



NIRB Uuktuutinga Ihivriughikhamut #125893

Sustaining Operations Proposal 2

Uuktuutinga Qanurittuq: New

Havaap Qanurittunia: Mine Development

Uuktuutinga Ublua: 3/8/2024 10:09:32 AM

Period of operation: from 2025-01-01 to 2037-12-31

Havauhikhaq
Ikayuqtinga: Megan Lord-Hoyle
Baffinland Iron Mines Corporation
2275 Upper Middle Rd E Suite. 300
Oakville ON L6H0C3
Canada
Hivayautit Nampanga:: 416 364 8820, Kayumiktukkut Nampanga::

QANURITTUT

Tukhiannaqtunik havaariyaumayumik uqauhiyun

Qablunaatitut: The SOP2 will require the amendment of Terms and Conditions 179(a) and 179(b) in Project Certificate 005 similar to what was approved for 2018-24, with the following adjustments: •The SOP2 is requesting that the Nunavut Impact Review Board (NIRB) again modify Terms and Conditions 179 (a) and (b) to extend current ground transportation limits along the Milne Inlet Tote Road to up to 2030 and Northern corridor marine shipping limits to up to 2032 (unless per the third bullet below the Steensby port and rail (or Steensby Components) become operational during that period). •Baffinland is asking that Term and Condition 179 (a) and (b) of the Project Certificate be amended to permit the same volumes of ore through Milne Port and along the Tote Road, with the same 84 vessel activity limit and 0.9Mt stranded ore contingency for shipping, currently approved to Dec. 31, 2024. •Baffinland is proposing to further modify Term and Conditions 179 (a) and (b) to permit only minimal overlap between the operation of the Northern transportation corridor and the Steensby Components. This approach will help maintain business and customers for our product while the Steensby Components are constructed and commissioned. Once the Steensby Components are operational, Tote Road traffic for ore haulage will be discontinued within 90 days, and Baffinland would then proceed to evacuate all remaining ore at Mine Site outdoor crushers and the Milne Port stockpile as soon as practicable (anticipated up to two shipping seasons unless unexpected weather or logistics challenges arise). The SOP2 does not propose any changes to current operations, including with respect to ore extraction, handling, stockpiling, and supporting activities. Continuation of these already approved activities will support operations, employment and delivery of benefits to communities on North Baffin Island. Continuing average annual 6 Mtpa transportation levels along the Northern transportation corridor will sustain the operation while investment in the Steensby Components is secured and the Steensby Components are constructed and commissioned. No modifications to the Steensby Components are proposed as part of the SOP2.

Uiviititut: 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.

[illegible]

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

Hulilukaarutit

Inigiya	Hulilukaarut Qanurittuq	Nunangga Qanurittaakhaanik	Initurlinga qanuritpa	Initurlinga utuqqarnitat unaluuniit Ingilraaqnitat Uyarannguqtut akhuurninnga	Qanitqiyauyuq qanitqiamut nunallaat kitulluuniit ahiruqtaiyyainnit nuna
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	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.

			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.		
--	--	--	---	--	--

Nunaliin Ilauyun, Aviktuqhimayuniitunullu Ikayuuhiarunguyun

Nunauyuq	Atia	Timiuyuq	Upluani Uqaqatigiyaungmata
Ikpiaryuk	Ruth Oyukuluk (Deputy Mayor) and Joeli Qamanirq	Hamlet of Arctic Bay and Ikajutit HTO	2023-12-05
Clyde River	Natanine Apak (Hamlet Member) and Nysana Qillaq (HTO Board Member)	Hamlet of Clyde River and Nangmautaq HTO	2023-12-06
Igloolik	Edward Attagutaluk (Deputy Mayor) and Salomon Mikki (HTO Member)	Hamlet of Igloolik and Igloolik HTO	2023-11-27
Kinngait	Jimmy Manning and Simiga Suvega	Hamlet of Kinngait and Aiviq HTO	2024-01-30
Mittimatalik	Joshua Idlout (Deputy Mayor) and Joshua Katsak (MHTO Member)	Hamlet of Pond Inlet and Mittimatalik HTO	2023-12-01
Sanirayaak	Jopic Kaerneak (Acting Mayor) and Paul Nagmalik	Hamlet of Sanirajak and Sanirajak HTA	2023-11-29
Kimmirut	Maliktoo Lyta and Mikijuk Koloa (HTO representative)	Hamlet of Kimmirut and Mayukalik HTO	2024-03-12

Angiuttauvaktunik

Naunaiqlugu nunanga talvani havauhikhaq ittuq:

Angiuttauvaktunik

Munariniqmut Ayuittiaqtuq	Angirutinga Qanurittuq	Tadja Qanurittaakhaanik	Ublua Tuniyauyuq/Uuktuqtuq	Umikvikhaa Ublua
Qikiqtani Inuit Katimayiit	Inuit Owned Land (IOL) Commercial Lease Q13C301	Active		2043-12-31
Qikiqtani Inuit Katimayiit	Inuit Impact and Benefit Agreement (IIBA), No expiry	Active		2043-12-31
Nunavut Imaligiyyit Katimayit	Type 'A' Water Licence 2AM-MRY1325Amendment No. 1	Active		2025-06-10
Nunaqaqqaahimayuliriyikkut Ukiuqtaqtumi Pivallianiq Kaanata	Foreshore Lease 47H/16-1-2Lease Amendment 47H/16-1-5	Active		2035-06-30
Nunaqaqqaahimayuliriyikkut Ukiuqtaqtumi Pivallianiq Kaanata	Tote Road and Borrow Area Land Use Permit N2019Q0011	Active		2024-06-29
Tingmiliqiyyitkut Kaanatami	Statement of Compliance of a Marine Facility # 1000000660	Active		2025-07-27

Project transportation types

Transportation Type	Qanuq Atuqtauniarmangaa	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

Ihuaqutivaluin Atuqtauyukhan

Hanalrutit atuqtaunahuat (ukuallu ikuutat, pampiutainnik, tingmitinik, akhaluutinik, hunaluuniit)

Hanalrutit Qanurittuq	Qaffiuyut	Aktikkulaanga – Qanurittullu	Qanuq Atuqtauniarmangaa
Information is not available			

Qanurittuq Urhuqyuaq unalu Qayangnaqtut Hunavaluit Aturninnga

Qanurittuq urhuqyuaq hunavaluit aturninnga:	Urhuqyuaq Qanurittuq	Qaffiuyut qattaryut	Qattaryuk Aktikkulaanga	Atauttimut Qaffiuyut	Ilanga	Qanuq Atuqtauniarmangaa
Information is not available						

Imaqmik Aturninnga

Ubluq qanuraaluk (m3)	Aturumayain imavaluin utiqtittagaani qanuq	Atulirumayain imavaluin utiqtittagani humi
0		

Iqqakuq

Ikkakunik Munakgiyauyunik

Havauhikhaq Hulilukaarut	Qanurittuq Iqqakut	Ihumagiyauyuq Qanuraaluktut Atuqtait	Qanuq Iqqakuurniarmangaa	Halummaqtirarnirutikhan piyutin
Information is not available				

Avatiliriniqmut Ayurhautingit:

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

Qanurittuq Ittunik Avatinga: Avatingalluanga

Qanurittuq Ittunik Avatinga: Inuuhimayunut Avatinga

Qanurittuq Ittunik Avatinga: Inungit-maniliurutingit Avatinga

Miscellaneous Project Information

Naunaiyainiq ukuninnga Ayurhautingit unalu Piumayaat Ikikliyuumiutinahuarutit

Tamatkiumayunik Ihuikgutivaktunik

Impacts

Ilitariyauniq Avatiliriniqmut Ayurhautingit

	PHYSICAL	Designated environmental areas	Ground stability	Permafrost	Hydrology / Limnology	Water quality	Climate conditions	Eskers and other unique or fragile landscapes	Surface and bedrock geology	Sediment and soil quality	Tidal processes and bathymetry	Air quality	Noise levels	BIOLOGICAL	Vegetation	Wildlife, including habitat and migration patterns	Birds, including habitat and migration patterns	Aquatic species, incl. habitat and migration/spawning	Wildlife protected areas	SOCIO-ECONOMIC	Archaeological and cultural historic sites	Employment	Community wellness	Community infrastructure	Human health
Havakvinga	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Aulapkaininnga																									
Mine Development/Bulk Sampling		M	-	-	-	M	M	-	-	M	-	M	M		M	M	M	M	-		-	P	P	P	P
Piiqtauniq																									
Mine Development/Bulk Sampling		M	-	-	-	M	M	-	-	M	-	M	M		M	M	M	M	-		-	P	P	P	P

(P = Nakuuyuq, N = Nakuungittut unalu mikhilimaittuq, M = Nakuungittut unalu mikhittaaqtuq, U = Naluyauyuq)



List of Project Geometries

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

