



New

Mine Development

3/8/2024 10:09:32 AM

from 2025-01-01 to 2037-12-31

Megan Lord-Hoyle
Baffinland Iron Mines Corporation
2275 Upper Middle Rd E Suite. 300
Oakville ON L6H0C3
Canada
Tél: 905.364.8820, Téléc: 905.364.8820

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▷ΔΔΛΓΔ: La PMA2 nécessitera des modifications des conditions 179a) et b) du certificat de projet no 005 semblables à celles qui ont été approuvées pour 2018-2024, avec les ajustements suivants :•La PMA2 exige que la Commission du Nunavut chargée de l'examen des répercussions (CNER) modifie de nouveau les conditions 179a) et b) afin de prolonger les limites actuelles relatives au transport terrestre sur la route d'approvisionnement de l'inlet Milne jusqu'en 2030 et les limites relatives au transport maritime dans le couloir du Nord jusqu'en 2032 (sauf si, aux termes du troisième point ci-dessous, le port ou la voie ferrée de Steensby [le volet Steensby] entrent en service pendant cette période). •Baffinland demande que les conditions 179a) et b) du certificat de projet soient modifiées pour autoriser que les volumes de minerai en transit soient les mêmes pour le port de Milne et la route d'approvisionnement, en maintenant la limite des activités de transport maritime à 84 navires et l'éventualité de minerai bloqué à 0,9 Mt, actuellement en vigueur jusqu'au 31 décembre 2024. •Baffinland propose également de modifier les conditions 179a) et b) pour que seul un chevauchement minimal soit autorisé entre l'exploitation du couloir de transport du Nord et le volet Steensby. Cette approche permettra de maintenir les activités commerciales et les clients pour notre produit pendant la construction et la mise en service du volet Steensby. Une fois que le volet Steensby sera en service, la circulation sur la route d'approvisionnement aux fins du transport du minerai prendra fin dans un délai de 90 jours, et Baffinland procéderait alors à l'évacuation de tout le minerai stocké aux concasseurs extérieurs du site de la mine et au port de Milne dès que possible (ce qui devrait prendre jusqu'à deux saisons de navigation, sauf en cas de conditions météorologiques ou de défis logistiques imprévus). La PMA2 ne propose aucun changement aux activités actuelles, notamment l'extraction, la manutention et le stockage du minerai, ainsi que les activités de soutien. La poursuite de ces activités déjà approuvées soutiendra l'exploitation, l'emploi et la prestation d'avantages aux collectivités du nord de l'île de Baffin. Le maintien des niveaux de transport annuels moyens à 6 Mt/a dans le couloir de transport du Nord permettra de soutenir l'exploitation durant l'obtention d'investissements dans le volet Steensby et, par la suite, la construction et la mise en service du volet. Aucune modification n'est proposée au volet Steensby dans le cadre de la PMA2.

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Closure Phase: from 2041-01-01 to 2042-12-31

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Tote Road	Mine Development/Bulk Sampling	Inuit Owned Surface Lands	The Milne Inlet Tote Road was established in the 1960's and upgraded following the approval of the Early Revenue Phase of the Mary River Project. Under the Sustaining Operations Proposal Baffinland would continue to haul iron ore via haul trucks at a rate of 6 Mtpa to December 31, 2030. This level of activity has been carried out since 2018. Baffinland does not propose any other modification to the Tote Road, or activities occurring on the Tote Road.	The Milne Inlet Tote Road has been subject to multiple archaeological investigations. All archaeological sites within the immediate vicinity of the Tote Road have been documented and depending on the proximity to Project infrastructure, are either under protection or were mitigated, with ownership transferred to the Government of Nunavut, and stored at an approved facility. There are no new pathways to affect archaeological sites based on the proposed activities	The Project is an open-pit iron ore mine located in the Qikiqtani Region of Nunavut on northern Baffin Island, approximately 160 km south-southwest of the nearest community of Pond Inlet (Mittimatalik) and 1,000 km north-northwest of the territorial capital of Iqaluit.
Northern Shipping Route	Mine Development/Bulk Sampling	Marine	The Baffin Bay-Eclipse Sound-Milne Inlet shipping route has been used for commercial shipping since 2015. Under the Sustaining Operations Proposal, Baffinland would continue to ship iron ore at a rate of 6 Mtpa to December 31, 2032. This level of activity has been carried out since 2018. Baffinland does not propose any other modification to the shipping route, or activities along the shipping route.	N/A - marine area	Project vessels can be seen passing Pond Inlet in Eclipse Sound while in transit between Baffin Bay and Milne Port. Shipping lane is approximately 10 nautical miles from Pond Inlet.

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ᐃᕐᐱᐸᕐᕐᕐ	Ruth Oyukuluk (Deputy Mayor) and Joeli Qamanirq	Hamlet of Arctic Bay and Ikajutit HTO	2023-12-05
Clyde River	Natanine Apak (Hamlet	Hamlet of Clyde River	2023-12-06

	Member) and Nysana Qillaq (HTO Board Member)	and Nangmautaq HTO	
ᐃᐸᐸᐸᐸᐸ	Edward Attagutaluk (Deputy Mayor) and Salomon Mikki (HTO Member)	Hamlet of Igloolik and Igloolik HTO	2023-11-27
ᐱᐸᐸᐸᐸᐸ	Jimmy Manning and Simiga Suvega	Hamlet of Kinngait and Aiviq HTO	2024-01-30
ᐱᐸᐸᐸᐸᐸᐸ	Joshua Idlout (Deputy Mayor) and Joshua Katsak (MHTO Member)	Hamlet of Pond Inlet and Mittimatalik HTO	2023-12-01
ᐸᐸᐸᐸᐸᐸ	Jopic Kaerneak (Acting Mayor) and Paul Nagmalik	Hamlet of Sanirajak and Sanirajak HTA	2023-11-29
ᐱᐸᐸᐸᐸᐸ	Maliktoo Lyta and Mikijuk Koloa (HTO representative)	Hamlet of Kimmirut and Mayukalik HTO	2024-03-12

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Project transportation types

Transportation Type	Proposed Modification	Length of Use
Air	No modification to the existing air service that connects the Mine Site to communities and southern Canada is proposed.	
Water	Up to 6 Mtpa will be transported by ore carrier along the established shipping route between July and October until December 31, 2032	
Land	Up to 6 Mtpa will be transported by ore haul truck along the tote road year round until December 31, 2030.	

Project accomodation types

Permanent Camp

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Predicted environment impacts are consistent with those described in the original FEIS (2012), Early Revenue Phase FEIS Addendum (2013), Production Increase Proposal Application (2018), Production Increase Proposal Extension Application (2020), the Production Increase Proposal Renewal Application (2022) and the Sustaining Operations Proposal (2023).

Additional Information

SECTION A1: Project Info

SECTION A2: Allweather Road

SECTION A3: Winter Road

SECTION B1: Project Info

SECTION B2: Exploration Activity

SECTION B3: Geosciences

SECTION B4: Drilling

SECTION B5: Stripping

SECTION B6: Underground Activity

SECTION B7: Waste Rock

SECTION B8: Stockpiles

SECTION B9: Mine Development

SECTION B10: Geology

SECTION B11: Mine

SECTION B12: Mill

SECTION C1: Pits

SECTION D1: Facility

SECTION D2: Facility Construction

SECTION D3: Facility Operation

SECTION D4: Vessel Use

SECTION E1: Offshore Survey

SECTION E2: Nearshore Survey

SECTION E3: Vessel Use

SECTION F1: Site Cleanup

SECTION G1: Well Authorization

SECTION G2: Onland Exploration

SECTION G3: Offshore Exploration

SECTION G4: Rig

SECTION H1: Vessel Use

SECTION H2: Disposal At Sea

SECTION I1: Municipal Development

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Miscellaneous Project Information

[illegible]

Cumulative Effects

Impacts

[illegible][illegible][illegible]

1	polygon	Milne Port
2	polygon	Mine Site
3	polyline	Tote Road
4	polyline	Northern Shipping Route