

# APPENDIX E

## MEETING RECORDS









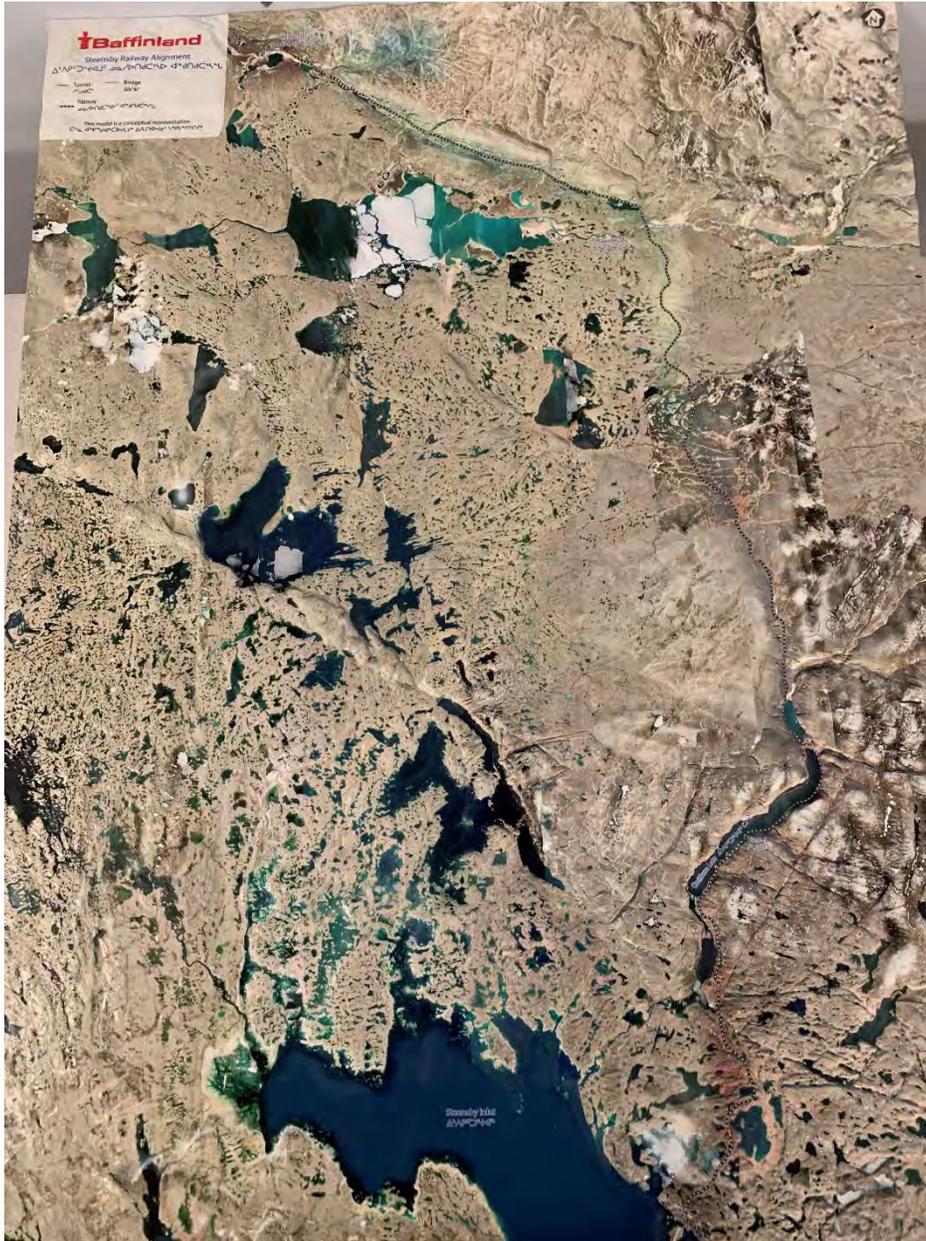
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**CONFIDENTIAL MEETING (IE FOR INTERNAL TRACKING PURPOSES ONLY):** No

**Meeting Date:** November 27<sup>th</sup>, 2023

**Time:** 2:30 – 5:30pm

**Meeting Type:** Community Engagement

**Meeting Location:** Igloolik Roman Catholic Mission

**Baffinland Participants Present:** Joe Tigullaraq, Paul Quassa, Michael Salomonie, Manasee Ulayuk, Celestino Uyarak, Jacob Malliki, and Daniel Qattalik (Inuit Knowledge Holder), Elisabeth Luther and Angela Bischoff.

**Other Participants (provide affiliation):** Mike Settington (EDI), Tim Rast (Archaeologist)

**Interpreter:** n/a

**Meeting Description:** Steensby Community Workshops – Day 1 of 2

**IIBA/ICA Relevance:** n/a

**Project Phase:** Steensby

**Meeting began at approximately 2:30pm.** The participant sign-in sheet is in Attachment A.

On November 27th, we made it in time to Igloolik, for an afternoon meeting with the Council Members and the HTO Members in the RC Mission. There were 7 Members of the HTO and three of the Council Members, with, Deputy Mayor, Ed Ataguttaaluk, as their lead, for the Council.

This was the start of a five day community engagement to the three, communities of Igloolik, Sanirajak, and Pond Inlet, on Steensby component of Mary River Mine.

**Baffinland presented the Mary River Update presentation (Attachment B).**

A summary of the key questions and comments shared by participants is provided below:

- At the mine site, what will happen to the haul truck drivers if you replace those with a conveyor? Will people lose their job? And will AI replace many workers in the future?
- Expressed concerns with dust generation.
- Question: Are Inuit considered first for contracts? Who can I contact about a concern and who can we go to when we have concerns at Baffinland? How is the expansion going to operate?
  - BIM: when the contracts are presented to the public they are distributed to Inuit companies, who are prioritized. Contractors are chosen when we know the person can complete the job.
- Regarding Steensby, Baffinland discussed the community garages that will be built in communities, and potentially daycares. Igloolik had previously commented that they did not want a daycare but wanted a library with IQ resources.

- Baffinland confirmed that the plans for these are in progress. Sanirajak will be the pilot project for the community garages. The other community projects will be discussed further with QIA and each community.
- Question: Concerns over animals in the shipping routes. There are 242 ships, are these megaships dangerous? There are areas where the water is shallow. We are mainly concerned about the proximity to communities, for Kinngait, Kimmirut, Igloolik and Sanirajak – will we be safe?
- Question: What is happening with the fish? Baffinland came earlier this year to discuss fish offsetting, do you have an update on this?
  - Baffinland confirmed we are currently working on the authorization for the FAA and we are finalizing the placements of the proposed offsetting. We plan to submit our marine offsetting application this year and freshwater FAA by end of the year or early next year.
- Question on Inuit Leadership Development Program.
- Question: Has the archaeologist been to Steensby Area and has there been any findings of archaeological sites that should not been disturbed?
  - Tim gave an overview of the archaeology at Steensby and the archaeology exclusion zone at the Port.
- Question: Would Baffinland be able to set up a food bank in Igloolik?
- Remaining questions only in Inuktitut, but some of the concerns raised related to the following topics:
  - Caribou crossings
  - High number of ships
  - Potential impact of iron on health

Meeting photos provided in Attachment C. 3D models of the Steensby Railway, Steensby Port and some of the key elements (tunnel, bridge and land user crossing) were set up for viewing (Attachment D).

**Meeting ended at 5:30pm**



**Attachment B – Presentation Materials (Mary River Update, IQ and Steensby, Terrestrial IQ and Archaeology presentations)**

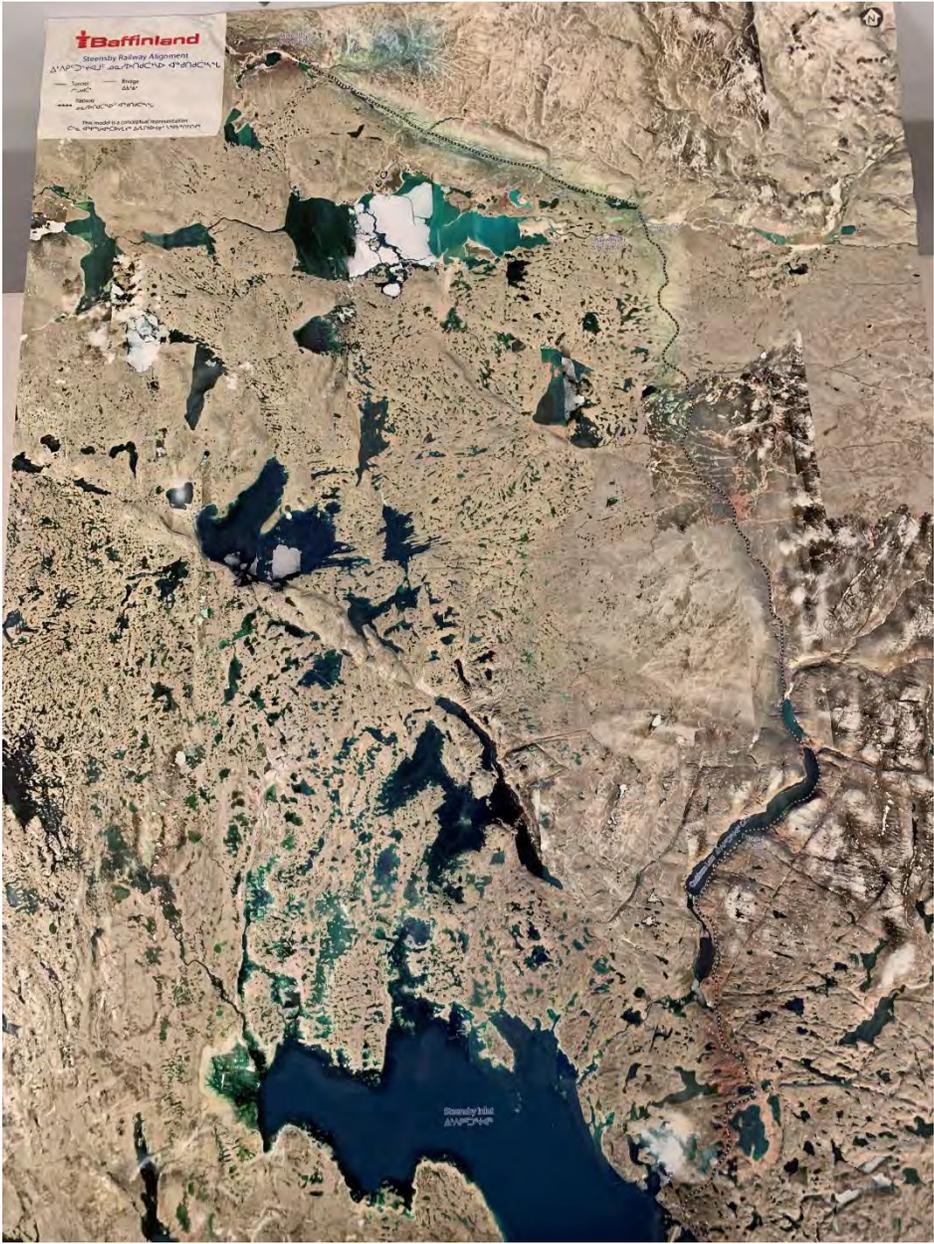
Attachment C – Meeting photos



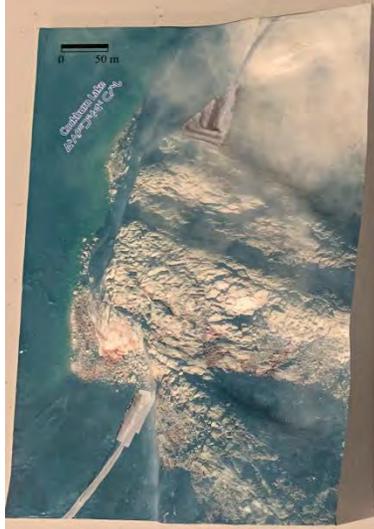




Attachment D – 3D Model Photos



















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**CONFIDENTIAL MEETING (IE FOR INTERNAL TRACKING PURPOSES ONLY): No**

**Meeting Date:** November 28<sup>th</sup>, 2023

**Time:** 9:00am – 3:30pm; **Radio Show:** 8:00-10:00pm

**Meeting Type:** Community Workshop

**Meeting Location:** Igloolik Roman Catholic Mission

**Baffinland Participants Present:** Joe Tigullaraq, Paul Quassa, Michael Salomonie, Manasee Ulayuk, Celestino Uyarak, Jacob Malliki, and Daniel Qattalik (Inuit Knowledge Holder), Elisabeth Luther and Angela Bischoff.

**Other Participants (provide affiliation):** Mike Settington (EDI), Tim Rast (Archaeologist)

**Interpreter:** Celestino Uyarak and Michael Salomonie interpreted for the meeting in the absence of the interpreter who was interpreting.

**Meeting Description:** Steensby Community Workshops – Day 2 of 2

**IIBA/ICA Relevance:** n/a

**Project Phase:** Steensby

**Comment Tracker and Follow-up Actions**

Comment #	Comment	Follow-up Required	Due Date
1	HTO members wanted to know why Earth Boring Machine could not be used instead of blasting to build the tunnel as part of the rail road construction	BIM committed to provide a response to the question after check with the appropriate expert in this field	No mention of the due date

**Meeting began at approximately 9:20am.** The participant sign-in sheet is in Attachment A.

**Baffinland presented the IQ and Steensby Presentation (Attachment B).**

A summary of the key questions and comments shared by participants is provided below.

- There was a previous meeting about shipping routes with the chambers. It was indicated that ship routes will be followed. They had to look at the routes and approve them. Participant remembers seeing in the documents that 184 ships will be going to the port per year and the larger ships will be going through the islands. Will the ships affect the bird sanctuaries? When the ship is running do they operate until February? Could BIM use smaller ships rather than large vessels?

- BIM response: These larger ships are used and regular ships will be used as well. Some of the ships will be ice breakers as well. The mention of 184 ships was for Phase 2. The discussions yesterday mentioned the number of 242 ships, which is the approved number. BIM clarified these are transits (each time the ship goes back and forth). Therefore, there will be half the amount of vessels (121).
  - At Pond Inlet and Milne Inlet there are no ice breakers used. They can use the ice breakers in open water but not near the shore. This year Baffinland had to start shipping late because of ice and finished at our scheduled end at the end of October. The HTO board did not approve an extension of the season.
- Comment: There are concerns from yesterday's presentation about the tank farm being built near Steensby Island. There is a big concern for if the overwintering fuel vessel that will stay on the ice.
  - Baffinland thanked the participant for the comment and mentioned they would discuss further with the company.
- Question: Concerned with Cockburn Lake where there is a tunnel being built near the lake. How long would this tunnel be when it's built? Will dynamite and explosives be used? Will they be using large drills to build the tunnel?
  - BIM: Showed 3D tunnel model and confirmed the tunnel would be 300m and 1km. They will use dynamite to build these tunnels.
- Question: the caribou trails have been used for thousands of years. Does Baffinland integrate information from elder groups about caribou routes and which season?
  - Baffinland confirmed that elders' knowledge was considered and integrated, and that our caribou expert will discuss this in his presentation later (IQ on Terrestrial Environment Presentation).
- Comment: The caribou crossings need to be long enough on the slant, to ensure there is space.
- Question: Invasive species can become attached to the bottom of the ships. Will these species be checked before arrival in Canadian waters? Will the ships be cleaned?
  - Baffinland confirmed that vessels need to be dry dock every 5 years to be clean, this is called biofouling. We conducted a program in 2020 to clean the hull of the ships using divers and ROV. There were too many Health and Safety risks for the staff. Baffinland is currently investigating options and methods for biofouling and plan to publish the results of their study in 2024.
- Question: Following the previous ballast water question, before going to the Labrador Sea would the ballast water be dumped? Are there species in this ballast water taken from overseas?
  - Ballast water is exchanged outside of Nunavut waters, in compliance with DFO requirements.
- Question: IQ of these lakes and rivers along the Steensby Rail is that they can get thick ice in the winter time. The ice gets very thick, will the tunnels and culverts be safe in the wintertime? In the springtime when the ice melts, it explodes which could shake up the area and damage culverts. We also know that not all arctic char go to the sea water in the spring and summertime, some of the fish are in and around the rivers and small lakes. Will it be well documented and reported in case we see Arctic Chars?
  - BIM: Thickness of ice has been studied during all seasons, including depth of water.

- Question: It will be good to have a railroad and be our first railroad in Nunavut. It was mentioned earlier by David, they were told they could go travel and see the large machines and drills and travel south to take a tour of these drills and crushers. Is this still possible?
- Question: What time of year will the tunnels be built? Concerns of fish dying when the lake is moved or shaken. Even when you hit the water with a paddle or your hand this can kill fish. He also mentioned that these fish could be relocated. Participant shared that it would be better to blast during the summer when the fish are not in the Lake. At the bottom of the ocean they produce eggs in small tunnels/caves. If the tunnel is built in the wintertime this is most likely when the Char have eggs and if the lake is shaken the Chars will die.
  - BIM: Currently planned to start in October 2025 and last 1 year. BIM thanked the participant for letting us know about this information.

**Mike Settingington (EDI) delivered a presentation titled IQ on Terrestrial Environment (Attachment B).**

A summary of the key questions and comments shared by participants is provided below.

- Question: Have you done any research on the vegetation that the caribou eat? If so, what are the differences between the Mine Site and the proposed railway? And what effect does it have if you have done so.
  - As a part of the project approval, we are specifically monitoring Caribou food (mainly lichen). We are in the 12-13<sup>th</sup> year of vegetation studies. We started the project by mapping across the broad North Baffin region and looking at vegetation communities, we did traditional knowledge plant work to know which the most important plants to people and caribou are. They have vegetation quadrants set up at different locations from the mine. They monitor growth of grasses, lichens, willows, blueberries. They also collect and monitor metals in lichens and soil. Every year they look at remote sensing images for impacts of dust. They also monitor for iron and other metals. When the railway starts we will do the same monitoring. The results are reviewed by the HTOs, Environment Canada and QIA.
- Question was raised as to why Earth Boring Machine cannot be used during the tunneling-making process as part of the rail construction, instead of blasting – citing that this method would be less intrusive than blasting.
- Comment only: David has reviewed the caribou pathways and skidoo pathways. He would like to emphasize he is aware of the outcome of the meetings in Baker Lake on the impacts on this community from mining. He holds their findings in high regard. He wishes we understand that the caribou migration has changed. The caribou are not seen close to the Baker Lake communities due to mining activities. They have listened to what they have had to say in the mining region and they take this seriously and the impacts it carries. He wishes this be aligned and thought of in high regard and they want us to value what their concerns are.
- Question: Will train operations change according to the caribou calving areas?
  - Mike: continual year round transport of iron ore will be happening. We will continue operations year round. The trains can stop to allow caribou to move across but there is nothing specific about caribou calving grounds considered in the operations.

- Comment: At the beginning, I did not support BIM. However, today I better understand and agree of my own free will because of the information that is being shared. There are still many issues to share with BIM, and we are positive to continue building the relationship. We understand that adaptation needs to happen, and we appreciate that Baffinland is willing to listen to our concerns.
- Key concern is regarding the use of explosives. There is valuable information shared and we will learn more when the construction starts.
- They also suggested that beginning shipping in January are similar to those in February, therefore why not just start in January.
- Comment: We have experienced an ice breaker in the area before who wanted to test out a passage with land fast ice. We realized the path that the ship took during this period and want to avoid putting humans in danger.

**Mapping Exercise:** No comments or changes suggested by participants in relation to the location of land user crossings and caribou crossing areas.

**Tim Rast, Baffinland’s archaeologist, delivered a presentation on Archaeology in the Steensby area (Attachment B).**

A summary of the key questions and comments shared by participants is provided below.

- Is there more archaeology work to be done for the railway?
  - Tim: work still needs to be done and the rail cannot be constructed until the archaeology studies are done.
- Comment from Tim: Prior to this time the archaeology sites were exposed to the elements, the grave sites were exposed to the elements. It is only when religion took over that burial sites become prominent. When sites were found elsewhere, in Greenland, there were many burial sites found.
- Comment: Positive feedback on the presentation and archaeology work, as observers we are doing a good job. We are aware of the work being done and highly value the work.
- Question: Is the image in the pre-dorset slide more recent or dorset? It appears that it might have been two buildings attached.
  - Tim: we know it is dorset due to the way that the two tents were attached to each other. We call them Bilobate houses.
- Comment: They were finding artefacts at different elevations. The stone tools found in the dorset period. Tim acknowledges this. Winter campsites were found in high elevations as this is where the building materials for shelters were found. Summer locations are by the shoreline.
  - Tim: Correct, different sites are situated in different environments due to the seasons.
- Question: The artefacts that are stored in Ottawa, why is that?
  - Tim: There is no storage facility in Nunavut. It needs to be a very specialized facility (size, security, climate control). This is in the design stage with the Government of Nunavut.
- Question: Have we worked with the archaeology department in Igloodik?
  - Yes, this is who we submit our permit to. We invited the Territorial archaeologist, Sylvie Leblanc, to this meeting but she is away from the community at the moment.
  - We also work with the Inuit Heritage Trust in Iqaluit.

**General Closing Comments/Questions**

- Question/Comment: What direct benefits do we have from the iron mine? Do we have access to the iron and steel for our tools? We want to make sure we are involved and included in the development of Mary River and Steensby. They want access to the steel and iron as a direct benefit to be able to develop tools. We would like to see some of this iron/steel help develop the local economy as well.
- A request from an HTO Member, who wanted more reading materials provided by BIM, so they can have more for the public.
- A request to take part in the work of researchers.

Baffinland expressed gratitude and transparency for members attending. We will return in 2024 to make more announcements for Steensby permitting as we need to go engagement for these permits.

The radio show call ins showed support for more youth employment.

Meeting photos provided in Attachment C. 3D models of the Steensby Railway, Steensby Port and some of the key elements (tunnel, bridge and land user crossing) were set up for viewing (Attachment D).

**Meeting Ended at 3:30pm.**



**Attachment B – Presentation Materials (Mary River Update, IQ and Steensby, Terrestrial IQ and Archaeology presentations)**

Attachment C – Meeting Photos





















Attachment D – 3D Model Photos























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**CONFIDENTIAL MEETING (IE FOR INTERNAL TRACKING PURPOSES ONLY):** No

**Meeting Date:** November 29<sup>th</sup>, 2023

**Time:** 11:30am – 5:00pm

**Meeting Type:** Community Engagement

**Meeting Location:** Sanirajak Community Hall

**Baffinland Participants Present:** Joe Tigullaraq, Paul Quassa, Michael Salomonie, Manasee Ulayuk, Timothy Kuppaq, Lizzie Phillip, Elisabeth Luther and Angela Bischoff.

**Other Participants (provide affiliation):** Mike Settington (EDI), Tim Rast (Archaeologist)

**Interpreter:** Cathy Pikayuk

**Meeting Description:** Steensby Community Workshops – Day 1 of 2

**IIBA/ICA Relevance:** n/a

**Project Phase:** Steensby

**Meeting began at approximately 11:30am.** The participant sign-in sheet is in Attachment A.

**Baffinland presented the Mary River Update, Terrestrial IQ and Archaeology presentations (Attachment B).**

A summary of the key questions and comments shared by participants is provided below:

- Comment: Participant states that it would be great to look into the IIBA to have it updated with things we have learned at Baffinland.
  - BIM: IIBA was signed in 2013 and another update in 2018. It is supposed to be updated every 3 to 5 years, and an update is in progress.
- Comment: Pleased to hear that 12 month shipping route is in fact 8 months. July is the season for walrus hunt for people from Igloodik and Sanirajak. Concerned about conflict with the operations and impact on Inuit.
  - BIM: We have heard from the communities about the hunting grounds.
- Question: Would the community facilities for Sanirajak be constructed in 2027?
  - BIM: We are going to the communities to discuss Steensby operations more in 2024. Perhaps your questions will be answered better in these meetings.
  - BIM: Sanirajak will be the first community to have the pilot program for the community garage.
- Question: When will Steensby operations start? Will there be two ore carriers at the same time?
  - BIM: Shipping season will start in July and end in February. It would be possible to have two carriers in the Steensby area as they travel in convoy.

- Question: Received whale blubber and was told it would be sent out from Baffinland charter and there have been complications and so they have yet to receive this from Arctic Bay and would like this before it goes bad.
  - BIM: The whale blubber has to go through Mary River first, and we have not received the information we need from the HTO in Arctic Bay. We need information on the packaging, weight and how it is packed. It is able to be sent but we need the information. It would be great if you could be in touch with the Arctic Bay HTA and provide us information.
- Question: Once we have started operations and hearing of operations started it was said Inuit would be beneficiaries. I wonder if some of this is included but I can't remember what was included. The railroad and the areas Baffinland is using the land. If this concerns Inuit this should be discussed more.
  - BIM: Due to administration complications with people who are available, in Cape Dorset there is one that hasn't even started due to infrastructure.
- Question: Are there going to be 121 vessels 24h a day, and why has no one mentioned where they would be anchored. Where can they anchor near Steensby?
  - BIM: We would like to hear from you where you think the anchoring location should be.
  - BIM: We have shipping monitors in Pond Inlet to watch the vessel speeds.
  - BIM: There are different types of sea ice where we would use smart ice for the sea ice.
- Question: Has seen changes over three years in the ocean and there are some points where it is shallow. Will there be another study before operations? Will this study be done during early summer? Will they be done in fall and spring seasons too?
  - BIM: We conducted a bathymetry survey in September at different places in the area. We are expecting the results this winter and will incorporate this into the design plans, including where the mooring posts are. We welcome comments and will integrate this into the selection of final location of mooring dolphins in the Steensby area.
- Question: Before the crusher was located near the shore, now it is in-land. There is not much area for the blasting to happen in the middle of the land.
- Question: Phase 1 says you could mine for up to 30 years, and now deposit 2 and 3 are planned. Is there any idea of when the operations would go to?
  - BIM: In 2012 we predicted deposit 1 would last for 21 years and now our prediction is for 30 years. This will be a multi-generational mine.
- Question: About conveyor, will they be covered?
  - BIM: Yes
- Question: You mentioned 121 vessels that passed through – will these include ice breakers, sealift, or do they only include vessels that carry ore? If there were to be complications along the shipping route with shallow water, is a back-up plan for shipping route? It would be great to consider people from Igloolik and Sanirajak.
  - Baffinland confirmed that 121 vessels is only the ore carriers, and that there would be ice breakers and sealifts in addition to this. We are uncertain regarding ice breakers or other vessels. We don't know how much it would be some years there would be more some years there would be less. Vessels can use the route that is planned and do not go outside of the route that has been planned, unless there is a major safety concern.

- Comment: We have mentioned earlier the IIBA that was signed and certain things not implemented.
- Question: As you mentioned earlier you will construct a tunnel, there is fish in the areas and I want to know if blasting into habitat of fish will be happening?
  - It was mentioned in Igloolik there are fish in the Steensby railway area. For the tunnels we plan to construct, Igloolik suggested summer construction. Igloolik HTO notified us there will be fish in the water in the winter and this could impact the fish if construction were to happen then.
- Comment: If Baffinland wants to use the railroad in Steensby if they were to make changes it would be greatly appreciated to inform the communities.
  - BIM: There could possibly be changes in the operations due to vessels and the communities would have to be informed before making changes to the operations in Steensby.
- Question about use of sustainable fuel on ships.
  - BIM: Currently at Mary River we are trying to use more clean energy to have less pollution and we are planning on doing this at Steensby as well. We are working with different shipping companies to see what low pollution solutions they can offer and reduced emissions by design. We are using modern vessels that are fuel efficient.
- Questions: HTO had a meeting on the transit route and are passionate about the walrus they hunt. There will be times where they won't be able to have many walruses. Not comfortable with the routes of the ship.
  - BIM: Thank you for your contributions and concerns regarding Walruses.

### **Terrestrial IQ presentation presented by Mike (EDI)**

- Question: Have you had the chance to go over aerial surveys of Baffin Island caribou? Did you know some caribou move from main land to Baffin Island? The caribou crossings are very wide on the railway.
  - BIM: Yes, an aerial survey was done in March 2023. We will continue to do this every few years and they did find more caribou on this survey than the last survey in 2008. GN also does caribou surveys and we share information.
  - BIM: We will look into the engineering of the caribou crossing to see if they can cross the rail embankment when we are designing the railway.
  - BIM: Yes, we are aware of caribou migration to Baffin Island.

### **General Comments**

- HTO Member: we need a community freezer that works
- Happy to hear that it will now be 8 months of shipping
- Build two ore docks instead of one, so production can go faster
- If there will be any change in shipping route, let us know first
- In the month of July, bowheads wait in Fox Basin, very important time
- Mental Health of our employees is very important
- We need to ensure social issues are dealt with properly

Meeting photos provided in Attachment C. 3D models of the Steensby Railway, Steensby Port and some of the key elements (tunnel, bridge and land user crossing) were set up for viewing (Attachment D).

**Meeting Ended at 5pm.**

Attachments

Attachment A – Sign-in sheet



Date: 29 Nov 2023

Community: Sanicrajaq

11:30am -

Event sign-in sheet

By signing this form, you grant Baffinland Iron Mines permission to use photo and video footage of the undersigned for use in public relations, marketing, and communications efforts. If an attendee is under 18, a guardian must provide their consent.

First and Last Name (please print)	Signature	Signature of parent or guardian (if attendee is under 18)
Tommy Issigaitok	Tommy Issigaitok	HTA
Abraham Annuq	Abraham Annuq	HTA
Sam Annuq	Sam Annuq	HTA
Isaac Annuq	Isaac Annuq	HTA
Lily Annuq	Lily Annuq	HTA
Kaimiki Ullurpak	Kaimiki Ullurpak	HTA
Roger Annuq	Roger Annuq	Hamlet Annuq
Salomie Annuq	Salomie Annuq	Hamlet Secretary
Margaret Annuq	Margaret Annuq	Hamlet
Isaac Issigaitok	Isaac Issigaitok	Hamlet
TIMOTHY KUPPAQ	Timothy Kuppaq	HTA
Solomon Alluruk	Solomon Alluruk	QIA
Joseph Annuq	Joseph Annuq	Acting Mayor
Paul Annuq	Paul Annuq	HTA chair
Irene Morgan	Irene Morgan	Hamlet Council

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**Attachment B – Presentation Materials (Mary River Update, IQ and Steensby, Terrestrial IQ and Archaeology presentations)**

Attachment C – Meeting photos







Attachment D – 3D Model Photos

















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**CONFIDENTIAL MEETING (IE FOR INTERNAL TRACKING PURPOSES ONLY):** No

**Meeting Date:** November 30<sup>th</sup>, 2023

**Time:** 9:00am-12:00pm

**Meeting Type:** Community Engagement

**Meeting Location:** Sanirajak Community Hall

**Baffinland Participants Present:** Joseph Tigullaraq, Paul Quassa, Michael Salomonie, Manasee Ulayuk, Lizzie Phillip, Elisabeth Luther, Angela Bischoff

**Other Participants (provide affiliation):** Mike Settington (EDI), Tim Rast (Archaeologist)

**Interpreter:** Lizzie Phillip, Cathy Pikayuk

**Meeting Description:** Steensby Community Workshops – Day 2 of 2

**IIBA/ICA Relevance:** n/a

**Project Phase:** Steensby

**Meeting began at approximately 9am.** The participant sign-in sheet is in Attachment A.

**Baffinland presented the IQ and Steensby Presentation (Attachment B).**

A summary of the key questions and comments shared by participants is provided below:

- Comment: There are going to be bowhead whales in July in the ocean waiting for the ice and I want this to be heard. Also, we have very few caribou right now and when we have very few caribou they are very sensitive. If there are a lot of herds BIM will still continue with their plans.
- Comment: It would be a great idea for the ships to go as a convoy to avoid the loud acoustics from the vessels. We have heard that when vessels are going one at a time the noise underwater is louder.
- Comment: The sea ice has been changing constantly and Elders have not much to say about the weather due to changing climate and weather. It is a reminder to be constantly aware of the weather and environment. Back in the 1990s they used to have a location where they would go for Walrus hunting. The population of walrus is not what it was today. Before the operations start there should be considerations for climate change and the environment.
- Comment: There is a big difference in generations. When Steensby starts it would be great to consider generational differences in Inuit.
  - BIM: Thank you we will consider this. When we come in for meetings to discuss about vessels we will discuss it more.
  - BIM: It would be great to hear your opinions on where the vessels could be anchored.
- Comment: He has not seen a caribou passing through Mary River in 9 years.

- BIM: We have heard that people were seeing caribou nearby in Milne Inlet and have not heard any other reason why they have not seen caribou.
- Question: Will it be possible to deliver the crushing facility from Pond Inlet to Mary River because the road is narrow?
  - BIM: The crusher at Milne Inlet will be broken down into smaller pieces and driven to Mary River on the Tote Road.
- Comment: The ice bergs along the shipping route and caribou will be much different in the future due to climate change. The sea ice now is a lot different now than in his youth.
  - BIM: The traditional knowledge tell us caribou are north of Steensby Inlet and around the small lakes year round. Showed participants on map.
  - BIM: Steensby operation is planned for 2027 and the operation in Milne Inlet will be stopped. Trucking to move materials will still be operational.
  - BIM: We were talking about ballast water earlier and there will be studies deployed in the ocean. We are looking at a tidal gauge for the area. Our understanding is there are no instruments in the ocean right now, likely to happen in 2024 to measure the tides.
- Question: There was a meeting back in January 2023, Baffinland were there and the QIA. He wants to ask if Baffinland has a statement as to if Mary River employees were able to have their own time and is wondering if they have this now.
  - BIM: There was a meeting in Pond Inlet for the community to explain their considerations for employees.
  - BIM: There are health and safety concerns over people being able to walk at Mary River. There are trails people can take when it is light out in the summer.
- Question: During studies we plan to have 12-months shipping season from November. Now it is currently from November to February. He thinks it is possible to have it from January to March.
  - BIM: For the shipping season, what month would you think it would be ok to start?
  - Attendee Response: In January the ships will be able to cross.
  - BIM: The plan for shipping is to start in mid-July to February. BIM are approved to ship 12 months of the year but based on our knowledge we plan to limit the shipping. We would start shipping in July to February. There will be no shipping the other months.
- Comment: Agree with Igloodik that shipping could start in January.
- Comment: The caribou population has been decreasing in some areas but at other times the population increases.
- Comment: There are times where employees go to work and there is not much balance between their personal lives and work. There are not many youth wanting to work now and it would be great to encourage youth to have employment opportunities.
  - BIM: We (Mary River) have information on who to reach for counselling and schedules of where they have access to this. There are positions available in HR. We also have counselors on site. We have heard that the counsellor is female so there are not many males seeing her. We are considering getting more counsellors.
  - BIM: Mental health and counselling is one of the most important things. We understand there are barriers of access to this in communities.

- Question: If Inuit were to continue to have their own lifestyle and within 100 years he believes there will be more non-Inuit in the communities. We understand we don't know what will happen in the future and if the shipping route will create barriers. Pond Inlet receives financial compensation for the shipping route, will we be receiving financial compensation?

Meeting photos provided in Attachment C. 3D models of the Steensby Railway, Steensby Port and some of the key elements (tunnel, bridge and land user crossing) were set up for viewing (Attachment D).

**Meeting Ended at 12pm.**



**Attachment B – Presentation Materials (Mary River Update, IQ and Steensby, Terrestrial IQ and Archaeology presentations)**

Attachment C – Meeting photos







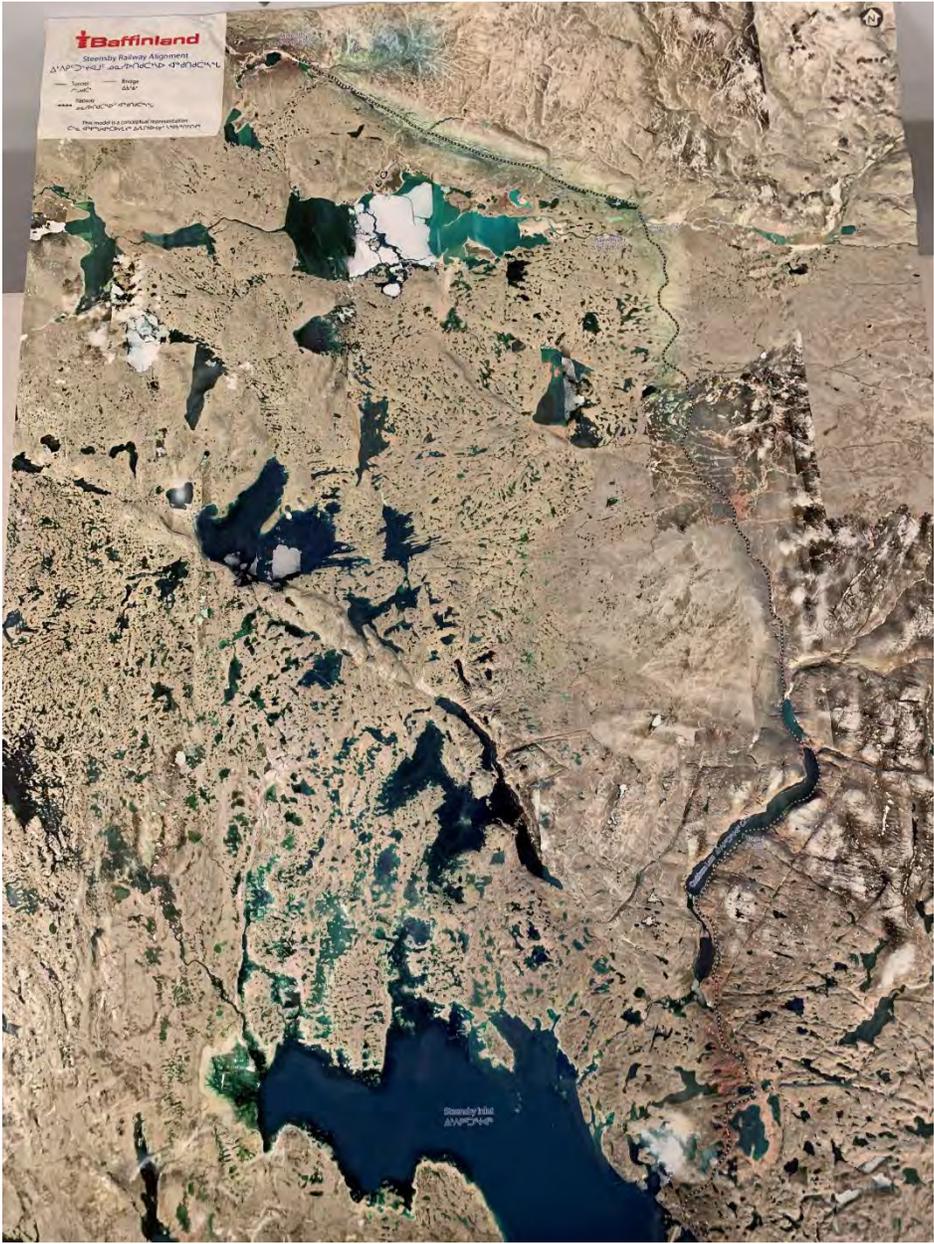








Attachment D – 3D Model Photos











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**CONFIDENTIAL MEETING (IE FOR INTERNAL TRACKING PURPOSES ONLY):** No

**Meeting Date:** December 4<sup>th</sup>, 2023

**Time:** Evening

**Meeting Type:** Community Radio Show

**Meeting Location:** Sanirajak

**Baffinland Participants Present:** Manasee Ulayuk, Celestino Uyarak

**Other Participants (provide affiliation):** n/a

**Interpreter:** n/a

**Meeting Description:** Steensby Community Engagement

**IIBA/ICA Relevance:** n/a

**Project Phase:** Steensby

**Baffinland presented the Mary River Update Presentation (Attachment A) on the local Sanirajak radio.**

A summary of the key questions and comments shared by participants is provided below:

There were about 5 callers from the community

Here is the community feedback:

- Abraham – Sanirajak-miut would need to be part of planning, also the community needs to participate with updating the IIBA.
- Christin - Question regarding dust management, enclosure of ore crushing, how environmentally safe is the indoor crushing?
- David - Question of shipping route, would be safer if ships can slow down near Rowley Island to Steensby?
- Simon – Environmental safety, would Baffinland able to test caribou and other land animal body tissue for ore contamination?
- Deborah – before Steensby start our Inuit need more training for all site jobs. If there are employment and training buildings in each community, other organizations will have to help with all kinds of training in each community.

Other callers were just supporting message, our radio show turn out very supportive from the Community.

## **Attachments**

**Attachment A – Mary River Update Presentation**















Date: Dec 1 2023  
9:51 AM

Community: POND INLET

Event sign-in sheet

By signing this form, you grant Baffinland Iron Mines permission to use photo and video footage of the undersigned for use in public relations, marketing, and communications efforts. If an attendee is under 18, a guardian must provide their consent.

First and Last Name (please print)	Signature	Signature of parent or guardian (if attendee is under 18)
Kyla Killiktee	<i>Kyla Killiktee</i>	Arctic College
Melissa Ootovak	<i>Melissa Ootovak</i>	Pond Inlet
Piuyug Ootova	<i>PO</i>	Pond Inlet
Billy Merkosab	<i>Billy Merkosab</i>	POND INLET



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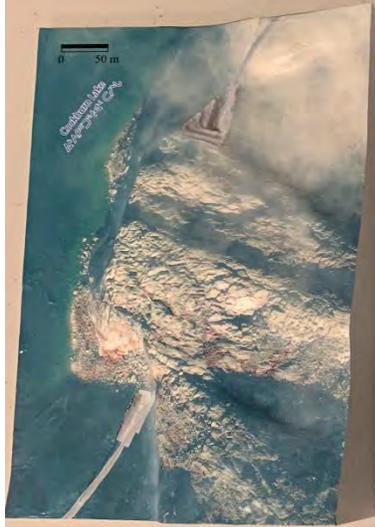














**CONFIDENTIAL MEETING (IE FOR INTERNAL TRACKING PURPOSES ONLY): No**

**Meeting Date:** December 1st, 2023

**Time:** Meeting 9am – 4pm; **Radio show:** 8-10 pm on November 30<sup>th</sup>

**Meeting Type:** Community Workshop

**Meeting Location:** Pond Inlet Community Hall

**Baffinland Participants Present:** Joe Tigullaraq, Paul Quassa, Michael Salomonie, Caleb Sangoya, Elisabeth Luther, Angela Bischoff

**Other Participants (provide affiliation):** Mike Settington (EDI), Tim Rast (Archaeologist)

**Interpreter:** Joe Krimmerdjuar

**Meeting Description:** Steensby Community Workshops – Day 1 of 1

**IIBA/ICA Relevance:** n/a

**Project Phase:** Steensby

**Meeting began at approximately 9am.** The participant sign-in sheet is in Attachment A.

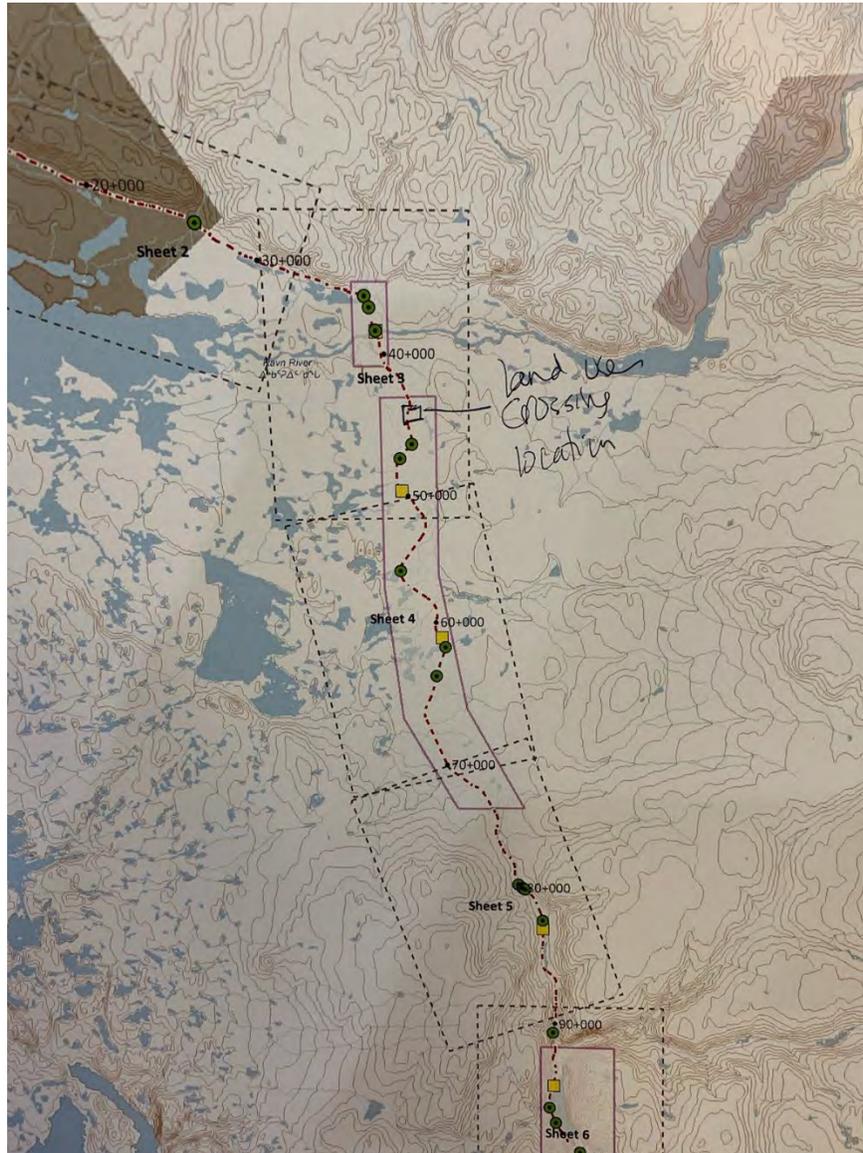
**Baffinland presented the Mary River Update presentation (Attachment B).**

A summary of the key questions and comments shared by participants is provided below:

- Question: Milne Inlet, Eclipse Sound is going to be for sea lifts only. Do you have an agreement? Was there any consultation as to what changes have been made or if they [Pond Inlet] want to be involved? Will there be an agreement about the environmental effects? Are you going to be and on our land and we want to hear about Igloodik and Hall Beach [Sanirajak].
  - BIM confirmed that there has been ongoing engagement on these topics.
  - BIM: The final plan for Steensby has not been finalized.
  - BIM: We are discussing expectations for Steensby with working groups. We will discuss shipping routes with the seven impacted communities and they will be able to ask questions about our plans.
- Comment: Concerns with caribou strikes with the train going 60km/hr.
  - BIM: We will have monitors to track how fast the trains are going. We will do studies at Steensby regarding the changes happening and how far trains must stop for caribous.
  - BIM: We will have policies about how we use the land and we will do monitoring studies on lakes that have fish or other mammals.
- Question: Question about ships in the Steensby area.
  - BIM: We will do shipping in August but in some cases where the conditions are not favorable we may have to start in September. We will do studies to see if ice breakers can be used to break up the ice.

- Caleb (BIM): your [Joshua's] question was about pollution. Studies are being done at Mary River and Steensby and those who have worked on these could answer your questions.

During the break, meeting participants gathered around the 3D models. A meeting participant highlighted an area South of Ravn River (Figure 1).



**Figure 1.** Additional land user crossing location recommended by an Elder in Pond Inlet, December 1, 2023.

**Baffinland presented the IQ and Steensby presentation (Attachment B).**

A summary of the key questions and comments shared by participants is provided below:

- Question: What activities will be happening in Steensby Inlet? My main concern is related to what is happening with the big equipment and crusher.

- BIM: The crusher will be at Mary River. On Steensby Island, near the harbor where ships will be loaded, the iron is going to be stockpiled and transported.
- Question: How can we minimize the dust that is coming from the mine? If Steensby starts, is there going to be less dust? Is there going to be an agreement with Steensby?
- Question: We heard that Igloolik and Sanirajak have no concerns about ships going through Steensby. There are fewer fish now. What has been discussed before, is Baffinland not writing it down or making reports? Igloolik and Sanirajak should have heard about the concerns that were mentioned in Pond Inlet. Were they not recorded or written down?
  - BIM: Confirmed that all comments and concerns are documented and published in engagement reports.
- Question: Are the fish going to go away with Steensby? Do you now have the environmental effects on fish?
- Comment: Conveyor should be closed in when operating, with more winds in the higher ground, that needs to be a factor considered.
- Comment: Mentioned another iron ore mine in Alaska with a railway and ships, where the equipment has less dust compared to Milne Inlet.
  - BIM: We want to learn from the mine in Alaska. We want to hear their information and what types of equipment they are using. Thank you for sharing this information.
- Question: You said you are going to close Milne Inlet and open Steensby. Are you going to put it back to its original form? When are you going to start cleaning up? Are you going to be having meetings about what you are going to do with Milne Inlet?
  - BIM: Ore shipping in Milne Port will cease once Steensby is fully operational. However, some freight and fuel shipping is expected to continue. Some progressive rehabilitation will take place.
- Question: CBC said several days ago there was someone who got a railway and there are no more caribou. That's how much animals get disturbed. There are few caribou now. We have no more caribou and fish and our way of life is disappearing, you guys are making it disappear.
  - BIM: The caribou move when what they eat is disappearing. We conduct studies to assess caribou movement.

**Mike Setterington presented the Terrestrial IQ presentation (Attachment B).**

- Question: What IQ said during the 1990s is that the caribou started walking south. This was mentioned that the caribou went south and then came back. When the hunters checked what the caribou had in their stomachs they knew they had come from far away. When Baffinland had a meeting, people said that they had no more caribou and were given information that the caribou would come back to this area. Some people say there is no more caribou and I go out every year and there are a lot of caribous. They walk away and come back. They say they have no more caribou around. Inuit say some are not really telling the truth about caribou disappearing. The mine keeps on going along with the railway are the caribous going to be affected? Will the caribous be coming back? Do the caribou trails change?
- Question: Kimmirut, Kingait, Igloolik, Sanirajak and Pangnirtung said the numbers of caribou are going down. This is what we just heard from people went hunting for caribou. Was there an agreement with Kimmirut and Kingait?

**Tim Rast presented the Archaeology presentation (Attachment B).**

No comments or questions.

**General Comments**

- Joshua Idlout, Deputy Mayor, inquired about a plaque that was given to them in 2016, and the writings to be remembered.
- There was acceptance that some of the benefits will not be available once Steensby starts.

**Meeting Ended at 4pm.**

**Baffinland held a radio show on November 30<sup>th</sup> from 8-10pm.**

- David Qamaniq on local radio, suggested a road be made to the soapstone quarry
- BIM should help in bereavement assistance in airfare;
- Why not also diesel vouchers like the gas vouchers

Meeting photos provided in Attachment C. 3D models of the Steensby Railway, Steensby Port and some of the key elements (tunnel, bridge and land user crossing) were set up for viewing (Attachment D).

Attachments

Attachment A – Sign-in sheet



Date: December 1 2023 Community: Pond Inlet  
 9am - 5pm

Event sign-in sheet

By signing this form, you grant Baffinland Iron Mines permission to use photo and video footage of the undersigned for use in public relations, marketing, and communications efforts. If an attendee is under 18, a guardian must provide their consent.

First and Last Name (please print)	Signature	Signature of parent or guardian (if attendee is under 18)
Josua Idlaot	[Signature]	Hamlet
Moses Mene	[Signature]	Hamlet Councillor
Melien Anuqipik	[Signature]	Tubung MUA
[Name]	[Signature]	QIA
Andrew J. J. J.	[Signature]	QIA
Elisavet P. P.	[Signature]	Hamlet Council
AL A. A.	[Signature]	MHTO
Joshua KAISAK	[Signature]	PARENT to Heaven
Caleb Sangya	[Signature]	Baffinland
Nina Kautur	[Signature]	Hamlet
Sangya K. K.	[Signature]	Shareholder
Louisa Amarualik	[Signature]	Pond Inlet
Lamed Kadloo	[Signature]	
Steven P. P.	[Signature]	Pond Inlet
Sarah Suglat	[Signature]	Pond Inlet

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**Attachment B – Presentation Materials (Mary River Update, IQ and Steensby, Terrestrial IQ and Archaeology presentations)**

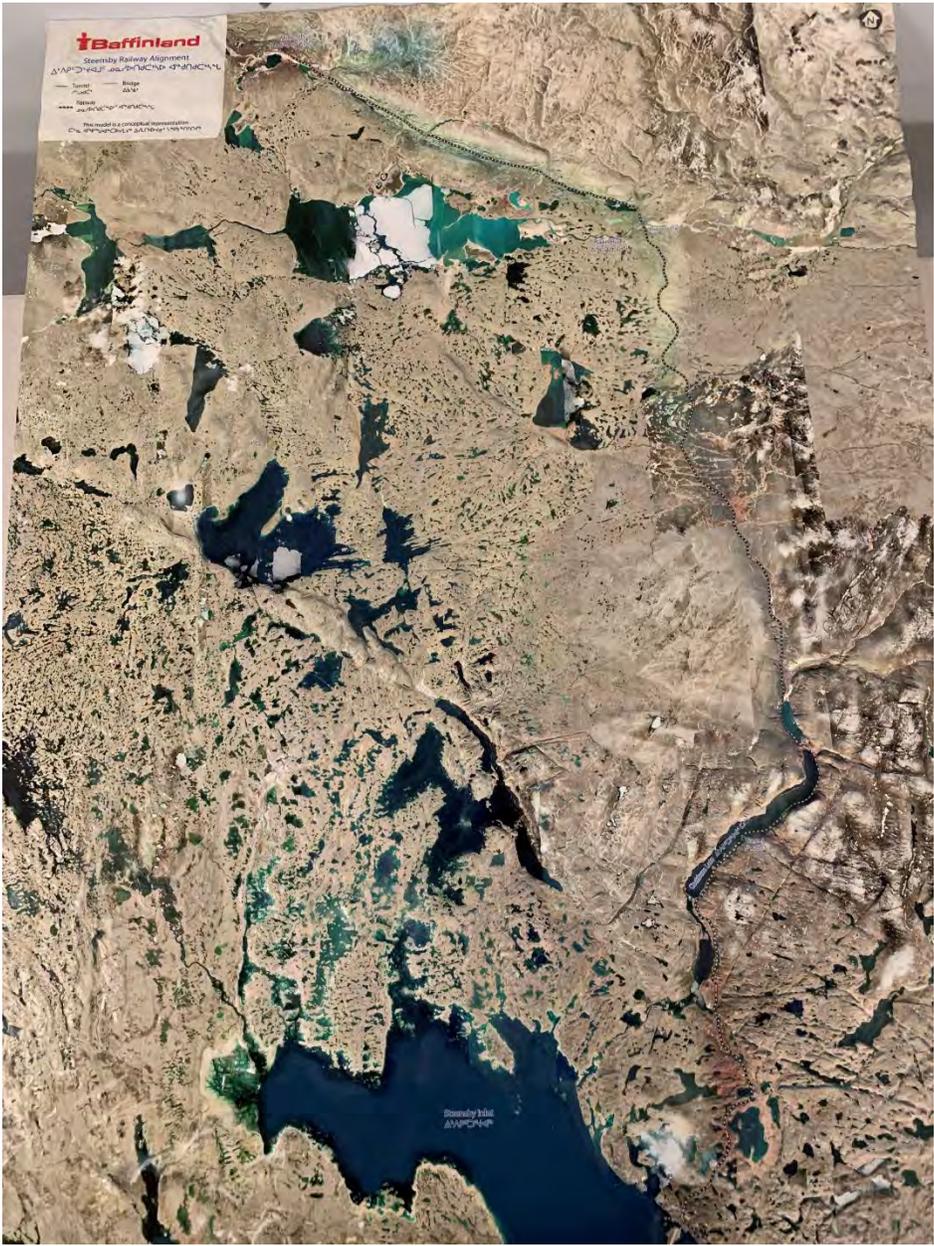
Attachment C – Meeting Photos







Attachment D – 3D Model Photos















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**CONFIDENTIAL MEETING (IE FOR INTERNAL TRACKING PURPOSES ONLY): No**

**Meeting Date:** December 5<sup>th</sup> 2023

**Time:** 1-4:30pm

**Meeting Type:** Community Engagement

**Meeting Location:** Arctic Bay Community Hall

**Baffinland Participants Present:** Udlu Hanson, Michael Salomonie, Manasee Ulayuk, Janet Merkosak, Celestino Uyarak, Lizzie Phillip, Cathy Pikuyak

**Other Participants (provide affiliation):** n/a

**Interpreter:** Cathy Pikuyak

**Meeting Description:** Steensby Community Engagement

**IIBA/ICA Relevance:** n/a

**Project Phase:** Steensby

**Meeting began at approximately 1pm.** The participant sign-up sheet is in Attachment A.

**Baffinland presented the Mary River Update and IQ and Steensby presentations (Attachment B).**

A summary of the key questions and comments shared by participants is provided below:

- Local infrastructure- who has authority to dictate community needs - whether this is the QIA/Hamlet or HTO directly.
- Employment Concerns - QIA reports seem lower in employment numbers than previous year.
- Will Milne Port slow down operations?
- Garage building - who would be responsible for receiving - hamlet / HTO or QIA?
- Before Steensby - wants 4 impacted communities to be brought together - Igloolik/Sanirajak/Kinngait/Kimmirut to learn lessons from Pond.
- SOP2 - HTO wants more consultations leading up to 2025.
- Wonders what the purpose was of QIA community visits regarding voluntary employee exits because of lack of communication from them.
- Railroad information regarding caribou migrations and impacts - how is it going to function for caribou crossings?
- Since 2012, who decided or which community decided on the 8 months of shipping?
- Tunnel blasting - asking what are the plans - will fisheries be affected?
- Ship speed - who determines it?
- Ballast water - where does it get bilged?
- Hull cleaning - how often?



**Attachment B – Mary River Update and IQ and Steensby Presentations**

Attachment C – Meeting Photos

















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**CONFIDENTIAL MEETING (IE FOR INTERNAL TRACKING PURPOSES ONLY): No**

**Meeting Date:** December 6<sup>th</sup> 2023

**Time:** 9am-12pm; **Radio Show:** 12pm

**Meeting Type:** Community Engagement

**Meeting Location:** Clyde River Community Hall (Arena)

**Baffinland Participants Present:** Udlu Hanson, Michael Salomonie, Manasee Ulayuk, Janet Merkosak, Celestino Uyarak, Lizzie Phillip, Cathy Pikuyak

**Other Participants (provide affiliation):** n/a

**Interpreter:** Cathy Pikuyak

**Meeting Description:** Steensby Community Engagement

**IIBA/ICA Relevance:** n/a

**Project Phase:** Steensby

**Meeting began at approximately 9am.** The participant sign-up sheet is in Attachment A.

**Baffinland presented the Mary River Update and IQ and Steensby presentations (Attachment B).**

A summary of the key questions and comments shared by participants is provided below:

- 1) **Question:** Regarding dust mitigation. Dust fence to localize the spread of iron ore dust or dust spray. Our community requested to include a wind / snow fence near the Piquisilivik Centre (cultural Centre). The blizzard of 2022 really highlighted a need for wind drift control. The COOP movement was the mayor's unilateral decision without consulting the council or the community.

**Answer:** Stock piles are sprayed as the result of the recommendations, based on the dust audit report will made available if you request it. The response from the dust audit report and the recommendations are being implemented. Will carry over from SOP to SOP2. All crushing will happen with enclosed buildings at Mary River.

- 2) **Question:** When Steensby becomes operational, will Milne still be used? Will the B Train still be used as well?

**Answer:** Milne will remain operational limited to sealift shipping. B Trains will be required to transport goods and material and fuel. Once Steensby is operational, all iron ore will be transported by rail from Mary River to Steensby.

- 3) **Question:** 6 mt is the current rate of ore being shipped. We are informed through the media, will Steensby increase the demand? Will more Ice breakers be needed?

**Answer:** SOP is just to mine 6 mt, what was approved by NIRB 2023-2024, it's all the tote road can handle. Also gave BIM permission to add 0.9 mt at Milne which was left behind because the

shipping season was shorter. Late start August 13 - BIM has been approved for 1mt more next year. Rail will be more efficient and easier to handle more.

4) **Question:** How many ships are transporting through Milne?

**Answer:** BIM is approved for 84 ships, this year the operations managed only 75 because of the late start.

5) **Question:** Is Steensby approved for year round operations?

**Answer:** BIM is approved for year round shipping operations, but because we are listening to the concerns of the impacted communities, we will operate 8 months of the year. The southern corridor is at 121 vessels (242 transits). BIM will be using bigger ships to transport more ore, but allow for less shipping activity, simply because they can carry more.

6) **Question:** We have heard from the residents of Pond Inlet, that they have requested the shipping behaviour be modified, we understand that BIM has implemented these requests, will the other two impacted communities Kinngait and Kimmirut have their concerns heard? Also the HTOs that they will receive more benefits under Phase 2, but know that was not approved. Is BIM continuing with the SOP2 with these community needs?

**Answer:** BIM has heard through the HTOs the islands of Mill and Salisbury Island is the preferred route. We modified our transportation routes as the result. More consultations are expected in the New Year. As for the buildings to be created. These new infrastructures have not been forgotten. Once Steensby becomes operational these requests will be included. Which includes a training center, daycare and a pilot project garage in Sanirajak. The mayor of Clyde River wanted a COOP, the Phase 2 included \$5 m dollars towards the development of the COOP movement, including training, but phase 2 was not approved. This is the beginning of a new conversation with the needs of the community, we are here to listen to any new directions as the wishes and needs of the community change.

7) **Question:** We have heard new buildings will be constructed for communities, is there a new building coming into our community?

**Answer:** Even though phase two was rejected, our CEO is committed to community development once Steensby becomes operational. One of the lessons from phase 2, when a big decision is to be made by a community, is that, we will ask a resolution to come from the HTO and Hamlets as a community decision. Not decision made at a meeting like this community visit.

8) **Question:** The crushing and high grade of the ore? Is there an increase to number of years of mining operations, are there other deposits? What about the investing of the ore and the fluctuation prices?

**Answer:** The exploration of Deposit 1, new discovery of how rich it is, BIM has been able to add from the original 21 years to 30 years from 2015 onward. That is a generational mine, once Steensby becomes operational, Deposits 2 & 3 will be studied. There are 9 deposits that are very good deposits, we probably won't be around to see that, but our children and grandchildren hopefully will be benefiting from that mining that need another approval process. Investing is something we don't talk about a lot, but your question is a good one, with climate change, our operations are geared to reducing the carbon footprint. Our Inuit elders called it Green Steel (literally less harmful to the world), meaning the grade is one of the highest grade in the world that processing it produces less emissions, mining it is very attractive for investing in Green energy. Making it more valuable in high volume. Our operations are unique in the world, we

don't have tailings ponds, we do not use chemicals to extract the ore to process it into steel that makes the quality so attractive and the current prices.

- 9) **Question:** Caribou that migrate near Mary River and the railway crossing (Pointing at the valley of the PPT image on Slide 18 IQ and Steensby) and the HTO's concerns about caribou?

**Answer:** BIM is aware through Terrestrial studies that Cockburn Lake is one of the main migratory routes, and every effort is given to that consideration, we know that female caribou climb the higher ranges to calve and shelter from predatory wolves. BIM's rail system is designed to mitigate the caribou activity. Take measures to slow down to a stop if they start to cross the rails, a consideration is the horn as well, but not necessarily the method to scare off the caribou, we know through hunting caribou how they behave with snowmobiles. We expect given Inuit IQ that caribou will adapt. We expect through Inuit IQ and feedback that caribou will return, through western science they have an 80 year cycle.

- 10) **Question:** IIBA will Clyde River receive the same as Pond Inlet when it comes to caribou?

**Answer:** One of the examples to the IIBA harvesters support program, for hunting that maybe be impacted by BIM operations. That commitment was made to other communities under Phase 2, which was rejected. The discussions for IIBA cannot be done without QIA being present. We want them to lead that discussion with the communities. Community tours to explain the current IIBA and what it offers now, and before Steensby is built to have another discussion to what a new IIBA could look like.

#### **Radio Show**

- 1) 6mt - what are the plans for left over materials?
- 2) Clyde River is an impacted community, why can't it receive the same benefits as Pond Inlet?
- 3) Once Steensby starts - who will be responsible for requesting infrastructure?
- 4) Can Baffinland help with commercial airline discount tickets?



**Attachment B – Mary River Update and IQ and Steensby Presentations**

Attachment C – Meeting Photos



















CONFIDENTIAL MEETING (IE FOR INTERNAL TRACKING PURPOSES ONLY): No

Meeting Date: January 30, 2024 Time: 9:30am-1:30pm;

Radio Show: January 31, 2024 11:00am – 12:00pm

Meeting Type: Community Engagement

Meeting Location: Kinngait District Education Authority Office (Sam Pudlat School)

Baffinland Participants Present: Joseph Tigullaraq (JT), Paul Quassa (PQ), Michael Salomonie (MS), Adamie Nuna (AN)

Other Participants (provide affiliation): Qikiqtani Inuit Association – Eva Onalik (EO) (Iqaluit)

The following HTO members (NOT ON THE BOARD) were in attendance:

1. Peter Itidloi (PI); and,
2. Oqituq Atsiah (OA).

Interpreter: N/A

Meeting Description: Steensby Community Engagement – 1. Steensby Update, 2. IQ use on Steensby

IIBA/ICA Relevance: n/a

Project Phase: Steensby Component of Mary River Project

**Meeting began at approximately 9:30am.** The participant sign-up sheet is in Attachment A.

Baffinland presented the Mary River Update Steensby Update and IQ use on Steensby presentations **(Attachment B)**.

A summary of the key questions and comments shared by participants is provided below:

- 1) QP: Detailed questions and comments were made about setting up monitoring stations along the shipping route.  
A: BIM will be discussing monitoring details with the community when discussing the shipping route.
- 2) QP: Will the activities related to Steensby infrastructure benefits proceed after construction commences?  
A: Once the construction is started, communities will start to receive direct benefits?
- 3) QP: Dumptrucks that are operated to Milne Inlet, what about the amount of trains being delivered.  
A: A train with engine at each end with 110 cars about 1.2 km long, about the same length as the airport runway here, will carry ore about 6 times a day. Somedays 5 or even 7 given the conditions and variables during different seasons. The average is 6.5 half times per day.
- 4) QP: The bigger ships (Capesize) expected to be ten from what we understand? Is this information correct. That was the last we were informed from Baffinland Representatives that 10 Capesize carriers will be used.

A: There has not been any definitive decisions on how many Steensby component Capesize ships would be used, but to reiterate our approved 121 ships through the southern corridor.

- 5) QP: There would be ships passing through everyday, and we've been informed that ships will pass through this area every second day?

A: 121 ships are approved for a total of 242 transits. We are not allowed to exceed that threshold. We anticipate that we will in high probability not even reach that amount due to various conditions including ice, or other operational factors that are not known at this time.

- 6) QP: I have not seen a building at Tujjaaraarjuit (Mills Island), but I do know one exists - Will a building be moved, or erected at the island for monitoring purposes?

A: These are the sort of discussions we will want to have with you when we started discussing more details on the shipping route. This is the start of these preliminary discussions, we want to know from what you expect as an organization, for example what Pond Inlet HTO requested a shipping post observation station, Baffinland made an observation post at Bruce Head Inlet for observing narwhal behavior to shipping. To add to your understanding of that said structure the Federal government has a scientific research outpost located at Tujjaaraarjuit, that building is available to the people of Kinngait when needed, perhaps even anticipated for future wildlife monitoring as well. This is one of the ideas we can look at, moving forward.

- 7) IT: Caribou migration routes crossing the rail system, my concern is that trains will take a long time to stop because of its weight, where necessary, or take precautions. My request would be to ensure caribou are not harmed and more studies conducted.

A: There would be rules for the trains, when to slow down, when to stop and when to continue, when caribous are in the vicinity of the rail line. Early migration routes have been studied by aerial means, along the way of the rail system. Considerations have been implemented in these plans based on Inuit knowledge. The mine is on a small portion of IOL, but the majority is on crown land. The approved rail line that is already as stated already approved

- 8) IT: We have population of walruses, what would Baffinland do, if the wildlife would be affected. What is Baffinland prepared to do?

A: We work with QIA on wildlife compensation benefits under the IIBA. We expect to develop a similar program here in the near future, like the one we have in the North Baffin communities, particularly Pond Inlet hunters who can access gasoline under the Harvesters Enabling Program through the Inuit Impact and Benefits Agreement. Each hunter 12 years of age and over is eligible to receive up to 300 litres of gasoline each year as an example. Perhaps this could be of one of many considerations here as well moving forward for your area should wildlife be negatively impacted.

- 9) EE: It has been said, in the past that there might be some grave sites in the project area where archaeological sites are found.

A: Many archaeological sites have been identified in the project area near Steensby Port and along the approved rail route. Our archeologists have confirmed that they did not find any burials on the proposed rail line, and have reported that to Inuit Heritage Trust, as we should. The most condensed archaeological area, which is to the NW of Steensby Port, has been excluded from the project area as means of preserving it.

- 10) TN: I cannot imagine the size of 6 Mt would appear like physically, I would hazard a guess what 30 MT would even be possible to fathom. Can you provide a physical representation in the future what the 6 million tonnes looks like in actual size?

A: We will get back to you on this.

- 11) TN: Regarding culverts, the fish habitats, will the bridge pillars along the railway cause ice blockages during spring break up along the way that could impact migrating down rivers/streams, impacting fish spawning?
- A: That is a very good question, we would need our experts to explain that more in detail, but we know there are fish lakes and rivers along the Tote Road between at Milne port Mary River Mine that have not been negatively impacted to date as a concern with existing culverts. We can answer this greater detail in the next sessions with our experts as we may not facilitate a suitable answer we can't provide today.
- 12) TN: How is wastewater managed? Is it like here where it is just dumped into a pond?
- A: We have sewage treatment plants at the Mary River Mine Site and Milne Port site that we use to treat sewage and gray water before releasing to the environment.
- 13) TN: It would be great if our community receives a wastewater treatment plant, and for our road dust control, will be nice to get asphalt roads.
- A: The responsibility of wastewater and road infrastructure is from CGS and the hamlet, Mayor advised that a wastewater treatment plant is in the works from the territorial government.
- 14) NJ: Baffinland has Inuit knowledge holders for every community except for Kinngait? Is that a consideration?
- A: We are currently requesting one from this community that the HTO and Hamlet will agree with a recommendation of a suitable candidate, that will require a criminal record check. We look forward to your shared views as to who that could be that end.
- 15) QP: Icebreakers could open shipping all year round?
- A: We are approved for year round shipping, but taking Inuit concerns Baffinland will be shipping 8 months of the year. We are not allowed to break ice at Eclipse Sound. But we do have ice breakers available when land fast ice is broken up.
- 16) SA: Baffinland should hire its own wildlife monitors. The reason why this is an issue here is because we do not have wildlife officer for a number of years now.
- A: Baffinland has hired Wildlife Monitors in our current work through Milne Inlet, and we will continue this practice through our Steensby Component. Baffinland chooses to hire external wildlife monitors to ensure balance so as not be perceived to influencing favorable views even under adverse conditions. In the same way, we have an external dust audit committee to represent fairness and transparency.
- 17) SS: Will we have aerial reconnaissance of the coastline from Kinngait to Kimmirut to monitor marine mammals and ice conditions?
- A: We expect to hear more from what the community wants through the IIBA to be developed in conjunction with QIA and the HTO.
- 18) PP: We heard today the crusher will be housed indoors, how will the dust be controlled in an enclosed area? Will it require the use of water, where will that water go? Will the railcars have dust covers. Our water trucks here get diverted to help with dust control. That takes away our resources to deliver water to homes. Should we expect to receive dust control trucks from Baffinland as a benefit?
- A: The crusher will have a dust collector that will collect dust during the process of crushing, we cannot speak to how the design will be implemented to the crushing operations conducted inside the structure without our experts present. We know that the railcars will not have covers because crushed pieces are not in dust form but rather broken pieces in various sizes as ore. While the roads are municipal responsibility in nature under the stewardship of the Territorial Government,

Baffinland has assisted some impacted communities with dust control on the municipal roads. We have supported hamlets in other ways like for example the Pond Inlet HTO community freezer servicing/repairs, or the Hamlet of Clyde River during the blizzards of 2023 that crippled fuel delivery in the community. We provided fuel and mechanics from Mary River to the maintenance operations of that community. We expect to hear what this community would like to see in the future engagements in all aspects moving forward for socio-economics and environment (wildlife impacts), and other concerns. We are preparing in the coming months to bring in subject matter experts to explain technical matters related to the Steensby operations, especially pertaining to the shipping route. We are aligning with QIA, HTO's and the hamlets to figure out a shared responsibility. We will issue more letters for invitations and sooner than later, regarding our fisheries off setting work. We are available at any time by email or by phone to further answer any questions even after our engagement is concluded. We look forward to this continued engagement.



**Attachment B – Mary River Update and IQ and Steensby Presentations**

See Attachment B.

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Attachment C – Meeting Photos

















Ներկայումս Երևանի մարզպետարանում ընդունված քաղաքացիական ծառայողների, ինչպես նաև քաղաքացիական ծառայողների, ընդհանուր թվաքանակը կազմում է 1000-ից ավելի մարդ:

**CONFIDENTIAL MEETING (IE FOR INTERNAL TRACKING PURPOSES ONLY): No**

**Meeting Date:** March 12, 2024 **Time:** 1:30pm-5:00pm;

**Meeting Type:** Community Engagement

**Meeting Location:** Kimmirut Community Hall (Qaqqlik School)

**Baffinland Participants Present:** Joseph Tigullaraq (JT), Paul Quassa (PQ), Michael Salomonie (MS), Jawlie Akavak (JA), Matto Michael (MM)

**Other Participants (provide affiliation):**

Eva Onalik (EO) Qikiqtani Inuit Association – Iqaluit

Maliktoo Lyta (ML) Mayor of Kimmirut

Itee Temela (IT) Hamlet Council

Terry Pitsiulak (TP) Hamlet Council

Alashuq Allen (AA) Hamlet Council

Pitsiulak Ikkldluak Hamlet Employee

Mikidjuk Kolola (MK) HTO

Naomi Akavak (NA) Resident

Sanija Saggiattuk (SS) Resident

**Interpreter:** NIL

**Meeting Description:** Steensby Community Engagement

**IIBA/ICA Relevance:** n/a

**Project Phase:** Steensby

**Meeting began at approximately 1:30pm.** The participant sign-up sheet is in Attachment A.

**Baffinland presented the Mary River Update and IQ and Steensby presentations (Attachment B).**

A summary of the key questions and comments shared by participants is provided below:

- 1) (MK) Q: Are the ore carrying ships (capesize) traversing too slowly? For their size, when I compare it this area of our waterways.  
A: The vessels are mandated to not exceed 9 knots in Eclipse Sound. This is optimized for moving ice in the area if need be. No ice breaking is conducted in the Northern Transportation Corridor. For Steensby, more assessments will be completed to determine speed including information shared by Inuit Knowledge Holders.
- 2) (ML) Q: We know a huge amount of material is extracted. What is the material ore used for? Military applications, civil, ship building material, what purpose does it serve?  
A: We've been asked by Inuit knowledge holders in communities to see if we can reserve some steel for knives as an example, but when it is shipped overseas, we do not know what it is used for.
- 3) (MK) When Steensby becomes operational, and the ore carrying is conducted through Davis Strait, from the Hudson Bay, we want to influence the path of the ships to border the waterways from

Northern Quebec and Nunavut. To be as far from our coastal islands like the Big Island and our harvesting activities.

A: As an example the distance from Pond Inlet to the ship path is 18 km because of the inlet, the path for Kinngait is as far away as 44 km, while Kimmirut will be 69 km based on what has been studied. A further example is the original design included travel north of Salisbury Islands outside of Kinngait, but because we heard the community desires, we have moved south of it. Also in terms of Eider nesting grounds, whether the ship wakes will impact the lower elevated Islands, we recorded those concerns and reviewed our plans accordingly. That includes traveling east of Rowley Island across from Igloodik and Sanirajak. Because the mine is inside Nunavut, our path is through Nunavut waters.

- 4) (MK) Before the ship carrying activities commence from Steensby, we are curious about baseline studies in this area, with Baffinland and others that operate unto themselves with the wildlife.

A: Baffinland is conducting baseline studies along the shipping route, including but not limited to the railway, taking Inuit knowledge to the core of scientific wildlife studies. We are using studies conducted by contractors who are independent of the company to inform our monitoring of wildlife and the environment. We hire independent contractors that hire Inuit wildlife and environmental monitors. We have operated with this model since 2006 to ensure that we satisfy the absolute inclusion of Inuit in every step in the development of the project.

- 5) (ML) My question is about the 69km distance from the shipping route. What is the distance from the Raglan mine, which we know comes closer than that into Nunavut waters, do they follow the same rules? I often wonder if the sea levels is an issue that they cannot traverse in their own waters.

A: Thank you for the comment. We do not have information on Raglan Mine at this moment and can review this information if it becomes available at a later date. We appreciate your feedback.

- 6) (MK) Will Baffinland hire HTOs to conduct wildlife monitoring?

QIA: (EA) Baffinland has the IIBA with QIA to administer human resources, advancement opportunities and contracts. Baffinland has raised these concerns on February 23, 2024, particularly contracts for business owners that are registered under the Inuit Firm Registry. The question of hiring HTOs as contractor to conduct wildlife monitoring must be a business entity, insured and licensed, but also professionally accredited.



**Attachment B – Mary River Update and IQ and Steensby Presentations**

See Attachment B.





APPENDIX F  
FOLLOW UP LETTERS









January 19<sup>th</sup>, 2024

Mayor Olayuk Naqitarvik  
Hamlet of Arctic Bay  
P.O. Box 78  
Arctic Bay, Nunavut  
X0A 0A0

Mr. Joeli Qamanirq  
Chairperson  
Ikajutit Hunters and Trappers Organization  
P.O. Box 39  
Arctic Bay, Nunavut  
X0A 0A0

**RE: MARY RIVER PROJECT – STEENSBY COMPONENT COMMUNITY MEETINGS**

Dear His Worship and Chairperson,

Thank you for welcoming us in your community and for your presence at the Steensby Community Engagement Meetings held on December 5<sup>th</sup>, 2023. We value the insights and feedback provided by members of your organizations and the public during these sessions.

We have compiled a summary of the main concerns raised, along with Baffinland's corresponding responses in Attachment 1. We have also enclosed a copy of the meeting notes and presentations in Attachment 2.

Please let me know if you have any questions or require further details.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe Tigullaraq", written over a light grey rectangular background.

Joe Tigullaraq  
Head of Northern Affairs

**Attachment 1.** Summary of Key Concerns Raised and Baffinland’s Responses

Topic of Concern	Response
Caribou migration and crossing along the Steensby Railway	IQ continues to shape the Steensby Component of the Project and has informed several aspects of Steensby Project Certificate and project planning. IQ was used to identify the location of historical caribou routes that interact with the railway and identify areas where caribou could cross. Furthermore, based on input received through the Phase 2 review process, Baffinland will construct the rail line with consideration of longer sections with gentler embankment slopes than originally designed, to facilitate caribou movement. There will be continuous dialogue with communities and Knowledge Holders to understand how caribou interact with the rail line. Baffinland has developed a Caribou Decision Framework for caribou sightings along the railway which can be found in the Terrestrial IQ Presentation (Attachment B).
Potential impact on fish from tunnel blasting	Baffinland will comply with the DFO Guidelines for the Use of Explosives In or Near Canadian Fisheries Waters. Furthermore, Baffinland has conducted blasting modelling, which confirm that blasting during tunnel construction will occur far enough away from the waterline that overpressure impacts in the water will be less than the DFO threshold. Baffinland will verify the model assumptions around blast sizes with the contractor, and monitor throughout construction to ensure impacts are mitigated. Some mitigation measures may impact reduction of the size and timing of the blasts to reduce overpressure impacts.
Multi-community engagement regarding Steensby	A gathering at the Mary River Mine Site for a Steensby Leadership Workshop is planned for 2024.
Further consultation on Transitional Operating Proposal (TOP)	Baffinland will be directly engaging with the communities on the TOP before the FEIS Addendum is submitted to the NIRB.
The future of Milne Port	Baffinland is planning to end ore transportation along the Tote Road and Northern Shipping Route, once the Steensby Component of the Project is constructed and operational. Some supplies will continue to be delivered to Milne Port and transported along the Tote Road to the Mine Site for the life of the mine, including fuel for the Mine Site and delivery of equipment or supplies.
Shipping season	The shipping season for Steensby was originally approved to be year-round, however Baffinland has recently been working to develop a schedule that will allow us to begin operations with a shorter than year-round shipping schedule. The current plan is to use an 8 month shipping season (July to February). This reduced shipping season has been developed based on Inuit feedback, as it avoids some sensitive seal life-cycle stages and the heaviest ice periods.
Ballast water	All Baffinland Project vessels are required to conduct a ballast water exchange prior to transiting to Milne Port. Ballast water is exchanged outside of Nunavut waters, in compliance with DFO requirements.
Biofouling	Baffinland confirms that vessels need to be dry dock every 5 years to be cleaned, in alignment with the Canadian Vessel Plan Approval and Inspection Standard. We are still exploring options and methods for biofouling monitoring at Milne Port and Steensby Port.











January 19<sup>th</sup>, 2024

Mayor Liemikie Palluq  
Hamlet of Clyde River  
P.O. Box 89  
Clyde River, Nunavut  
X0A 0E0

Mr. Apiusie Apak  
Chairperson  
Nangmoutaq Hunters and Trappers Association  
P.O. Box 149  
Clyde River, Nunavut  
X0A 0E0

**RE: MARY RIVER PROJECT – STEENSBY COMPONENT COMMUNITY MEETINGS**

Dear His Worship and Chairperson,

Thank you for welcoming us in your community and for your presence at the Steensby Community Engagement Meetings held on December 6<sup>th</sup>, 2023. We value the insights and feedback provided by members of your organizations and the public during these sessions.

We have compiled a summary of the main concerns raised, along with Baffinland's corresponding responses in Attachment 1. We have also enclosed a copy of the meeting notes and presentations in Attachment 2.

Please let me know if you have any questions or require further details.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe Tigullaraq", written over a light grey rectangular background.

Joe Tigullaraq  
Head of Northern Affairs



**Attachment 1. Summary of Key Concerns Raised and Baffinland’s Responses**

Topic of Concern	Response
Caribou migration routes along Steensby Railway	<p>IQ continues to shape the Steensby Component of the Project and has informed several aspects of Steensby Project Certificate and project planning. IQ was used to identify the location of historical caribou routes that interact with the railway and identify areas where caribou could cross. Furthermore, based on input received through the Phase 2 review process, Baffinland will construct the rail line with consideration of longer sections with gentler embankment slopes than originally designed, to facilitate caribou movement. There will be continuous dialogue with communities and Knowledge Holders to understand how caribou interact with the rail line.</p>
Implementation of dust mitigation and fencing	<p>Dust mitigation has been raised as a major priority for Inuit as a result of the existing project. The Steensby Component of the Project introduces several additional dust mitigation measures and includes:</p> <ul style="list-style-type: none"> <li>• Transfer of ore from the top of the deposit, where it is mined, to the processing facility, will be done by a conveyor system instead of heavy haul trucks, reducing dust produced along Mine Site roads</li> <li>• All ore will be crushed and screened entirely within an indoor processing facility at the Mine Site. There will be no processing of ore at Steensby Port</li> <li>• Transport of ore by rail eliminates dust along the transportation corridor. Ore haul truck tires’ direct contact with the road is what creates dust along the Tote Road. Steel rail wheels on steel tracks removes that possibility</li> <li>• Enclosures at ore transfer points at the Mine Site and Steensby Port</li> <li>• Consideration of additional dust management measures for the Steensby Port stockpile are underway</li> </ul> <p>Baffinland will also extend the dust management system developed for the current Project to Steensby operations where possible. These are mitigations developed over time, based on community input and monitoring, and include:</p> <ul style="list-style-type: none"> <li>• Application of crusting sprays on stockpiles to cover and reduce windblown dust through material handling</li> <li>• Minimize drop distances between stock piles and conveyors</li> <li>• Install hoods, shrouds and covers along any outdoor conveyor systems</li> <li>• Minimize drop distance between ship loader and cargo holds on vessels</li> <li>• Optimization of blasting techniques to reduce dust generation</li> </ul>
Future operations	<p>Baffinland has been working hard to clarify its long-term development plans and has been working closely with the QIA in the development and communication of those plans. The long-term planning will include expanding the Steensby operation to a greater efficiency through operational experience and expanding its resource base to continue to increase the life of the mine. With each year, Baffinland continues to explore and find more resourcing in the deposits to extend the life of mine for multiple generations.</p> <p>To extend the life of mine, Baffinland will need to bring online Deposits 2 and 3 in its immediate future. Baffinland has begun some of the environmental work to support a future regulatory process and will be working closely with the QIA before entering into any regulatory process. Baffinland expects that to occur in the next two to three years.</p>

Topic of Concern	Response
The future of Milne Port	Baffinland is planning to end ore transportation along the Tote Road and Northern Shipping Route, once the Steensby Component of the Project is constructed and operational. Some supplies will continue to be delivered to Milne Port and transported along the Tote Road to the Mine Site for the life of the mine, including fuel for the Mine Site and delivery of equipment or supplies.
Steensby operational capacity	<p>Baffinland's approval included infrastructure descriptions, which could accommodate up to 30 million tonnes per annum of ore production. Baffinland plans to commence operations with the transport of up to 22 million tonnes per annum through the Southern Transportation Corridor. This level of production does not require any additional activity levels or infrastructure that has not previously been reviewed and approved by the NIRB.</p> <p>The original Project proposal was also clear that the infrastructure being built is capable of transporting more than 30 million tonnes per annum, with only minor modifications. Baffinland plans to increase production and transportation over time, as long as it's clear through monitoring and community engagement that Baffinland does not exceed effects predictions.</p>
Steensby shipping operations	Based on further review of the Project's shipping requirements to commence operations, ice conditions in Foxe Basin, and consideration of Inuit views raised through previous reviews and ongoing engagement, Baffinland is planning to commence operations with suspended shipping during the heaviest ice periods, between mid-February and mid-June of each year. Baffinland's Project Certificate includes activity limits on shipping, which is up to 242 transits per year to Steensby Port, as approved and included in Term and Condition 179 of Project Certificate 005. Baffinland is planning to start with approximately 120 vessels per year. The exact schedule is still being worked on, but overall this may result in less than 1 vessel per day.
Consultations on shipping routes	<p>IQ was used to identify areas where shipping would have impacts on marine life and local use. As such, the shipping route through Northern Foxe Basin was moved east of Rowley and Koch Islands. This shipping route avoids important walrus habitat and will be less disruptive to wildlife and community use. The shipping route through Hudson Strait was also moved south of Mill Island, to avoid important areas for wildlife and local use.</p> <p>Baffinland is planning further consultations with Kinngait and Kimmirut in 2024.</p>
IIBA updates	Before updating the IIBA in relation to the Steensby Component of the Project, Baffinland and QIA will need to conclude the process to update the current Mary River IIBA to reflect important commitments agreed to in relation to the Inuit Certainty Agreement, Production Increase Proposal Renewal and the Sustaining Operations Proposal. Baffinland and QIA are also planning to conduct a review of the updated IIBA which will involve engagement discussions with each of the impacted communities.
Community infrastructure developments	Baffinland is committed to investing in community infrastructure projects, similar to those considered under the Phase 2 Proposal, should the Steensby Component of the Project receive financing and a positive construction decision. Baffinland plans to work with QIA to determine the best use of infrastructure and training funding, based on community input and needs.









January 19<sup>th</sup>, 2024

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

Mr. Judah Sarpinak  
Chairperson  
Igloodik Hunters and Trappers Organization  
P.O. Box 89  
Igloodik, Nunavut  
X0A 0L0

**RE: MARY RIVER PROJECT – STEENSBY COMPONENT COMMUNITY MEETINGS**

Dear His Worship and Chairperson,

Thank you for welcoming us in your community and for your presence at the Steensby Community Engagement Meetings held on the 27<sup>th</sup> and 28<sup>th</sup> of November, 2023. We value the insights and feedback provided by members of your organizations and the public during these sessions.

We have compiled a summary of the main concerns raised, along with Baffinland's corresponding responses in Attachment 1. We have also enclosed a copy of the meeting notes and presentations in Attachment 2.

Please let me know if you have any questions or require further details.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe Tigullaraq", written over a light grey rectangular background.

Joe Tigullaraq  
Head of Northern Affairs



**Attachment 1.** Summary of Key Concerns Raised and Baffinland’s Responses

Topic of Concern	Response
Caribou migration routes along Steensby Railway	IQ continues to shape the Steensby Component of the Project and has informed several aspects of Steensby Project Certificate and project planning. IQ was used to identify the location of historical caribou routes that interact with the railway and identify areas where caribou could cross. Furthermore, based on input received through the Phase 2 review process, Baffinland will construct the rail line with consideration of longer sections with gentler embankment slopes than originally designed, to facilitate caribou movement. There will be continuous dialogue with communities and Knowledge Holders to understand how caribou interact with the rail line.
Overwintering fuel vessel has been raised as an issue	Baffinland is currently assessing options to bring fuel to Steensby to start construction, and more information will be shared with communities and regulatory agencies as it becomes available.
Tunnel blasting alternatives	An HTO member inquired as to why Tunnel Boring Machines (TBMs) are not planned for use in tunnel construction. This is due to a number of technical constraints with these machines, including: <ul style="list-style-type: none"> <li>• The long length of the machines make them unsuitable for the construction of the shorter tunnels along the Steensby railway</li> <li>• The TBMs are only suitable for construction of tunnels deep underground (greater than 150m)</li> </ul>
Inuit participation in research	Baffinland’s monitoring programs will continue to include Inuit from the closest communities, and management plans and monitoring programs will continue to evolve based on direct engagement with Inuit.
Biofouling	Baffinland confirms that vessels need to be dry dock every 5 years to be cleaned, in alignment with the Canadian Vessel Plan Approval and Inspection Standard. We are still exploring options and methods for biofouling monitoring at Milne Port and Steensby Port.
IIBA update	Before updating the IIBA in relation to the Steensby Component of the Project, Baffinland and QIA will need to conclude the process to update the current Mary River IIBA to reflect important commitments agreed to in relation to the Inuit Certainty Agreement, Production Increase Proposal Renewal and the Sustaining Operations Proposal. Baffinland and QIA are also planning to conduct a review of the updated IIBA which will involve engagement discussions with each of the impacted communities.









January 19<sup>th</sup>, 2024

Mayor Joshua Arreak  
Hamlet of Pond Inlet  
P.O. Box 180  
Pond Inlet, Nunavut  
X0A 0S0

Mr. Mathias Kaunak  
Chairperson  
Mittimatalik Hunters and Trappers Organization  
P.O. Box 189  
Pond Inlet, Nunavut  
X0A 0S0

**RE: MARY RIVER PROJECT – STEENSBY COMPONENT COMMUNITY MEETINGS**

Dear His Worship and Chairperson,

Thank you for welcoming us in your community and for your presence at the Steensby Community Engagement Meetings held on December 1<sup>st</sup>, 2023. We value the insights and feedback provided by members of your organizations and the public during these sessions.

We have compiled a summary of the main concerns raised, along with Baffinland's corresponding responses in Attachment 1. We have also enclosed a copy of the meeting notes and presentations in Attachment 2.

Please let me know if you have any questions or require further details.

Sincerely,

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Joe Tigullaraq  
Head of Northern Affairs

**Attachment 1.** Summary of Key Concerns Raised and Baffinland’s Responses

Topic of Concern	Response
Railway and mining operations and speed of trains impacting caribou	IQ continues to shape the Steensby Component of the Project and has informed several aspects of Steensby Project Certificate and project planning. IQ was used to identify the location of historical caribou routes that interact with the railway and identify areas where caribou could cross. Furthermore, based on input received through the Phase 2 review process, Baffinland will construct the rail line with consideration of longer sections with gentler embankment slopes than originally designed, to facilitate caribou movement. There will be continuous dialogue with communities and Knowledge Holders to understand how caribou interact with the rail line. Baffinland has developed a Caribou Decision Framework for caribou sightings along the railway which can be found in the Terrestrial IQ Presentation (Attachment B).
Dust mitigation	<p>Dust mitigation has been raised as a major priority for Inuit as a result of the existing project. The Steensby Component of the Project introduces several additional dust mitigation measures and includes:</p> <ul style="list-style-type: none"> <li>• Transfer of ore from the top of the deposit, where it is mined, to the processing facility, will be done by a conveyor system instead of heavy haul trucks, reducing dust produced along Mine Site roads</li> <li>• All ore will be crushed and screened entirely within an indoor processing facility at the Mine Site. There will be no processing of ore at Steensby Port</li> <li>• Transport of ore by rail eliminates dust along the transportation corridor. Ore haul truck tires’ direct contact with the road is what creates dust along the Tote Road. Steel rail wheels on steel tracks removes that possibility</li> <li>• Enclosures at ore transfer points at the Mine Site and Steensby Port</li> <li>• Consideration of additional dust management measures for the Steensby Port stockpile are underway</li> </ul> <p>Baffinland will also extend the dust management system developed for the current Project to Steensby operations where possible. These are mitigations developed over time, based on community input and monitoring, and include:</p> <ul style="list-style-type: none"> <li>• Application of crusting sprays on stockpiles to cover and reduce windblown dust through material handling</li> <li>• Minimize drop distances between stock piles and conveyors</li> <li>• Install hoods, shrouds and covers along any outdoor conveyor systems</li> <li>• Minimize drop distance between ship loader and cargo holds on vessels</li> <li>• Optimization of blasting techniques to reduce dust generation</li> </ul>
Multi-community engagement regarding Steensby	A gathering at the Mary River Mine Site for a Steensby Leadership Workshop is planned for 2024.
Impacts of shipping on fish	IQ was used to identify fish presence in the local area, including important fishing areas and water bodies. Baffinland has integrated IQ into the design of fish habitat offsetting opportunities, for example through consideration of Arctic char research projects suggested by HTO members.

Topic of Concern	Response
	Baffinland will apply its Adaptive Management Plan to all construction activities and operations, including the need to seek QIA agreement on adaptive management plans related to narwhal, seal, Arctic char, caribou, dust, culture, resources and land use. Baffinland's monitoring programs will continue to include Inuit from the closest communities, and management plans and monitoring programs will continue to evolve based on direct engagement with Inuit.
Progressive reclamation at Milne Port	Baffinland is in the process of determining what, if any, closure requirements there are for the northern infrastructure and will continue to work with QIA on this. Baffinland will share updates with the communities.











January 19<sup>th</sup>, 2024

Mayor Philip Anguratsiaq  
Hamlet of Sanirajak  
P.O. Box 198  
Sanirajak, Nunavut  
X0A 0K0

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

**RE: MARY RIVER PROJECT – STEENSBY COMPONENT COMMUNITY MEETINGS**

Dear His Worship and Chairperson,

Thank you for welcoming us in your community and for your presence at the Steensby Community Engagement Meetings held on the 29<sup>th</sup> and 30<sup>th</sup> of November, 2023. We value the insights and feedback provided by members of your organizations and the public during these sessions.

We have compiled a summary of the main concerns raised, along with Baffinland's corresponding responses in Attachment 1. We have also enclosed a copy of the meeting notes and presentations in Attachment 2.

Please let me know if you have any questions or require further details.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe Tigullaraq", written over a light grey rectangular background.

Joe Tigullaraq  
Head of Northern Affairs

**Attachment 1.** Summary of Key Concerns Raised and Baffinland’s Responses

Topic of Concern	Response
Testing of caribou tissue	The Government of Nunavut (GN) previously conducted caribou tissue sampling across the region. Baffinland has committed to a caribou tissue sampling program at the mine site potentially beginning in 2024. This will require hunters to provide tissue samples collected during their harvest, just like the GN’s previous program. More details will be provided once the program is ready.
Dust mitigation	<p>Dust mitigation has been raised as a major priority for Inuit as a result of the existing project. The Steensby Component of the Project introduces several additional dust mitigation measures and includes:</p> <ul style="list-style-type: none"> <li>• Transfer of ore from the top of the deposit, where it is mined, to the processing facility, will be done by a conveyor system instead of heavy haul trucks, reducing dust produced along Mine Site roads</li> <li>• All ore will be crushed and screened entirely within an indoor processing facility at the Mine Site. There will be no processing of ore at Steensby Port</li> <li>• Transport of ore by rail eliminates dust along the transportation corridor. Ore haul truck tires’ direct contact with the road is what creates dust along the Tote Road. Steel rail wheels on steel tracks removes that possibility</li> <li>• Enclosures at ore transfer points at the Mine Site and Steensby Port</li> <li>• Consideration of additional dust management measures for the Steensby Port stockpile are underway</li> </ul> <p>Baffinland will also extend the dust management system developed for the current Project to Steensby operations where possible. These are mitigations developed over time, based on community input and monitoring, and include:</p> <ul style="list-style-type: none"> <li>• Application of crusting sprays on stockpiles to cover and reduce windblown dust through material handling</li> <li>• Minimize drop distances between stock piles and conveyors</li> <li>• Install hoods, shrouds and covers along any outdoor conveyor systems</li> <li>• Minimize drop distance between ship loader and cargo holds on vessels</li> <li>• Optimization of blasting techniques to reduce dust generation</li> </ul>
IIBA updates	Before updating the IIBA in relation to the Steensby Component of the Project, Baffinland and QIA will need to conclude the process to update the current Mary River IIBA to reflect important commitments agreed to in relation to the Inuit Certainty Agreement, Production Increase Proposal Renewal and the Sustaining Operations Proposal. Baffinland and QIA are also planning to conduct a review of the updated IIBA which will involve engagement discussions with each of the impacted communities.
Anchoring location(s) in Steensby Port	The anchoring locations for ships in Steensby Port are not yet confirmed. We will continue to engage with Inuit communities and stakeholders regarding the Steensby Component.
Impacts of shipping on walrus	IQ was used to identify areas where shipping would have impacts on marine life and local use. As such, the shipping route through Northern Foxe Basin was moved east of Rowley and Koch Islands. This shipping route avoids important walrus habitat and will be less disruptive to wildlife and community use. The shipping route through Hudson Strait was also moved south of Mill Island, to avoid important areas for wildlife and local use.

Topic of Concern	Response
	<p>Baffinland will apply its Adaptive Management Plan to all construction activities and operations, including the need to seek QIA agreement on adaptive management plans related to narwhal, seal, Arctic char, caribou, dust, culture, resources and land use. Baffinland's monitoring programs will continue to include Inuit from the closest communities, and management plans and monitoring programs will continue to evolve based on direct engagement with Inuit.</p>
<p>Impacts of shipping on wildlife in Foxe Basin</p>	<p>The Southern Shipping route was determined based on community feedback, Inuit Knowledge, and environmental studies. The shipping route through Northern Foxe Basin was moved north of Koch Island and to the East of Mill Island. Baffinland has this as the planned nominal route, but can however work with the closest communities to the shipping route to determine what, if any, other considerations for safe transit should be considered. Some of the key mitigation measures in place to manage impacts from shipping include:</p> <ul style="list-style-type: none"> <li>• Ore carriers transiting the shipping route have a modern design that is expected to limit noise.</li> <li>• All vessels will maintain constant speed and course, when possible, to minimize the likelihood of collision with marine mammals.</li> <li>• Idling of vessel engines will be minimized when docked at Steensby Port.</li> <li>• To minimize the footprint of ice disturbance at ore dock and along shipping route, icebreaking vessels will minimize the width of the shipping lane by transiting along the same track. The shipping lane into Steensby Port will be delineated with markers that will identify the boundaries of previous vessel tracks and act as a guide for the next vessel. Icebreakers and ore carriers will restrict their area of operation to limit the area of broken landfast ice at Steensby Port.</li> <li>• To reduce the risk of a vessel colliding with seals, Baffinland will commence icebreaking activity prior to the period of lair and breathing hole creation. As a result, female seals will not have the opportunity to create birthing lairs along a portion of the proposed shipping track and at Steensby Port because the ice will already have been altered, not permitting adequate conditions or time for the construction of lairs.</li> <li>• The shipping route through Hudson Strait will occur south of Mill Island, whenever possible. This is in part to avoid the known walrus haulout location on the north side of the island.</li> <li>• Vessel speed in areas of pack ice will be lower than speeds during the open-water season to reduce the likelihood of collisions with marine mammals during periods when their movements are restricted by ice.</li> </ul>
<p>Inuit workforce for Steensby</p>	<p>Baffinland is committed to investing in community-based training initiatives similar to those considered under the Phase 2 Proposal, should the Steensby Component of the Project receive financing and a positive construction decision. The number of target trainees will be based on the available work force in each community. QIA and community input will largely determine the community-based training agendas and the development of subsequent community-based training programs.</p>







March 21, 2024

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Mr. Simiga Suvega  
Chairperson  
Aiviq Hunters and Trappers Organization  
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**RE: MARY RIVER PROJECT – STEENSBY COMPONENT COMMUNITY MEETINGS**

Dear Mayor and Chairperson,

Thank you for welcoming us in your community and for your presence at the Steensby Community Engagement Meetings held on January 30<sup>th</sup>, 2024. We value the insights and feedback provided by members of your organizations and the public during these sessions.

We have compiled a summary of the main concerns raised, along with Baffinland's corresponding responses in Attachment 1. We have also enclosed a copy of the meeting notes and presentations in Attachment 2.

Please let me know if you have any questions or require further details.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe Tigullaraq", written over a light grey rectangular background.

Joe Tigullaraq  
Head of Northern Affairs



**Attachment 1.** Summary of Key Concerns Raised and Baffinland's Responses

Topic of Concern	Response
Concerns about ice blockages at culverts and bridges during spring ice break up which could impact fish migration	<p>Round corrugated steel pipe culverts were selected as they perform well in an Arctic environment. All culvert installations were designed on the basis of a 200-year return period flow plus an additional 40% upsizing to account for climate change. A minimum culvert diameter is 1.6 m and maximum is 4.3m. If culverts do become blocked they will be cleaned out, however, we do not think this will be necessary.</p> <p>Bridges have also been designed to accommodate the 1:200-year flood event plus a contingency for ice buildup. Bridges benefits of being able to span (or mostly span) the stream and thus have little to no impact on fish habitat and flow velocities relevant to fish passage.</p>
What does 6 million tons of ore look like, in size, if you were to compare it to a known structure?	85 of the 8-storey Frobisher Hotel in Iqaluit would be approximately the same size as 6 million tonnes of iron ore.



April 18, 2024

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Mr. Killiktee Padluq  
Chairperson  
Mayukalik Hunters and Trappers Association  
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**RE: MARY RIVER PROJECT – STEENSBY COMPONENT COMMUNITY MEETINGS**

Dear Mayor and Chairperson,

Thank you for welcoming us in your community and for your presence at the Steensby Community Engagement Meetings held on March 12<sup>th</sup>, 2024. We value the insights and feedback provided by members of your organizations and the public during these sessions.

We have enclosed a copy of the meeting notes and presentations in Attachment 1.

Please let me know if you have any questions or require further details.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe Tigullaraq", written over a light grey rectangular background.

Joe Tigullaraq  
Head of Northern Affairs