for ballast water treatment (D-2)

Updates to the Spill at Sea Response Plan

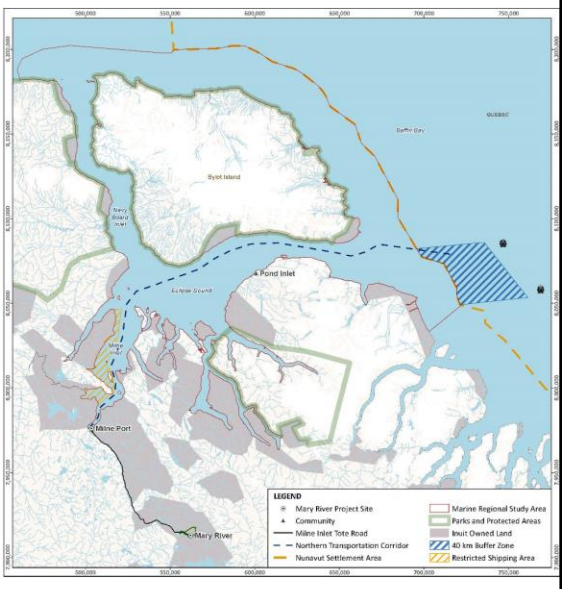
New biological monitoring program

ᓯᑯᐃᓕᖅᑎᑦᓴᔪ ᓯᑯᓕᖅᑎᑦᓴᔪᓴ ᐅᒥᐊᖅᓯᐊᕐᑯᑦ ᐅᓯᒃᖅᑕᖅᓇᖅᓂᑦ

1. ᓄᓇᓕᖓᒥᐅᑦ ᐊᑐᑭᓐᖅᓂᖅᓴᑎᒃ ᑕᕆᐅᑦ ᓯᑯᐊᓂᒃ
2. ᑐᓴᐅᔨᖅᓂᖅᓴᓂ ᐊᖅᑯᑎᓕᒫᖓᑦ
3. ᐱᓇᓂᖅᓴᑎᒃ 40 ᑭᓪᓕᒥᑦ ᐅᐸᒃᑕᐅᔨᓇᖅᑐᒥᒃ
4. ᓄᒃᑕᖅᑯᐅᓴᒪᑎᒃ ᓯᑯᖅᓴᐊᖅᓂᖅᓱᐅᑎᓂᓴᔪ

Shoulder Season Shipping

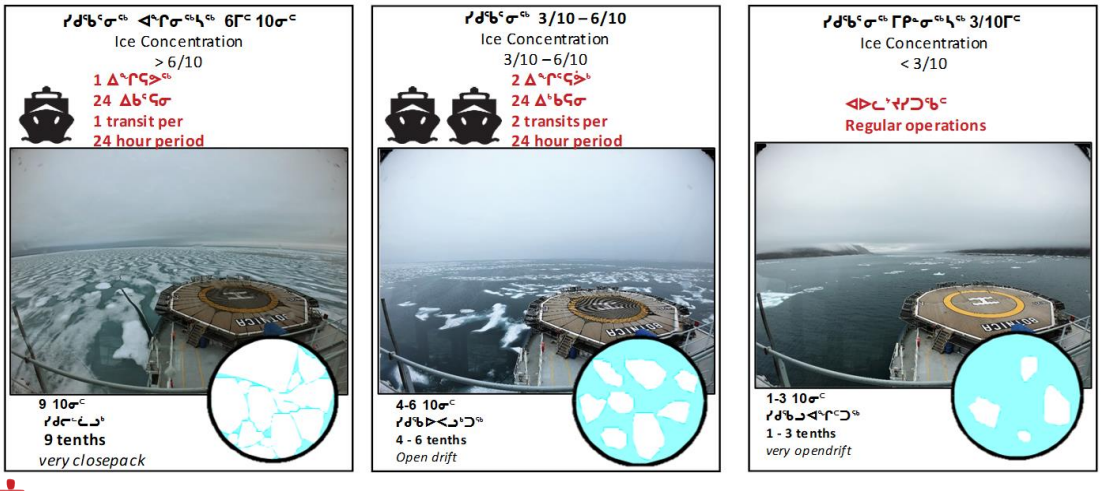
1. Community is no longer using sea ice
2. Landfast ice is broken along entire track
3. Creation of a 40 km buffer zone
4. Restricted transits in heavier ice conditions



Baffinland

ᓯᑯᐃᓕᖅᑎᑦᓴᔪ ᓯᑯᓕᖅᑎᑦᓴᔪᓴ ᓄᒃᑕᑐᓄᑦ ᐊᐅᓚᑦᑎᐅᑦ

Shoulder Season Traffic Management



Baffinland

ᑕᓚᐅᖏᑎᐅᑕᐃᑦ ᓂᖏᔪᕆᑦ

ᒪᓪᓇᐅᔪᖅ ᐊᑐᖅᑐᑦ ᐊᐅᓪᓗᑎᓂᓕᑦ

- ᑕᓚᐅᖏᑎᓄᓂᑦ ᓂᖏᔪᑎᓄᑦ ᐅᐸᑦᑕᐅᔭᓚᐊᖅᖃᕐᑐᑦ ᑕᓚᐅᖏᑎ ᐱᖏᓂᖏᔪᐊᓕᐅᖅᑐᑦᓄᑦ
- ᓯᖅᑲᓕᒪᓕᐊᖅᓯᓗᑎᒃ ᐅᒥᐊᖏᔪᐊᓄᑦ 9 ᓇᓪᓕᑦ ᐅᒥᐊᖏᔪᐊᒃᑯᑦ ᐅᓯᖅᑕᑦᓂᓄᑦ ᓯᓚᓗᐊᔪᑦ
- ᓴᖅᑭᓕᒪᑦ ᐊᑲᑭᐳᓯᒪᔪᑦ ᐅᒥᐊᖏᔪᐊᓄᑦ ᐊᖅᑯᓂᓂᒃ ᐅᓪᓗᑎᒃᓴᓕᐊᖅᑐᑦ ᐊᑐᑎᑎᔨᐅᓗᐊᖅᑐᑦ ᓇᓗᓇᐃᖅᑕᐅᓪᓚᑎᒃ ᒥᑦᑐᒃᑯᓚᕐᓗᒍ ᐱᒋᐊᖏᔪᐊᓕᐅᖅᑐᑦ
- ᒥᑭᐳᓕᒪᐊᖅᑎᓕᑦ ᓇᓕᓗ ᑭᓯᐊᓂ ᐃᒪᖏᑕᐃᓇᖅᑐᓕᑦ ᐅᒥᐊᖏᔪᐊᓄᑦ ᐃᒥᓕᓂᓄᑦ
- ᐱᐅᓯᓕᖅᑐᑦ QA/QC ᐃᓕᑕᖅᓂᒪᓄᑦ ᐃᒥᖏᓄᑦ ᖃᐅᔨᓴᓕᖅᓂᒃ
- ᐃᖅᖃᓇᐃᔨᖅᑎᑦᓗᓂᒃ ᐅᒥᐊᖏᔪᐊᒥᑦ ᐃᓄᖓᓂᒃ ᖃᐅᔨᓴᓕᖅᑎᓂᓂ ᒥᑎᖏᒪᑦᑕᕐᓚᒥᑦ
- ᐃᓕᓴᓗᓗᓂᒃ AIS ᖃᐅᔨᓴᐅᑎᓂᒃ ᒥᑎᖏᒪᑦᑕᕐᓚᒥ ᐊᖏᔪᓴᑕᓕᕐᓗᐊᓕᒃᑯᑦ ᑎᑎᖏᕐᕕᖏᓚᓂ
- ᐊᑭᐳᓴᓗᓗᓂᒃ ᑐᓴᐅᒪᖅᑎᒍᓴᓂᑦ ᐊᑲᐅᖅᓯᓕᐅᑕᑎᖃᖅᑎᓕᒃᑯᑦ ᒥᑎᖏᒪᑦᑕᕐᓚᒥᐅᓂᑦ ᐅᒥᐊᖏᔪᐊᓂᓕᓗ

ᓴᓕᓴᐃᓂᑦ ᐊᐅᓪᓗᑎᒥᑎᓂᑦ

- ᐅᒥᐊᖏᔪᐊᖃᖅᑎᓂᓕᖅᓴᓗᓂ ᓴᓴᖃᓕᑎᓗᓗᑐᒍ
- ᐱᓕᓚᖅᑎᑎᓗᓂᑦ ᒥᑎᖏᒪᑦᑕᕐᓚᒥᐅᑦ ᖃᐅᔨᓴᐃᓗᓗᑦ ᓴᓕᓴᐃᓂᑦ ᐱᐅᖅᑐᑦᓂᑦ ᐱᐅᑎᑦᑎᓂᑦ ᐊᑐᑎᑎᖃᖅᓯᒪᔪᑦ
- ᐊᑐᓚᐋᓕᑦ ᐊᑐᓕᕐᓴᓂᒃ ᐱᒋᐊᖏᔪᖅᓴᓕᑦ ᐃᓴᐊᓕᓗᓗ ᐅᒥᐊᖏᔪᐊᒃᑯᑦ ᐅᓴᖅᑕᑦᓂᓕᑦ

Marine Mammals

Existing Management

- Marine mammal exclusion zones for marine infrastructure construction
- Reduced ship speeds to 9 knots along the Shipping Corridor
- Established fixed shipping route to avoid key areas identified by MHTO
- Minimized and constrained drifting to area north of Ragged Island
- Improved QA/QC for ballast water sampling
- Hired Ship-Board Inuit Observers from Pond Inlet
- Installed AIS monitoring system at MHTO office
- Established communications protocol to avoid conflicts between Pond Inlet and shipping

Additional Management

- Reduced frequency of shipping through heavy ice conditions
- Working with Pond Inlet to determine if additional mitigation is required
- Conditions applied to start and end of the shipping season

Baffinland

ᐅᒥᐊᖏᔪᐊᓂᒃ ᐊᐅᓪᓗᑎᒥᑎᓂᑦ

- ᓂᒃᓴᖏᔪᑎᓄᑦ ᓇᖏᑎᓄᑦ
- ᐊᑐᐃᓴᓇᖅᑐᓂᒃ ᑎᓯᐅᑭᑎᑦ ᑲᑦᑕᓴᑎᑦ
- ᐅᒥᐊᖏᔪᐊᑦ ᐊᔪᖏᓇᖅᑭᓵᒃᑯᖅᑐᑦ ᓇᓕᒧᑦ<>ᖅ ᔪᑯᔪᐅᖅᑭᓴᓂᖅᓴᓇᓄᑦ
- ᐅᔪᒃᖅᑕᑭᓴᓂᖅᑎᓵᓕᑦ ᖃᖏᓚᑕᔨᑯᑦ ᖃᐅᔨᓴᖏᓴᓂᑦ (ᐊᓂᒧᐃᓂᑦ)
- ᐃᓄᐃᑦ ᐅᒪᔪᓄᑦ ᖃᐅᔨᓴᖅᑎᑦ ᔪᑯᔪᐅᑎᓄᑦ

Shipping Management

- Sensitive ringed seal periods
- Standing Instruction to Masters
- Vessels take path of least resistance = less icebreaking
- End of season aerial surveys (clearance)
- Inuit wildlife monitors on icebreakers





Baffinland

ᖃᐅᐅᓴᖏᓂᒋᓂ ᖃᐅᐅᓴᖏᐦᐅᓂᖏᓂᓪᓗ

- ᐱᓕᕆᑕᔪᖅᓯᒪᔨᖏᑦᑐᓂ ᓄᑦᑕᑭᑎᒧᑦ ᑕᕆᐅᖏᓂ ᖃᐅᐅᓴᖏᓂᓄᓂ ᕿᖏᓇᐅᑎᒧᑦ ᐃᖏᑯᓪᓗᑎᓂ ᐊᑕᖏᓕᒫᓪᓗᖅᑐᑦ ᖃᐅᐅᓴᖏᓂᓄᓂ ᐊᖏᑭᓯᒪᔨᓄᑦ
  - ᓇᓕᑎᓂᒃ ᖃᐅᐅᓴᖏᓂᒋᓂ
  - ᓂᕿᓄᑦ ᖃᐅᐅᓴᖏᓂᖅ
  - ᐱᔪᖅᑭᒧᖏᓕᒫᖅᑐᑦ ᑕᑯᔪᓂ ᐱᓕᕆᑕᐅᑎᒧᑦ
- ᐱᑎᐊᑭᑎ ᐃᒃᑕᖅᔪᑎ ᐃᒥᖏᓂ ᐅᒪᔨᓄᑦ ᖃᐅᐅᓴᖏᓂᖅ
- ᐃᒪᕿᖏᓂ ᑕᒪᓕᖏᑐᐅᑦᑕᐅᖏᑦᑐᓄᑦ ᓇᐅᑦᑎᖏᓂᖅ
- ᐅᓱᖅᑕᑦᑕᓐᓂᖅᑎᓪᓗᑎᑦ ᐊᓂᔨᑎᒧᑦ ᖃᐅᐅᓴᖏᓂᖅ ᖁᓕᓪᓚᕆᓄᑦ ᖃᓄᐅᒪᐊᖏᓂᒧᑦᓗᓪᓕ ᕿᖏᐅᑎᒥᖅ ᓴᓇᓂᖅ

Monitoring and Follow-up Programs

- Comprehensive update to Marine Monitoring Plan to reflect all individual monitoring commitments
  - Seal monitoring
  - Acoustic monitoring
  - Incidental observation program
- Pilot ballast water biological monitoring program
- Aquatic Invasive Monitoring Program
- End of season clearance survey for narwhal and response plan development

Baffinland

ᑕᕆᐅᖏᓂ ᐊᐢᑎᓇᓄᑦ ᐊᖏᑭᖅᓯᒪᓕᐊᖅᑐᑦ

- ᓯᑯᐃᓕᖅᑎᑦᓯᒪᔨᖏᑦᑐᓂ ᐃᑯᑭᑎᒧᑦ ᑕᕆᐅᖏᓂ ᐊᐢᑎᓇᓄᑦ ᐱᐅᓯᖏᓐᓂᒃᑯᑦ ᐊᐢᑎᓇᓄᑦ ᐊᖏᑭᓯᒪᔨᓄᑦ
  - ᐃᓕᓴᕐᓂᖅ ᖃᐅᐅᓴᖏᓂᒋᓂ
  - ᐅᓂᓄᑦ ᖃᐅᐅᓴᖏᓂᖅ
  - ᐱᓱᖅᑭᒧᑦᑐᖅ ᑕᑯᔪᓂ ᐱᓕᕆᑕᐅᖏᑦᑐᖅ
- ᐱᒋᐊᑭᑎ ᐃᖅᑕᖅᑯᑎ ᐃᒥᓂᓄ ᐅᒪᔨᓄᑦ ᖃᐅᐅᓴᖏᓂᖅ
- ᐃᒪᓕᓂ ᑕᒧᓕᖏᑐᐅᑕᐅᖏᑦᑐᓄᑦ ᓇᐅᑦᑎᖏᓂᖅ
- ᐅᓯᖏᓐᓂᒃᑯᑦᑎᓪᓗᑎᑦ ᐊᓂᔨᑎᒧᑦ ᖃᐅᐅᓴᖏᓂᖅ ᖁᓕᓪᓚᕆᓄᑦ ᓴᖅᑭᑐᓂᒃᑯᑦ ᓇᐅᑦᑎᖏᓂᖅ ᐊᐢᑎᓇᓄᑦ ᐊᖏᑭᓯᒪᔨᓄᑦ

Marine Environment Key Commitments

- Shoulder-season Shipping mitigations
  - Transit restrictions and set backs for staging
  - Commitment to report annually on determinants and ice conditions
- Risk-based ballast water sampling program to be developed with TC and DFO
- Shoulder season shipping activity reports
- Monitoring to confirm sound propagation modelling

Baffinland

ᐅᒥᐊᕐᓯᐊᖅᖃᑦᑕᕐᓂᕐᒧᑦ ᐃᖅᑭᑭᐊᑭᑎᑦ ᐊᓪᓚᓗ ᐊᐅᓪᓕᑎᓂᑦ: ᓂᐱᑭᓗᐊᖅᑕᐃᓕᓂᖅ ᕿᑐᕆᐃᓗᐊᖅᑕᐃᓕᓂᕐᓗ

1. ᑭᑦᓕᖅᑎᑦᑎᓂᖅ ᐃᖏᕐᕋᔭᑐᓂᖅ ᓯᑯᖅᓗᐊᕐᓂᖅᐅᔪᓂ

ᓂᐱᑭᓗᐊᖅᑕᐃᓕᓂᑎᑎᓗᓂ ᓂᐱᑭᖓᓂᖅ ᐃᓗᐃᓴᒃᓴᑦ ᐊᓪᓚᓗ ᐅᕕᔪᕐᓂᐸᑎᑦᑎᒃᓴᑦ

Shipping Mitigation and Management: Acoustic Masking and Disturbance

1. Restriction of transits in heavier ice conditions

Minimize amount of time where noise levels would onset disturbance and avoidance behaviour

Baffinland

95

ᐅᒥᐊᕐᓯᐊᖅᖃᑦᑕᕐᓂᕐᒧᑦ ᐃᖅᑭᑭᐊᑭᑎᑦ ᐊᓪᓚᓗ ᐊᐅᓪᓕᑎᓂᑦ: ᓂᐱᑭᓗᐊᖅᑕᐃᓕᓂᖅ ᕿᑐᕆᐃᓗᐊᖅᑕᐃᓕᓂᕐᓗ

1. ᓯᑯᓕᖓᓗᐊᖅᑕᐃᓕᓂᓗᓂ ᐊᔪᖏᓐᓄᑦᑕᑦ ᑕᐃᒪᐃᓐᓇ

2. 9ᐊᓕᑦᓂᓂᖅ ᓇᑭᖅᓴᕐᓂᕐᒧᑦ ᑭᑦᓕᖅᓱᒐ

3. ᓂᓴᒋᑦᑐᒥᖅ ᓯᑯᒥᖅ ᓯᕐᑯᐸᑎᓇᑕᐃᓕᓂᓗᓂ

ᒥᑭᓕᖅᑯᓂᓗᑎᑦ ᓂᐱᖅᑎᓂᐅᔪᓂ ᐃᓗᐃᓴᒃᓴᑦ ᐊᓪᓚᓗ ᖃᓄᖅᑐᕐᓂᖅᓂᓂᖅᓂᓂᖅ ᐃᓗᐃᓴᒃᓴᑕᐃᓕᓂᓗᓂ

Shipping Mitigation and Management: Acoustic Masking and Disturbance

1. Avoidance of ice if and when safe to do so

2. Nine knot speed restriction

3. Commitment to not break landfast ice

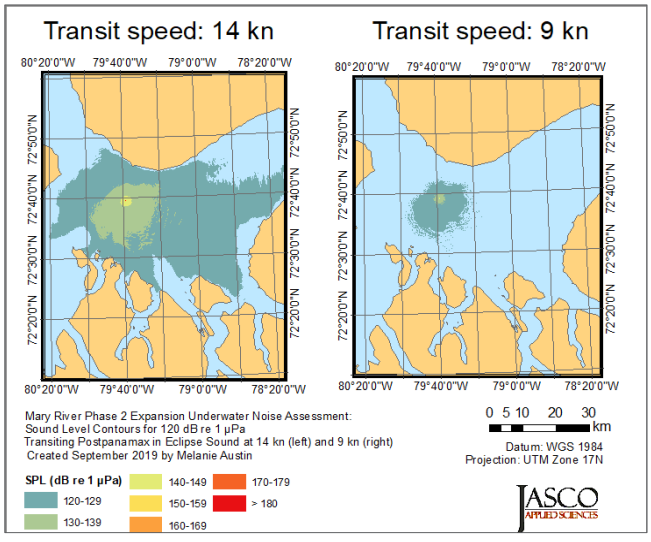
Minimize amount of time where noise levels would onset disturbance and avoidance behaviour

Baffinland

96

ᐅᒥᐊᕐᓯᐊᑦ
ᑎᑭᖅᑕᕐᓂᖅᑭᓐᓄᑦ
ᐊᖅᑭᓗᐊᖅᑎᐊᖅᑎᑕᑎᓂᖅ
ᐊᒻᒪᓗ ᐊᐅᓪᓕᑕᑎᓂᖅ:
ᓂᐱᖅᓗᐊᖅᑎᑕᑎᓂᖅ ᐊᒻᒪᓗ
ᐃᓕᐃᓴᓚᓂᖅ

Shipping Mitigation and Management:
Acoustic Masking and Disturbance



Baffinland

ᐅᒥᐊᕐᓯᐊᑦ ᑎᑭᖅᑕᕐᓂᖅᑭᓐᓄᑦ ᐊᖅᑭᓗᐊᖅᑎᑕᑎᓂᖅ ᐊᒻᒪᓗ ᐊᐅᓪᓕᑕᑎᓂᖅ:
ᓂᐱᖅᓗᐊᖅᑎᑕᑎᓂᖅ ᐊᒻᒪᓗ ᐃᓕᐃᓴᓚᓂᖅ

1. ᐊᖅᑭᒃᓯᓗᓂ 40-ᑭᓕᒥᑕᓂᒃ ᑭᓪᓕᒥᓱᐅᑦ ᖃᐅᓂᑐᒥᑦ ᖃᐅᔨᓴᐃᖅᓴᖅᒪᓗᐊᖅᓂᓗ
2. ᑭᓪᓕᖅᖃᖅᑎᑕᐅᖅᑐᑦ "ᐱᒋᐊᖅᑕᐃᓕᒥᑦ" ᑭᓪᓕᐅᔪᓂᒃ ᐃᒃᐱᓵᓐᖅᑐᖃᖅᓴᐅᔨᓂᖅᓯᓪᓕᒥᑦ
3. ᐅᓄᓕᓂᑦ ᐱᓐᓴᓂᑦ ᐅᒥᐊᕐᓯᐊᑦ ᑭᓴᖅᓯᒪᓗᑎᒃ ᐃᒥᓕᓐᓂᑦ

ᓂᐱᖅᓗᐊᑭᓐᓂᖅᑎᑕᓗᓂ ᐃᓗᐃᓴᓕᑕᐃᓕᓂᑦᑕᓂᑦ ᖃᐅᔨᓴᐃᖅᓴᖅᒪᓗᐊᖅᓂᑦ

Shipping Mitigation and Management:
Acoustic Masking and Disturbance

1. Establishment of a 40-km 'buffer zone' at entrance of RSA
2. Establishment of restricted "no-go" zones to avoid key sensitive areas
3. Maximum of 3 vessels anchored at Ragged Island

Reduce the acoustic disturbance zone (spatial area) in the RSA

Baffinland

ᐅᒥᐊᖅᓯᐊᑦ ᑎᑭᖅᑕᕆᓂᖅᓱᓄᓐᓄᑦ ᐊᖅᓱᓗᖅᓯᒪᓕᖅᑎᓂᑎᓂᓂᓂᖅ ᐊᓪᒪᓗ ᐊᐅᓪᓚᑎᓂᖅ: ᑕᕆᐅᖅ

1. ᐅᒥᐊᖅᓯᐊᖅᑦ ᐃᒪᖅᒧᑦ ᒪᓕᓴᓗᓂ ᐅᓴᑐᕋᐃᓂᒥᒧᑦ ᑯᐃᑎᑕᐅᓂᐊᖅᑐᓴᓗᒍ ᖃᖅᖢᒧᐊᓐᓄᑦ
2. ᐱᓂᐊᖅᓂᖅᓴᓗᓂ ᐅᓴᖅᑕᖅᑕᐅᔪᓂᓂ ᐅᓯᖅᑕᖅᑐᑦᑐᓗᒃ ᐃᒪᖅᒥᐅ ᐅᖅᓭᓗᓂᓂ ᐱᓕᕆᐊᖅᓱᒪᔪᖅ ᖃᓄᖅᓱᓕᖅᓴᑐᑦ ᖃᐅᓂᑐᒥᑦ ᖃᐅᔨᐱᐃᖅᐊᐅᔪᑦ
3. ᒪᓕᓴᓗᓂ ᐊᑐᖅᑐᓗᓴᑕᑦ IMO ᐊᖅᒪᓗ TC ᒪᓕᓴᕆᓕᑦ

ᒥᓂᔪᐊᖅᓗᓂᑦ ᑕᒪᓐᓇᓂᐅᑕᐅᖅᓯᑐᓂᒃ ᐄᐅᔪᐊᓂᒃ ᑎᑕᐅᓂᖅᓯᒪᓂᖅᓯᓂᑦ ᐊᖅᓱᓗᖅᓯᒪᓂᖅᓯᓂᑦ ᐊᖅᓱᓗᖅᓯᒪᓂᖅᓯᓂᑦ ᐊᖅᓱᓗᖅᓯᒪᓂᖅᓯᓂᑦ

Shipping Mitigation and Management: Marine Environment

1. Ballast water compliance testing prior to discharge at Milne Port
2. Commitment for Ore Carriers not to release grey water or treated sewage in RSA
3. Compliance will all applicable IMO and TC regulations for biofouling

Reduce pathways for introduction of invasive species and discharge of contaminants to marine environment

Baffinland

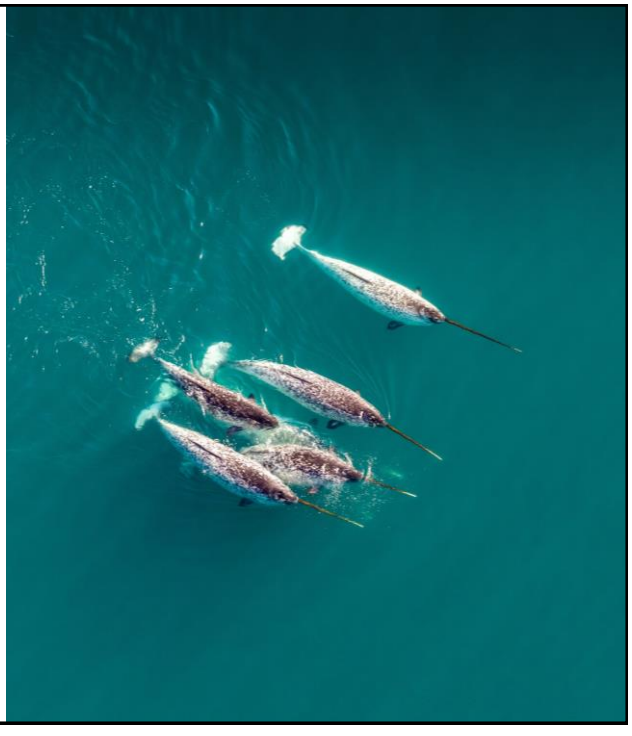
ᖃᓄᐃᑦᓯᖏᑦ

- ᓄᓕᐅᑦᑕᖃᖅᓯᒪᔪᓐᓇᑦ ᐊᖅᑐᑐᐃᓂᖅᓯᒪᔪᑦ ᐊᖅᑐᑐᐃᓂᖅᓯᒪᔪᖅᑐᐅᖅᓯᑦᑐᑦ ᐅᓄᖅᓯᖅᑎᓄᑦ ᐅᓪᓗᒥᑦ
- ᑲᔪᓯᓇᖅᑐᖅ ᐱᐅᓯᕆᐊᖅᓯᒪᔪᖅᓴᓗ ᐃᑲᔪᑎ ᐊᖅᑐᐃᓇᓯᑎᓄᑦ ᐅᐸᓯᓄᑦ ᐱᓕᕆᓂᒃᓴᓗᒍ
- ᑲᔪᓯᓇᖅᑐᖅ ᑐᓴᕋᓯᖅᓂᑦ ᐊᖅᑐᐃᓇᓯᑎᓂᑦ ᐊᐅᓪᓚᑦᓯᓯᓯᓂᓗ ᐱᓕᕆᐊᖅᑐᐅᖅᓯᖅᓱᓄᑦ ᐊᖅᑐᐃᓂᖅᓴᓯᓗ ᐊᖅᑐᐃᓇᓯᑎᓗᒍᑦ

Outcomes

- No predicted impacts on population level effects to wildlife
- Continued and enhanced support for hunters who visit the Project area
- Continued consultation with hunters and land users on Project management and impacts on hunting activities

Baffinland



ᖃᓄᐃᓕᖅᑎᑦ

- ᐃᖅᑕᖅᓯᑎᓄᑦ ᐃᒥᕐᓄᑦ ᐊᐅᓪᓚᕐᑎᑦ ᐅᖏᒋᔪᓄᐃᖏᓪᓕᖅᑐᑦ ᒪᓕᒧᐊᓕᖏᓂᖅ
- ᑕᐃᒪᐃᑕᐅᓪᓚᐅᖅᓯᒪᖏᑕᑐᓂᖅ ᐱᐅᖏᑕᑐᓂᖅ ᒥᑭᓕᒧᐊᕐᑏᑦ ᓴᓇᑎᖅᑕᑐᑦ ᑕᓪᐅᐅᖅᒥ ᓂᕆᔨᑏᑦ
- ᐃᒪᐃᑦ ᐃᓗᐊᓂ ᓂᕿᖅᓂᑦ ᐊᐅᑐᐃᓐᓇᖅᑑᑕᑦ ᖃᓪᓗᓂᑦ ᐅᓄᖅᓂᖏᓂᖅ
- ᖃᐅᔨᓴᖅᓂᖅᑐᑦ ᓇᓗᓇᐃᖅᓯᓗᑎᑦ ᓇᓪᐅᑦᑕᐅᔪᑦ
- ᐃᓄᐃᑦ ᐃᓪᓕᐅᔪᑦ ᖃᐅᔨᓴᖅᓂᖅᓂ

Baffinland

Outcomes

- Ballast water management will continue to exceed regulations
- Precedent setting mitigation measures to protect marine mammals
- Underwater noise will not affect narwhal population integrity
- Extensive follow-up monitoring to verify predictions
- Inuit involved in monitoring

101

ᐃᓄᒃᓯᑎᑦ ᑭᓇᐅᔭᕆᐊᓕᓪᓗ ᐊᖅᑐᐃᓂᑦ ᐊᖏᕆᓪᓕᕐᓂᖅᓯᒪᓪᓗ ᐱᔪᓪᓕᓴᕆᖏᑦ ᐱᔪᒪᓇᓯᕆᐅᔭᕐᔪ, ᐃᓱᒪᓕᖅᖢᓯᐅᑉᓗ, ᐸᖅᓇᖅᓯᒪᓪᓗ ᓄᓇᓕᑦ ᐱᖅᑎᕆᓪᓚᑦ ᖃᐅᔨᓴᖅᓂᖅᓂᓄᑦ ᐱᓪᒪᓂᖅᑎᑦ ᐊᖅᑐᐊᔪᓂᑦ ᐊᖅᑐᐃᓂᖅᓂᖅ

Socio-economic effects and maximizing benefits of the proposal, traditional land use considerations, and coordination with communities for monitoring of project-related impacts

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ᒪᖅᐃᑦᑐᑦ ᐊᓚᒪᓗ ᓄᓇᒥᒃ ᐊᑐᖅᑕᖅᑐᑦ - ᐃᓱᒪᓕᑕᐅᓗᐊᖅᑐᑦ

ᐊᒃᑐᖅᓯᓂᑦ ᐱᖅᑯᓱᑯᑦ
ᖃᓄᐃᓕᓚᐅᕐᓂᐅᔨᓂᒃ ᐊᓚᒪᓗ ᓄᓇᒥᒃ
ᐊᑐᖅᑕᕐᓂᕐᒥᑦ ᐅᑯᓂᖅᓴᓕᑦ

- ᓴᓇᔨᐅᓗᓂ ᐊᓚᒪᓗ ᐃᖅᑎᕐᓂᕐᓗᓂ ᓄᓇᓯᐅᑎᑯᒋᒃ
- ᐅᓄᖅᓯᕈᐊᕐᓗᑎᑦ ᐅᒥᐊᕐᔪᐊᑦ ᐅᑎᖅᑕᖅᑐᑦ
- ᐊᑐᓕᕐᓗᑎᒃ ᐊᖏᕈᓂᖅᓴᓂᒃ ᐅᒥᐊᕐᔪᐊᓂᒃ
- ᐊᕐᕿᒍᐊᑦ ᑕᒃᓂᕈᐊᕐᓗᒍ

ᐃᓄᐃᑦ ᐊᓚᒪᓗ ᓂᕐᔪᑦᑐᑦ
ᐋᓐᓂᐊᖅᑕᖅᑕᐃᓕᒥᓂᖏᑦ

Hunters and Land Users – Key Issues of Concern

Impacts on traditional activities and land use from

- Construction and operation of a rail way
- Increased shipping traffic
- Use of larger ships
- Longer shipping season

Human and animal health

ᐊᖏᓚᓯᖅᑐᑦ ᓄᓇᓕᒃᓗ ᐊᑐᖅᑕᖅᑐᑦ

ᐃᓐᓇᐅᔨᖅ ᐱᐅᖏᑦᑐᓄᒃ ᒥᑭᓕᒥᐊᑭᑦᑐᑦ

- ᓂᕐᔪᑎᓄᑦ ᑐᕐᖃᖅᑐᓄᑦ ᐱᐅᖏᑦᑐᓄᒃ ᒥᑭᓕᒥᐊᑭᑦᑐᑦ
- ᓂᕐᔪᑎᓄᑦ ᐊᑭᓕᐅᑎᑦ ᑭᓇᐅᔨᖏᑦ ($750,000)
- ᐊᖏᓚᓯᔪᓇᖅᓯᓂᔪᑎᑦ ᒥᑎᑐᒪᒃᓕᒥᒃ ($400,000/ᐊᕐᓂᔪᒥ)
- ᑕᓂᕐᒥᐅᓄᑦ ᐊᖏᓚᓯᔪᓇᖅᓯᓂᔪᑎᑦ ($750,000/ᐊᕐᓂᔪᒥ)
- ᐃᓄᖅᓄᑦ ᐅᓴᕐᓂᓂᐊᕐᕆᖅᓄᐊᖅᑐᑐᓄᑦ ᐱᖅᑯᓯᑦ ᐃᑲᔪᑎᒃᓵ
- ᐅᖅᓯᑦ, ᓂᕿᑦ, ᐃᓚᓵᓵ >ᓴᓗᐊᖅᑐᓄᑦ
- ᐊᖏᓚᓯᖅᓂᕐᓄᑦ ᐃᑲᔪᑎᑦ ᓯᓚᖅᓂᕐᒪᔪᑦ ᓄᓇᓕᖅᓂᒃ ᕿᓇᐅᓴᖅᑕᖅᑎᑎᓂᕐᓄᑦ
- ᓇᓵᓇᐃᖅᑕᐅᓵᓂ ᒥᑎᒪᒪᑕᓚᒃ ᐊᖏᓚᓯᔪᑐᓚᔨᖅᑎᓂᑦ ᓯᓴᖏᑕ ᓯᔪᐊ ᐊᑐᖅᑕᐅᔨᓴᓂᕐᖏᓚᓄᑦ ᒥᑎᒪᒪᑕᓚᒃᒥ ᐊᖏᓚᓯᔪᑐᓚᔨᖅᑎᓂᑦ ᐅᒥᐊᕐᔪᑲᔪᑦ ᐅᓯᖅᑕᑕᓚᐅᕐᓂᕐᓂᕐᓂᓂ

Baffinland

Hunters and Land Users

Existing Mitigation

- Wildlife-specific mitigations
- Wildlife Compensation Fund ($750,000)
- Harvesters Enabling Program in Pond Inlet ($400,000/year)
- Regional Harvesters Enabling Program ($750,000/year)
- Inuit site access procedures and support
  - Fuel, food, and shelter to visitors
- Harvesting support through additional community funding
- Confirmation from MHTO that floe edge ice is no longer in use by MHTO before shipping commences

ᐊᖏᓇᓴᕆᔨᓕᕆᔨᒃᑐᑦ

ᓴᓪᓴᖅᓂᒃ ᐱᐅᖃᓕᑦᑐᓂᖅ ᒥᑭᓪᓕᐊᑕᕆᔨᓕᕆᔨᒃᑐᑦ

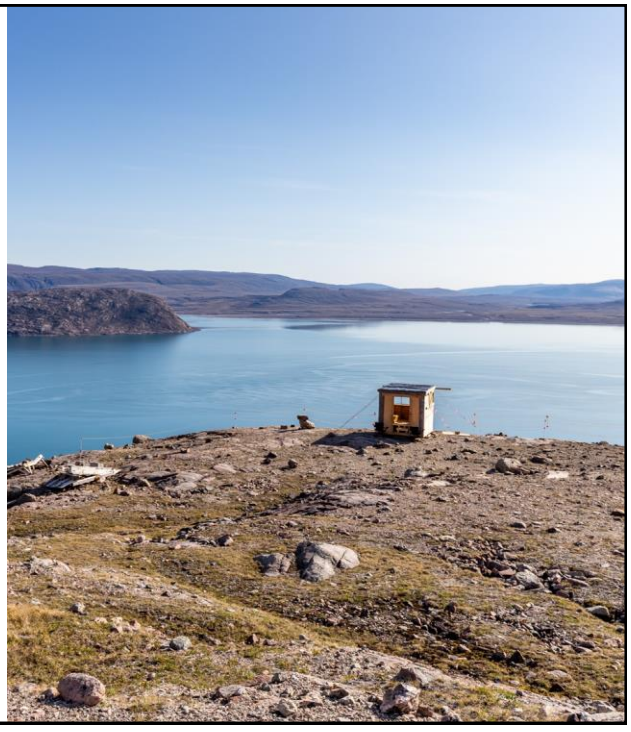
- ᓴᓇᔨᐅᔪᑦ ᐃᑦᖁᐹᑦ ᐊᖏᓂᔨᐅᒋᔭᖓᒥ <ᖏᑭᖅᓯᓪᓗᓂᑦ ᖃᐅᔨᓴᒪᔨᐅᔪᑦ ᑐᓴᑐᑦ ᐃᑦᖁᐹᓕᓴᐅᓂᖅᓂᓂᓗ ᓄᓇᓕᓪᓚᓗ ᐊᑐᖅᑕᖏᑐᓄᑦ ᐊᖏᓂᔨᐅᒋᔭᓄᑦ ᐊᖏᓂᔨᐅᒋᔭᖅᓂᓂᓗ
- ᓄᑖᑭᓇᐊᖏᑐᖅ ᐊᖏᓚᓂᔨᐅᑎᓄᑦ >ᓯᓇᐊᖏᑐᓄᓯᓪᓗ ᐅᐸᑐᑐᓄᑦ ᐱᓕᓇᑦᓯᓂᓄᑦ ᐊᖏᓂᔨᐅᒋᔭᖅᓂᒃᓴᑦ
- ᑲᔪᓯᓇᖏᑐᑦ ᐅᖃᖅᖃᑎᒌᓂᑦ ᓄᓇᓕᓄᑦ ᐊᑐᖅᑕᖏᑐᓄᓯᓪᓗ ᓇᓗᓇᐃᖏᓪᓕᐅᑦ ᓴᓪᓴᖅᓂᒃᓴᑦ ᐱᓕᓇᑦᓯᓂᓄᑦ ᒥᑭᓪᓕᐊᑕᕆᔨᓕᕆᔨᒃᑐᓄᑦ

Hunters and Land Users

Additional Mitigation

- Construction of crossings along the railway to maintain known caribou migration paths and land user travel routes
- Update of Hunter and Visitor Site Access Procedure for Rail
- Continued discussions with land users to identify additional mitigation

Baffinland



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ᖃᐅᔨᓴᖏᓐᓂᒃ ᖃᐅᔨᓇᓴᕆᔨᒃᑐᓂᒃᓴᓪᓗᓂᒃ

- ᐃᓕᓴᕐᒪᖑᓂᖅ ᐃᓕᓴᕐᒪᖑᓂᖅ ᓄᓇᐃᓕᓪᓚᓗ ᐊᑐᖅᑕᐅᓂᖏᑐᓇᓄᑦ ᖃᐅᔨᓴᖏᓐᓂᒃᓴᑦ
- ᓄᓕᒻᒥᐅᓂᖅ ᐱᓕᓇᓴᓄᑦ ᐃᓄᐃᑦᐅᕐᒪᑐᓕᓪᓚᓂᑦ ᖃᐅᔨᓴᖏᓐᓂᒃᓴᑦ
- ᓂᕈᖃᕆᓇᖅᓂᓪᓕᒍᑦ ᐊᓯᔾᔨᓕᐅᕐᒪᑐᓕᓪᓚᓂᑦ ᖃᐅᔨᓴᖏᓐᓂᒃᓴᑦ
- ᐃᓄᐃᑦ <ᖏᑭᔨᐅᓂᓪᓄᑦ <ᖅᓇᐅᑎᑎ
- ᓄᓇᓕᓐᓄᑦ ᑐᖏᓕᓪᓚᐊᖏᑐᑦ ᐅᖃᖅᖃᑎᒌᓂᓪᓄᑦ ᓇᓗᓇᐃᐸᑎᑦ

Monitoring and Follow-up Programs

- Culture Resource and Land Use (CRLU) Monitoring Program
- Mary River Project Inuit Committee
- Food security baseline study
- Inuit Stewardship Plan
- Community Specific Engagement Guidelines

Baffinland



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ᓄᓇᕗᑦ ᐊᑐᓂᓪᓗ ᐃᓄᐃᑦ - ᐃᓱᒪᓕᑕᐅᓪᓚᖅᑐᑦ

- ᐃᓕᓴᐅᔾᔨᑦ ᐃᖅᑲᓇᐃᒋᓴᖅᑦ ᓴᓇᑎᓪᓗᓂᑦ ᐅᓄᕐᓗᓂᖅᑐᑦ ᐅᓄᖅᑕᖅᑎᑦ ᐊᖏᔪᑎᓄᑦ ᐃᓂᑦ
- ᐃᓕᓴᐅᔾᔨᑦ ᐊᖅᔪᑎᔪᒪᓐᓇᒧᑦ ᐃᑲᔾᖅᑎᓄᑦ ᐃᓂᑦ
- ᐃᓄᐃᑦ ᐃᖅᑲᓇᐃᖏᓪᓗᑎᑦ ᐃᓕᓴᖅᑕᐅᓂᖏᓪᓗᓪᓕ
- ᐃᓄᖅᓄᑦ ᐱᓱᓇᓱᓐᓄᑦ ᐱᕐᕿᖅᑦ
- ᐊᐅᑐᐃᓂᑦ ᐃᓕᖏᔪᑐᖏᖅᑎᑦ
- ᐊᐅᑐᐃᓂᑦ ᐃᓕᑎᑦ ᐃᓄᓱᓗᑎᓄᑦ
- ᐱᔾᓇᖏᓪᓕᐊᑦᓯᓗᑎᐅ ᐃᒥᐊᓚᖅᓂᐅ ᓱᕆᖏᓇᖅᑐᓂᓪᓗ

Communities and Individuals – Key Issues of Concern

- Additional jobs during construction period and reduction of haul truck driver positions
- Addition of railway support positions
- Inuit employment and training
- Inuit business opportunities
- Impacts on culture
- Impact on family life
- Increased access to alcohol and drugs

ᓄᓇᕗᑦ ᐊᑐᓂᓪᓗ ᐃᓄᐃᑦ

ᒫᓐᓇᐅᔾᔨᖅ ᐱᐅᓂᑦᑐᓂᐅᓂᒃ ᒥᑭᓪᓕᒧᐊᕐᓱᑦ

- ᓄᓇᕗᓂᓄᑦ ᐱᕐᕿᐱᔪᐊᕐᓱᑦ ᐃᑲᔾᔨᒋᑦᑐᓂᑦ ᖃᓄᐃᓇᓕᕐᓂᑦ
- ᐱᓕᕆᓪᓚᐊᑦᑕᓪᓗᒍ ᐃᓄᖅᓂᒃ ᐃᖅᑲᓇᐃᔾᔪᖅᑎᑦᑕᕐᓱᓂᑦ ᐃᓕᓴᐃᓂᓪᓗ
- ᓄᓕᒻᒥᓂᒃ ᐊᐅᑐᖅᑕᐅᓂᓄᑦ ᐱᓇᓱᓕᕆᖅᑎᑦ
- ᐃᓄᖅᓄᑦ ᐃᓕᓐᓂᐊᕐᓇᖅ
- ᓄᓇᕗᖅᓂ ᐃᓄᓕᕆᓂᑦ
- ᐃᓄᖅᓄᑦ ᓯᓚᒋᐊᑎᑎᐊᓱᖅᓂᓪᓕᑦ ᑲᑎᕐᔨᖅᑎᑎᑦ ᐅᔾᔨᖏᓪᓂᐊᕐᓇᖅᑐᑦ
- ᐃᓕᖅᑐᖏᓪᓂᑦ ᑎᑎᕋᐅᓂᒃᑐᑦ
- ᐃᖅᑲᓇᐃᖏᓪᓗᑎᑦ ᐃᓕᓐᓄᓕᕆᓂᑦ, ᐃᓄᓇᕗᓂᓄᑦ ᐃᓄᓕᕆᓂᑦ
- ᐃᓄᐃᑦ ᐃᖅᑲᓇᐃᖏᓪᓗᑎᑦ ᐃᓕᓐᓄᓕᕆᓂᑦ, ᐃᓄᖅᑕᖅᑎᑦ ᐅᖃᓕᓂᖅ ᐃᖅᑲᓇᐃᔾᔪᖅᑎᓪᓗᒥ

Baffinland

Communities and Individuals

Existing Mitigation

- Community investments to support well-being
- Focus on Inuit recruitment and training
- Mary River IIBA
- Inuit Training Centre
- Community Counsellor Program
- Inuit Success Team at Site
- Cultural Advisors
- Employee and Family Assistance Program, on-site Cultural Advisors, Community Counsellors Program
- Cross-cultural orientation, cultural celebrations, use of Inuktitut in the workplace

ᓄᓇᓕᖅ ᐊᑐᓂᓪᓗ ᐃᓄᐃᖅ

ᓱᓕᑲᓅᓕᖅ ᐱᐅᖏᖅᑐᓄᑦ
ᒥᑭᓕᒋᐊᕈᑎᖅ

- ᑐᙵᓚᖅᑎᐊᓕᕐᓂᖅ ᐱᓕᕆᓂᖅᒥ ᑕᕐᕿᐅᖏᓪᓕᖅᑐᓕᕆᓂᖅᑎᖅᑕᖅᓂᖅᐊᖅᑐᖅ ᐃᓪᓕᐅᔪᖅ ᐱᕿᓕᓕᒋᐊᕐᓂᑦ
- ᓴᓇᔨᐅᔪᖅ ᐃᓄᖏᓄᑦ ᐃᓕᓴᐃᔪᕐᒪᑕᓴᓕᓄᑦ ᐸᕐᓇᐅᑎ ᓴᓇᓂᕐᓄᑦ ᐊᐅᓚᑦᓴᓕᓂᕐᓂᕐᓄᓪᓗ

Communities and Individuals

Additional Mitigation

- Stabilization of Project will secure continuation of existing benefits
- Development of Inuit training plan for construction period and initial operations

ᓄᓇᓕᖏᓄᐊᑲᐅᑎᒋᔪᖅ ᐱᕿᓚᓕᒋᐊᕈᑎᖅ

- ᔪᒋᐊᖏᑕᐅᓗᑎᖅ ᐸᕿᖏᓪᓚᓄᑦ ᑭᒪᖏᓪᓕᖅᑎᑕᖏᓪᓕᖅᑎᑕᖏᓪᓕᖅᑐᖅ ᑲᑎᕋᖅᑕᖅ ᐱᕿᓚᓕᒋᐊᕐᓂᑦ ᑲᑎᕋᖅᑕᖅ
- ᑭᓇᐅᑦᑕᖅ ᓄᓇᓕᖏᓄᐊᑲᐅᑎᒋᔪᖅᑎᑦ ᐱᓕᕆᔨᒃᑯᑦ ᐱᓕᕆᔨᒃᑯᑦ ᐱᓕᕆᔨᒃᑯ

ᐱᓕᕆᓪᓗᐊᑕᕐᓗᑎᑦ ᐅᓄᕐᓂᖅᓴᓄᑦ ᐃᖅᑲᓇᐃᔨᕐᓂᕐᓄᑦ

- ᐃᓄᓯᕐᓄᑦ ᖃᐅᔨᓴᕐᓂᖅ
- ᑎᑭᑕᐅᓇᓯᑐᑦ ᖃᓄᓯᓄᑦ ᐊᕐᕌᒍᓄᑦ ᐃᖅᑲᓇᐃᔨᕐᓂᕐᓄᑦ ᑎᑭᑕᐅᓇᓯᑐᑦ
- ᐋᕐᓗᑎᑦ ᐊᑲᐃᐊᕈᑎᑦ ᐃᖅᑲᓇᐃᔨᕐᓂᕐᓄᑦ:
  - ᓯᕈᓯᓄᑦ ᐸᖅᑭᓂᕐᓄᑦ ᑭᓇᐅᔨᑦ ᐃᓄᒃᓄᑦ ᐃᖅᑲᓇᐃᔨᖅᑐᓄᑦ ᓄᓇᕗᒥ

Focus on Increased Employment

- Social monitoring stream
- Goals for multi-year employment targets
- Removing barriers for employment:
  - Childcare subsidy for Inuit employees in Nunavut

Baffinland

ᐱᓕᕆᓪᓗᐊᑕᖅᑐᑦ ᐅᓄᖅᓯᐊᕐᓂᕐᓄᑦ ᑲᒃᑐᕆᓄᑦ ᐱᖓᓱᖅᓯᓄᑦ

- ᑲᒃᑐᕆᕕᒃ ᐱᖓᓱᐅᕐᓴᓇᓕᐊᖅᖅᓴᑦ ᐃᓄᐃᑦ ᐃᓕᐅᓂᖅᓯᓄᑦ ᐸᕐᓇᐅᑎᒥᑦ
  - ᑲᒃᑐᕆᕕᒃ ᓇᓗᓇᐃᖅᓯᓇᓕᖅᖅᓴᑦᑐᑦ ᖃᓄᖅ ᓇᓚᕐᓂᖅᑎᓂᓕᐊᖅᑐᑦ ᐃᓄᒃᓂ ᐃᓕᐅᖅᑕᐅᔨᓇᓕᖅᖅᓴᑦᑐᑦ
- ᑲᒃᑐᕆᓄᑦ ᑐᕆᒐᓂᖅᑎᑕᐅᖅᑕᕐᓂᐊᖅᑐᑦ
  - ᑲᒃᑐᕆᕕᒃ ᐱᐃᒃᓴᓄᑦ ᐃᓄᐃᑦ ᑎᒥᑦ ᐱᓕᒪᔨᐅᓂᖅᓄᑦ ᐃᓄᐃᑦ ᐃᓕᐅᖅᑕᐅᓂᖅᑐᓂᖅᑎᑦ
  - ᐊᐃᒃᑕᐅᑦ ᐊᑭᑐᓂᖅᓄᑦ ᓇᓚᕐᓂᖅᑎᓯᓇᓕᖅᓴᓕᐅᑦ ᑲᒃᑐᕆᓄᑦ ᒥᑭᓂᖅᓄᑦ ᑲᒃᑐᕆᓄᑦ

Focus on increased contracting opportunities

- Contractors must include an Inuit Content Plan
  - Contractors will be required to describe how they will meet Inuit Content Requirements
- Contract tailoring will take place
  - Contracting opportunities designed for Preferred Inuit Firm Participation at the point of bidding
  - Separation of larger value and sized contracts into smaller contracts

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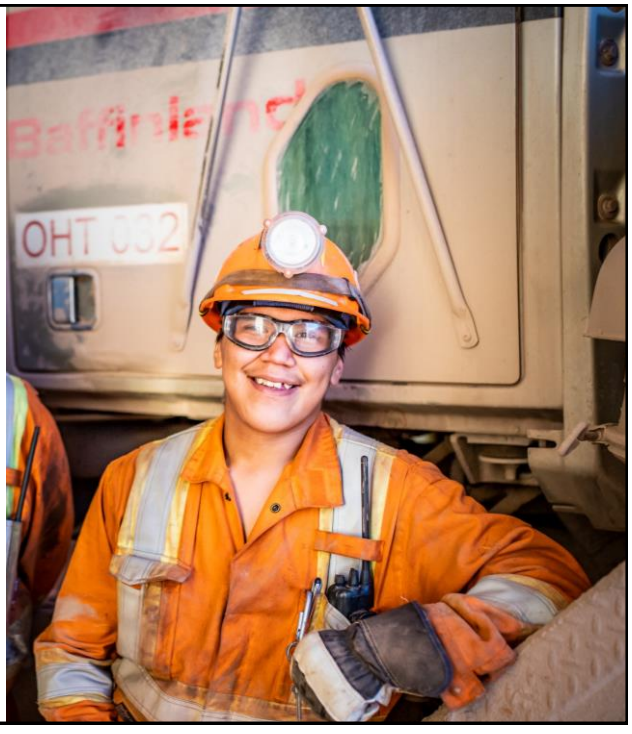
ᖃᓄᐃᓕᓐᓂᖅᓂᒃ

- ᓴᓇᕗᑦᓯᑎᑦ ᐃᓄᖅᓄᑦ ᐃᓕᓐᓂᐊᕐᑐᖅᓴᖅᓂ, ᐃᖅᑲᓇᐃᔨᖏᓂᒃ ᐱᓯᓇᓯᓄᓕᓗᓂ ᐱᕆᕙᖅᓂ
- ᐃᓄᐃᑦ ᐃᓕᐅᖃᑕᐅᓂᖅᓴᐅᓕᕐᓗᑎᑦ ᐱᓕᕆᓂᕐᒥᑦ ᖃᐅᔨᓴᖏᓂᓄᑦ – ᐃᓄᐃᑦ ᖃᐅᔨᒪᔭᑐᖃᖏᑦ/ᐃᓕᖅᑯᓯᑐᖃᕐᓂᒃ ᐱᖏᑎᑦ ᓄᓇᐃᕐᓗ ᐊᑐᖅᑕᐅᓂᖏᓐᓄᑦ ᖃᐅᔨᓴᖏᓂᖅ
- ᑲᔪᓯᓇᖅᑐᑦ ᐃᑲᔪᖏᓂᒃ ᐃᖅᑲᓇᐃᔨᖅᑎᓄᑦ, ᐃᓕᒋᓄᑦ ᓄᓇᓕᖕᓄᑦ
- ᐃᓕᓴᖅᓯᓂᖅ ᐊᓯᔾᔨᑐᐃᓇᐅᓕᖕᓂᒃ ᐃᓄᓯᑯᑦ ᐃᓕᖅᑯᐊᑐᖅᑐᓗᒃ

Outcomes

- Creation of Inuit training, employment, and business opportunities
- Increased Inuit involvement in Project monitoring - IQ Framework/ CRLU
- Continued supports for employees, their families, and communities
- Recognition of potential changes in lifestyle and culture

Baffinland



ᑕᐃᒪᓐᓇᐅᑉᐳᕐᓂᖅ ᐱᓕᕆᓂᐅᑉ ᒪᓕᑭᐊᓂ ᐱᓇᓱᓕᕆᓂᖅ

ᐃᖅᑲᓇᐃᔨᖏᓂᒃ

- ᓴᓇᓂᒃ ᐃᖅᑲᓇᐃᔨᖅᑎᖅᑕᐊᖅᓴᓂᒃ 554ᓂᒃ ᐊᓕᖁᒍᒥ
- ᐊᐅᓪᓚᓂᒃ ᐃᖅᑲᓂᔨᖅᑎᖅᑕᐊᖅᓴᓂᒃ 1000ᓂᒃ ᐊᓕᖁᒍᒥ

ᑭᓇᐅᔨᓂᒃ ᐊᑐᖅᑐᓂᒃ

- $195.5 ᒥᓪᓚᐊᓐ ᐊᓕᖁᒍᒥ ᐊᑐᖅᑕᐅᔨᓂᒃ ᓄᓇᕗᒥ
- $825.8 ᒥᓪᓚᐊᓐ ᐊᓕᖁᒍᒥ ᐊᑐᖅᑕᐅᔨᓂᒃ ᑲᓇᑕᒥ

ᓄᓇᓂᒃ ᐊᑭᓪᓚᕆᓂᒃ ᑕᒃᓯᓪᓗ (ᐊᐅᒪᓪᓚᒪᓂᒃ ᐅᐅᖓᓪᓚᕆᓂᒃ)

- $680 ᒥᓪᓚᐊᓐ ᓴᖓᒪᓐᓇᓂᒃ ᓄᓇᕗᑦ
- $1.68 ᐱᓪᓚᐊᓐ ᓴᖓᒪᓐᓇᓂᒃ ᑲᓇᑕᐅᑦ
- $1.98 ᐱᓪᓚᐊᓐ ᐃᓄᐃᑦ ᑎᒥᖏᓐᓄᓂᒃ (ᑐᖕᒪᑲᒃᑯᓂ ᖁᑭᖅᑕᓂᒃᑯᓪᓗᒍ)

Baffinland

Projected Phase 2 Benefit Highlights

Employment

- Construction activities requires workforce of 554/year
- Operations requires workforce of ~1000/year

Expenditures

- $195.5 million/year spent in Nunavut
- $825.8 million/year spent in Canada

Royalties and Taxes (Life of Mine)

- $680 million to Government of Nunavut
- $1.68 billion to Government of Canada
- $1.98 billion to Inuit Associations (NTI and Qikiqtani Inuit Association)

ᖃᓄᐃᓕᓂᐊᖅᐸᑦ ᐸᕕᓂᓪᓗᑦ ᐊᓯᔨᐃᓚᓪᓂᖅᐸᑐᑦ ᐱᓕᕆᐊᑉ ᐊᐅᓪᓚᑐᓂᑦ?

- ᓯᕗᓂᓴᕐᓂᓂ ᐸᕕᓂᓪᓗᑦ ᐊᖅᑭᑎᐊᖅᓯᐊᐊᕐᒪᖅᐸᑐ ᐱᓕᕆᐊᒥᑦ ᐊᖅᑲᓕᐊᖅᑯᓪᓗᓕᕆᓂᑦ ᐃᓚᖅᓴᓂᐊᖅᑎᑦ ᐊᖅᑭᓂᕆᐊᖅᑐᑦ ᐃᒪᓕᒪᓂᖅᑐᑦ ᐊᐅᓚᑦᑎᑦ ᖃᐅᔨᓴᖅᑕᐅᓯᒪᔪᓄᑦ ᑕᐅᑯᓐᓂᖅ ᓄᓇᕗᒻᒥᑦ ᐊᕐᕌᕆᓕᓪᓚᕐᑯᑦᓯᓂᑦ, ᐊᖅᑲᓕᓕᐊᖅᓂᑦ ᐃᓕᓕᐅᔨᓪᓚᕐᑐᖅᑕᐅᔪᓂᖅᑐᑦ ᐊᖅᑭᔭᒥᑦ ᐊᖅᑭᑎᐊᖅᓯᓕᒻᒥᑦ ᐱᑕᖅᓚᐊᖅᓴᓂᓄ ᖃᐅᔨᓴᖅᑕᐅᓴᖅᓂᓯᓂᖅ

- ᑕᐃᒪᐃᓐᓇᖅᐸᑦ ᓄᑦᒥᓚᐊᖅᑎᓄᑦ CRLU-ᒧᑦ ᖃᐅᔨᓴᕈᑎᓂᖅ ᑐᓂᔨᖅᑲᑎᓂᓇᑦ ᐊᕐᕌᑎᒧᑦ ᐊᖅᑐᐃᓂᓯᒧᑦ ᐅᓂᖅᓴᓂᖅ ᐅᕐᓂᕐᓗᓂᑦ ᐃᓕᒋᐊᕈᑎᓂᖅ
  - ᐱᓕᕆᓗᑎᖅ ᓄᑎᕐᓕᕆᔨᑦ ᐊᖅᑐᐃᓂᓯᓄᑦ ᖃᐅᔨᓴᕈᑎᓂᖅ
  - ᖃᒥᖅᑭᓗᒋᑦ ᐊᓚᒪᓗ ᐊᔪᖅᑎᑎᒍᑕᐅᖅᓴᓂᖅᑐᓄᑦ ᐃᓇᓪᓂᑦ (IIBA)
  - ᐊᖅᑭᓕᓕᐊᓯᓗᒋᑦ ᐊᒋᓕᐅᑎᑦ ᖃᒥᖅᑕᓂ ᐃᓇᓪᓂᑦ ᑕᐃᒪᐃᓐᓇᖅᑐᓂᖅ ᑕᒪᓴᒍᓐᓇ ᐃᓇᓪᓂᑦ ᐊᖅᑐᐃᓂᓯᐊᖅᑯᓯᓂᖅ ᐊᓚᒪᓗ ᐱᓪᓚᕆᓂᕐᒪᖅᓴᓂᑦ ᐊᖅᑭᔭᒥᑦ (IIBA) ᐊᐃᓕᖅᑎᑎᓂᖅᓯᓂᑦ

What happens if Baffinland wants to change the Project Scope in the future

- In future if Baffinland wished to significantly modify the project to increase ore production and shipping via Milne Port beyond the scope of what has been assessed by the NIRB, such increases would likely constitute significant modifications that would be required to undergo additional assessment
- In order for a new environmental assessment process to begin Baffinland commits to the following with Qikiqtani Inuit Association and communities:
  - Conduct an updated CRLU assessment before submitting an Environmental Impact Statement or Addendum
  - Conduct a cumulative effects assessment
  - Review and re-negotiate the IIBA
  - Increase payment to Qikiqtani Inuit Association on IIBA implementation

Baffinland

ᖃᓄᐃᓕᓂᐊᖅᐸᑦ ᒥᑦᓴᐅᓴᓂᖅᓯᒪᔪᖅᐸᑦ ᑮᓇᐅᔭᖅ?

- **ᖃᐅᔨᓴᕈᑎᓂᖅ ᐃᓇᓪᓂᑦ ᑲᑎᕐᓕᕆᔨᑦ ᐊᖅᑭᐅᔨᓯᐊᓗᑎᓄᑦ ᐃᓇᓪᓂᑦ ᑲᓇᑕᒥᓂᖅᓴᓂᖅᑐᓂᑦ ᐸᑐᖃᓕᓴᐅᓂᖅ (ISP) ᐃᒪᐃᓐᓇᐊᖅᑲᓂᖅ:**
  - ᐱᓕᕆᐊᖅᑭᓴᓗᑎᑦ ᖃᐅᔨᓴᕈᑎᓂᖅᓯᒪᔪᑦ ᐱᖅᓯᔪᓂᓗᑎᑦ, ᓄᓇᕗᒻᒥᓴᖅᑕᐅᓗᑎᑦ ᐊᒋᓕᐅᑎᑦ ᓄᓇᕗᑦ ᐊᑐᖅᓯᓂᑦᓯᒪᔪᑦ ᐃᓇᓪᓂᑦ ᐃᓄᓐᓂᖅᓴᓂᑦ ᖃᐅᔨᓴᕈᑎᓂᖅ
  - ᐃᑲᔪᖅᓴᓗᑎᑦ ᓇᓗᓇᐃᔭᖅᓯᓂᖅ ᓂᕆᐅᑲᓪᓚᕐᓂᑦᑐᓗᑎᑦ ᐅᕙᓪᓕᐊᓂᖅᓴᓂᑦ ᐱᐅᓪᓚᕆᐊᖅᓴᓂᑦ ᐊᑐᖅᓯᓂᑦᑐᓗᑎᑦ ᐊᖅᑭᐅᔨᓯᐊᓗᑎᑦ
- **ᐊᖅᑭᑎᐊᖅᑕᓂᖅ ᑲᒪᓂᓴᑦ ᐸᑐᐃᓐᓇᖅᑐᖅ**
  - ᓇᓗᓇᐃᔭᐃᓗᓐᓂᑦ ᐊᒋᓕᐅᑎᑦ ᐊᖅᑭᑲᓪᓚᕆᓂᑦ ᖃᐅᔨᓴᕈᑎᓂᖅ ᐃᓇᓪᓂᑦ ᐅᓇᓱᒋᐊᖅᑐᓂᑦ ᑭᓇᐅᔭᓕᕆᓂᖅ ᐊᐅᓚᑦᑎᑦ ᐊᖅᑭᑲᓪᓚᕆᐊᖅᑐᓂᑦ ᐊᒋᓕᐅᑎᑦ ᐃᓇᓪᓂᑦ ᐊᐅᓚᑦᑎᑦ ᐊᖅᑭᑲᓪᓚᕆᐊᖅᑐᓂᑦ ᐊᐅᓚᑦᑎᑦ ᐃᓇᓪᓂ

ᐱᖃᓗᐊᖅᐹᓂᒃ ᐊᒻᒪᓗ ᐃᓕᓴᕐᕋᑎᐊᓕᕐᓂᑦ, ᐊᑦᑐᐃᓂᒃ ᐊᓱᑐᒧᑦ ᐱᓪᓇᐊᒥ

Accidents and Malfunctions, Effects of the Environment on the Project

ᐱᖃᓗᐊᖅᐹᓂᒃ ᐃᓕᓴᕐᕋᑎᐊᓕᕐᓂᑐᓗ

- 2012 ᑭᖓᓪᓗᒡᒎᖅ ᐊᐊᕈᑎᓄᑦ ᐊᒃᑐᐃᓂᖅᓄᑦ ᖃᑎᖅᑭᓂᖅ
  - Vol 9, Section 3
- 2018 ᑭᖓᓪᓗᒡᒎᖅ ᐊᐊᕈᑎᓄᑦ ᐊᒃᑐᐃᓂᖅᓄᑦ ᖃᑎᖅᑭᓂᖅᓗᑦ ᐃᓚᒋᐊᕈᑎ ᐱᓪᓇᓂᐅᑦ ᒪᖅᑭᐊᓄᑦ ᐱᔨᐊᒪᓕᕆᓂᒪᑦ
  - Vol 9, Section 10.2
  - ᓄᑕᖅᑐᖅ ᐅᓗᓇᐊᓐᖓᑐᓄᑦ ᓇᓗᓇᐃᖅᓯᒪᒃ
- ᐊᑕᐅᓯᖅ ᓄᑕᖅ ᐱᖃᓗᐊᖅᓗᓂ ᖃᓄᐃᓇᓂᖅᓯᓗᑦ ᐊᒃᑐᐊᔨᑦ ᐅᒋᐊᖅᐊᒃᑯᑦ ᐅᓯᒃᑕᖅᑐᓂᓄᑦ ᓯᑯᓐᖏᓪᓗᓗ ᓯᑯᐃᓐᖏᓪᓗᓗ
- ᖃᓄᐃᓂᖅ ᑕᐃᒪᐃᑐᐃᓇᓇᖅᑕᓐᓄᓪᓗᓂ ᓇᓗᓇᐃᖅᓯᒪᔪᑦ ᐊᓯᔾᔨᓇᑎᒃ
- ᐊᓂᒍᓯᓐᓄᑦ ᐱᔪᓐᓇᖅᑐᑦ:
  - ᓯᓚᒃᑲᓐᓂᑦ ᐅᑭᐅᖅᑕᖅᑐᒥ ᐃᒪᓕᐅᑎᒥᒃ ᑯᕕᔨᓄᑦ ᐊᑦᑭᑭᓚᐊᖅᓯᒪᔨᑦ ᐱᕕᖅᑯᓯᓪᓗᒍ ᓯᑯᐃᓐᖏᓪᓗᒍ ᓯᑯᓐᖏᓪᓗᒡᒎᖅ ᐅᒋᐊᖅᐊᒃᑯᑦ ᐅᓯᒃᑕᖅᑐᓂᓄᑦ
  - ᓄᑕᖅᓇᐊᖅᓗᒍ ᑯᕕᔨᓄᑦ ᑕᓇᐅᖅᒥ ᖃᓄᐃᓐᓂᐊᖅᓯᓗᑦ ᐸᖅᓇᐅᑎ ᐱᓕᓇᐊᖅᑲᖏᓐᓄᑦ

Accidents and Malfunctions

- 2012 Final Environmental Impact Assessment
  - Vol 9, Section 3
- 2018 FEIS Addendum for the Phase 2 Proposal
  - Vol 9, Section 10.2
  - Updated risk register
- One new accident scenario related to shipping during ice formation and break-up periods
- Consequence and likelihood ratings did not change
- Baffinland Commitment:
  - Additional Arctic diesel fuel spill modelling to account for shoulder season shipping
  - Update the Spill at Sea Response Plan as necessary

Baffinland

ᐊᖏᑐᐃᓂᑦ ᐊᐦᑎᒧᑦ ᐱᓕᕆᐊᒥᑦ

- 2012 ᑭᖓᓕᓕᖅᓯᖅ ᐊᐦᑎᒪᓂᑦ ᐊᖏᑐᐃᓂᔪᓂᑦ ᖃᒥᖅᑭᓂᖅ
  - Vol 9, Section 2
- 2018 ᑭᖓᓕᓕᖅᓯᖅ ᐊᐦᑎᒪᓂᑦ ᐊᖏᑐᐃᓂᔪᓂᑦ ᖃᒥᖅᑭᓂᖅ ᐃᓕᒧᐊᑭᑎ ᐱᓕᕆᓂᐅᓴᐅᑦ ᒪᖅᑭᐊᓂᑦ ᐱᔨᒪᓚᓗᑎᒧᑦ
  - Vol 9, Section 10.3
- ᓄᑦᑭᕆᕆᐊᖅᑐᖅ ᓄᓇᓂ ᐅᓗᕆᐊᓚᖅᑐᑐᓄᑦ ᖃᒥᖅᑭᓂᖅᒥᑦ ᖃᖅᑭᑕᐅᔪᑦ TSD 8ᒥ
- ᓄᑦᑭᕆᕆᐊᖅᑕᐅᔪᖅ ᓯᓚᐅᑦ ᐊᓯᔨᔪᓂᓂᕐᓄᓂᑦ ᖃᒥᖅᑭᓂᖅᓗᑦ ᖃᖅᑭᑕᐅᔪᖅ TSD 6ᒥ
- ᐊᖏᐅᖕᒪᑦᓂᐅᕐᑎᑕᖅᑐᑦᑐᖅ ᑕᑯᓯᒧᓪᓚᒍ

Effects of the Environment on the Project

- 2012 Final Environmental Impact Assessment
  - Vol 9, Section 2
- 2018 FEIS Addendum for the Phase 2 Proposal
  - Vol 9, Section 10.3
- Updated geohazards assessment presented in TSD 8
- Updated climate change assessment presented in TSD 6
- No outstanding issues on this topic

Baffinland

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ᐱᐊᓂᵇᐸᑦᓪᓕᐊᓂᖅ

- ᐱᐅᖅᑎᑐᓄᑦ ᒥᑭᒃᓪᓕᐊᑭᕆᑦ ᓇᓗᓇᐃᖅᑕᐅᒪᒥᵇ ᐱᓪᓚᓂᖅ ᐊᖅᑭᒃᓪᓕᐊᖅᑕᐅᔨᓇᖅᓴᖅ ᐊᐅᓪᓚᓂᓗ ᐊᓭᑎᓄᑦ ᐃᓅᓱᵇᑯᑦᓗ ᐱᓪᓚᓂᵇᑯᑦ
- ᖃᐅᔨᓴᖅᑦ ᐊᑐᖅᑕᐅᓂᐊᖅᓴᑦ ᓴᓂᐊᓂ ᓇᓪᐊᐅᑦᑕᐅᖅᑕᐅᓂᐊᖅᓴᑦ ᖃᓄᐊᓂ
- ᐊᑦᖁᒋᐊᕆᓇᖅᑐᓄᑦ ᐊᐅᓪᓚᕐᑎᓅᑦ ᐊᑐᖅᑕᐅᓂᐊᖅᓴᑦ ᐊᐅᓪᓚᓂᓪᒪᖅ ᐱᓪᓚᓂᖅ
- ᐸᓴᓪᓪᓴᓪ ᐊᖅᑭᖅᓯᒪᐃᓇᖅᓴᖅ ᐊᐅᓪᓚᓂᖅᑎᑦᑐᓂᓪᓕᐊᓂᖅᓴᖅ ᐱᓪᓚᓂᖅᑎᑦᑐᓂᓪᓕᐊᓂᖅᓴᖅ ᐃᓅᓵᓄᑦ
- ᐸᓴᓪᓪᓴᓪ ᐊᖅᑭᖅᓯᒪᐃᓇᖅᓴᖅ ᐃᑲᔪᕈᒪᓪᓗᑐᑎᑦ ᓄᓇᓕᓪᓂᑦ ᖃᓄᐃᑎᓕᖅᑭᖅᓄᓇᓄᑦ ᐊᑐᑎᓕᖅᓴᓄᑦ ᐅᖃᖅᖃᑎᒋᔭᖅᑦᓄᑦ ᐊᐅᓪᓚᓂᓪᒪᔭᕐᓗᒍ ᐱᓪᓚᓂᖅ

Conclusion

- With mitigation measures identified the Project can be expanded and operated in an environmentally and socially responsible way
- Monitoring will be used to compare against predicted outcomes
- Adaptive management will be used throughout the life of the Project
- Baffinland remains committed to maximizing benefits to Inuit
- Baffinland remains committed to supporting community wellness and meaningful community engagement throughout the life of the Project

Baffinland

