



Baffinland Iron Mines Corporation
Mary River Project (Steensby Railway Component)
Canadian Transportation Agency Section 98 Application
Stakeholder Engagement Report

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ABBREVIATIONS AND DEFINED TERMS

Agency	Canadian Transportation Agency
Application.....	Baffinland’s application to the Agency under Section 98 of the CTA
Baffinland	Baffinland Iron Mines Corporation
BCLO	Baffinland Community Liason Officers
CTA.....	<i>Canada Transportation Act</i>
CSEP	Community and Stakeholder Engagement Plan
HTO.....	local Hunters and Trappers Organization
IIBA	Inuit Impact Benefit Agreement
IQ	Inuit Qaujimagatuqangit
NIRB	Nunavut Impact Review Board
North Baffin Regional Land Use Plan.....	NBRLUP
NPC	Nunavut Planning Commission
NTI	Nunavut Tunngiavik Inc.
Nunavummiut.....	Inuktitut word meaning residents of Nunavut (both Inuit and Non-Inuit)
NWB.....	Nunavut Water Board
Project or the Mary River Project	the Mary River Project
Report	Stakeholder Engagement Report
Section 98 Guide	<i>“How to Apply for Approval to Construct a Railway Line: A Guide for Federally Regulated Railway Companies”</i>
Steensby Port.....	approved marine infrastructure component of the Mary River Project
Steensby Railway	approved railway infrastructure component of the Mary River Project
QIA	Qikiqtani Inuit Association

1 INTRODUCTION

This Stakeholder¹ Engagement Report (the **Report**) was prepared by Baffinland Iron Mines Corporation (**Baffinland**) to address the public consultation application requirements of the *Canadian Transportation Agency* (the **Agency**) for an approval under Section 98 (the **Section 98 Application**) of the *Canada Transportation Act* (**CTA**).

This Report addresses Agency requirements set out in, “*How to Apply for Approval to Construct a Railway Line: A Guide for Federally Regulated Railway Companies*” (the **Section 98 Guide**: <https://otc-cta.gc.ca/eng/publication/how-apply-approval-construct-a-railway-line-a-guide>) and the CTA policy document *Consultation with Indigenous Peoples, and the Accommodation of their Rights and Interests, in the Context of Canadian Transportation Agency Determinations* (CTA 2021) (<https://otc-cta.gc.ca/eng/publication/consultation-indigenous-peoples-and-accommodation-their-rights-and-interests>).

What is before the Agency is a Section 98 Application which has taken into account the community views expressed to Baffinland to the greatest extent possible. The mitigations that will be applied to the Steensby Railway have been developed with Inuit, QIA, the communities and federal and territorial authorities with jurisdiction over the Project, and are detailed, specific, and unique to the North Baffin region. They reflect a profound commitment to direct Indigenous involvement in operational decision making that, to Baffinland’s knowledge, exceeds that of any major industrial project in Canada. The IIBA governance structures, taken together with the mitigations that have been developed based on the best available western science and Inuit Qaujimagatuqangit (**IQ**) through the Nunavut Planning Commission (**NPC**), Nunavut Impact Review Board (**NIRB**) and Nunavut Water Board (**NWB**) regulatory processes established under the Nunavut Agreement means Inuit (and the Agency) can count on robust protection against significant adverse effects from the Steensby Railway.

The following provides more detail on the approach to Steensby Railway engagement, information on the consideration of community input into the Project and a summary of outcomes. This Report should be reviewed as a covering document of the extensive engagement records attached that chronicle engagement carried out by Baffinland from 2007 to present, for full context and understanding of engagement the reader should review this package in full.

¹ Note Inuit and Inuit organizations have indicated to Baffinland that they generally do not wish to be referred to as “stakeholders” given their status as landowners and rights holders.

2 BAFFINLAND IRON ORE MINES: WHO WE ARE

Baffinland is a Canadian mining company that produces the highest grade of direct shipping ore in the world, from the Mary River Mine located on Baffin Island in Nunavut, Canada.

Baffinland is jointly owned by The Energy and Minerals Group and ArcelorMittal. Our head office is located in Oakville, Ontario and our northern headquarters is located in Iqaluit, Nunavut. We also have staff in seven other Baffin Island communities: Arctic Bay, Clyde River, Igloodik, Kinngait, Kimmirut, Pond Inlet and Sanirajak.

Our Mission, Vision, and Values were developed to directly align with Inuit societal values. These include:²

- *Inuuqatigiitsiarniq*: Respecting others, relationships and caring for people.
- *Pijitsirniq*: Respecting others, relationships and caring for people.
- *Pilimmaksarniq/ Pijariuqsarniq*: Development of skills through observation, mentoring, practice, and effort.
- *Piliriqatigiinni/ Ikajuqatigiinni*: Working together for a common cause.
- *Tunnganarniq*: Fostering good spirits by being open, welcoming and inclusive.
- *Ajiiqatigiinni*: Decision making through discussion and consensus.
- *Qanuqtuurniq*: Being innovative and resourceful.
- *Avatittinnik Kamatsiarniq*: Respect and care for the land, animals and the environment.

Our mission is to be the lowest-cost producer of high-grade iron ore in the world.

Our vision is to safely and efficiently identify and develop resources within Baffin Island, unlocking their wealth-generating potential.

Our mission and vision will be executed in accordance with our values:

- *Health and Safety*: When safety is a personal value, people naturally choose to make the safe choice, both on and off the job. Employers who have safety as a value make their workplace safe because they want to, not because of government regulation, and this influences employees to work safely because they want to, not because it is a company rule. In this environment, companies go above and beyond regulations to protect their people.
- *Integrity – Do What is Right, Not What is Easy*: Integrity is often defined as doing the right thing even when no one else is around. It is the ability to act with honesty, be consistent, and ethical in whatever it is we are doing. It's about being accountable, transparent and building trust through communications.
- *Engage and Develop our People*: All employees are seen and treated as valued partners, and good work is recognized and rewarded. Baffinland invests in our employees' success and growth by providing tools, training and the support needed to reach their potential. Baffinland aims to become the employer of choice for Inuit in Nunavut.
- *Respect for All*: We respect and abide by Inuit Societal Values in the workplace and as a way of doing business. We strive to provide a healthy and safe workplace, free from physical or psychological bullying, harassment and violence. Violations of respect are investigated, and if substantiated, are dealt with in a timely manner. Multiculturalism is viewed as a strength and promoted. Consideration for people is first and foremost in all interactions.

² https://www.gov.nu.ca/sites/default/files/publications/2022-01/iq_brochure_draft_1.pdf

- *Environmental Stewardship:* We respect the air, land, water and wildlife as we thoughtfully put the Earth's resources to good use. Baffinland always remembers that we are guests on this land and treat it respectfully. We develop it responsibly and are good stewards of the land, in partnership with Inuit.
- *Pursue Performance Excellence:* We are relentless in challenging ourselves and others to achieve high performance and create lasting socio-economic impacts in all that we do. We focus on improving every day and delivering on commitments, using innovation, rigorous planning and thoughtful execution. Teamwork is the key to our success.

2.1 PROJECT OVERVIEW

Baffinland's Mary River Mine is located on Baffin Island, north of the Arctic Circle in Nunavut, Canada. The mine is approximately 160km from the nearest community of Pond Inlet (Mittimatalik) in the Qikiqtani Region, and it has among the richest iron ore deposits ever discovered, consisting of high-grade iron ore deposits that can be mined, crushed, and screened into marketable products.

Nunavut's high-grade iron ore not only makes it ideal for the production of green steel, which is sought after from companies seeking to reduce their carbon footprints, but also positions Nunavut and Baffinland at the forefront of the clean energy transition. Nunavut's iron ore requires no processing upon extraction, thereby eliminating the production of tailings. Baffinland ships iron ore directly in a very minimally processed form, leveraging its inherent advantages to generate economic prosperity and employment opportunities, all while fostering responsible development with active Inuit participation.

Baffinland currently accesses the international buyers for its iron ore via a 100km Tote Road to Milne Port, located in Milne Inlet on the northern shore of Baffin Island. Once Steensby Railway meets commercial transportation rates, the ore haul trucking operation to the Northern Transportation Route (via Milne Inlet) will transition to a railway operation to the Southern Transportation Route (via Steensby). This transition from trucking to rail is essential to the long term operation, as current high trucking costs leave the mine operations highly vulnerable to changes in iron ore prices. This transition will also have significant environmental benefits, as it will reduce dust generation and greenhouse gas emissions along the Tote Road.

Article 26 of the Nunavut Agreement requires an IIBA to be finalized before a major development project may commence. The IIBA must be negotiated and agreed upon between Inuit and the developer, and must be submitted to the Minister of Crown Indigenous Relations and Northern Affairs Canada. Baffinland and the QIA entered into the Mary River IIBA in 2013, which was amended and restated October 22, 2018 and is undergoing current revisions per commitments set out at Appendix B of the Project Certificate. The Mary River IIBA ensures that benefits from Baffinland's operation flow to nearby communities in the Qikiqtani Region.

2.2 AGENCY ENGAGEMENT REQUIREMENTS

To identify the interests of the localities, Baffinland considered Section 98 of the *Canada Transportation Act*, Agency guidance in *CN Milton Logistics Hub*, Agency Determination No. R-2021-172 (**CN Milton Logistics Hub**), *Stage 2 Light Rail Transit O-Train Trillium Line Project*, Agency Determination No. R-2019-73 and the Section 98 Guide. In the Section 98 Guide, the Agency defines “locality” as “includes neighborhoods, communities, townships, and municipalities and encompasses its residents, land owners, business owners, public institutions and Indigenous peoples.”³ “Interests of the localities” are defined as “concerns that localities have, and/or benefits they see, with regards to the location of the proposed railway line, including any activities related to its construction and operation.”⁴

In *CN Milton Logistics Hub*, the panel states at paragraph 36 that the “Agency will therefore have regard to the effect of the physical co-existence of the railway lines in proximity to the localities. When considering and weighing the interests advanced by the many different representatives who speak on behalf of the localities, the Agency will consider the extent to which those various interests relate to the physical co-existence of the railway lines in proximity to the localities.”

Before Baffinland submitted its Section 98 Application, it engaged the localities directly and also relied on the public engagement aspects of regulatory processes led by the Institutions of Public Government established under the Nunavut Agreement (namely, NPC, NIRB and NWB). Specifically, Baffinland:

- shared information about and discussed the Project;
- sought to understand issues and concerns about the Project and potential impacts during construction and operation; and
- sought to identify appropriate mitigation measures for issues and concerns raised through engagement.

In recent years in particular, engagement activities have been carried out by an Inuit-led Baffinland team, led by Inuit team members that are Elders who are able to present Project information in Inuktitut as well as English and in a culturally relevant manner. Two of those Elders hold Inuit Qaujimagatuqangit (IQ or Inuit knowledge) relevant to the specific Project area themselves. One individual is a former member of the Inuit team that negotiated the Nunavut Agreement with Canada and is a former Premier of Nunavut. Baffinland respects the oral tradition ingrained within Inuit culture, recognizing its profound significance in communication and societal cohesion. While the enclosed supporting materials provide thorough summaries of engagement outcomes and materials presented, certain nuances may not be fully captured in writing. Should the Agency wish to seek further details, Baffinland would welcome the opportunity to arrange in-person meetings with the individuals who carried out the most recent community engagements, enabling the direct oral transmission of additional information.

Engagement methodology included posting advertisements at local Co-Ops and Hamlet offices, advertising on local radio, sharing information on a Project website, engagement through social media, including Facebook which has a particularly high amount of usage among Nunavut residents, and emails, letters to residents and groups., phone calls, virtual meetings, in person meetings, workshops and site visits.

³ Section 98 Guide, Section 2

⁴ Section 98 Guide, Section 2

Engagement activities were designed to foster collaboration, provide sufficient time, and consider a variety of engagement methodologies. Sessions were thoughtfully scheduled during both daytime hours and evening hours to accommodate various community members' schedules when in communities. Participants were presented with Project information and encouraged to ask questions, identify issues and concerns, and provide feedback, ensuring their voices were heard and valued throughout the process. Baffinland would also often have prepared questions for the individuals and groups it was engaging to inform specific elements of project design and/or permit applications.

Baffinland developed a variety of engagement materials including, for example, reports, maps, drawings, 3D models, plans, and schedules, which were made available as required and requested. Non-confidential documents shared with communities are attached to this Report (note that materials shared through participation in the NIRB process are not all attached but are accessible on the NIRB's public registry, however, key documents shared with the communities and Inuit organizations through the NIRB process have also been provided to the Agency as part of the Section 98 Application).

2.3 SUMMARY OF ENGAGEMENT EFFORTS

For the past 18 years Baffinland has engaged on the concept of a railway to support the Mary River Mine with the communities that may be impacted by the Project, both directly and through the regulatory processes established by the Nunavut Agreement. Baffinland also engages with Inuit through the structures established by its Inuit Impact Benefit Agreement (IIBA) with the Qikiqtani Inuit Association (QIA) signed in 2013 and amended in 2018.⁵ This approach has ensured that the communities have had many and ongoing opportunities to provide feedback on valued components of importance to the community, the topics addressed in environmental assessment documentation, and proposed mitigations.

Community engagement is at the cornerstone of our sustainability initiatives. It permeates every facet of our operations, manifesting through several avenues, including our extensive community engagement tours such as the various annual Inuit Education and Training, Recruitment and Procurement tours, as well as workshops and meetings, which are intricately woven into the regulatory process. We maintain a robust presence within communities, conducting regular information sessions, enabling frequent community visits to the Project Site, and engaging with our Inuit employees. Additionally, we facilitate ad hoc visits on specialized topics. Through these interactions, we continually gather invaluable feedback that informs and enriches our operational practices.

It is important to highlight the breadth of public, community, government, and Inuit engagement that has occurred. The following summarizes the key engagement activities that have been carried out by Baffinland since mining production began in 2014:

- more than 250 formal meetings have been held with Hamlet Councils and HTOs;
- approximately 100 Public Meetings, Towns Halls or Public Radio Shows;
- close to 75 Working Group Meetings (Marine, Terrestrial, and Socio-Economic);
- above 20 formal site visits;
- youth forums and community organization meetings such as sewing groups, foodbanks, schools and Search and Rescue committees;

⁵ Per Appendix B of the Summary of Appendices.

- innumerable informal engagements through many interactions with local community members at the Mary River Project site; and
- continuous presence of Baffinland Community Liaison Officers in the North Baffin communities since 2007, and Inuit Knowledge Holders and Community Resource Guides since 2022.

These approximately 450 formal engagements related to the project, in addition to the the numerous and frequent other informal engagements, shows the deep commitment Baffinland has to working with communities and Inuit. This summary does not reflect:

- engagements with Inuit related to ongoing implementation of the IIBA, including engagements with Inuit contractors, job fairs and workshops and training of potential Inuit employees;
- engagements with Governments (Federal/ Territorial);
- the volume of written materials exchanged with key parties such as the Hamlets and the HTOs via email and via the NIRB review and reconsideration process.

Engagements with localities over the last 18 years in relation to a railway connection between the Mary River Mine and a Port facility have been robust. In the period between 2007 and 2013 engagement activities were extensive and focused on developing the Steensby Railway alignment, which was approved by multiple Nunavut Institutions of Public Government and other territorial and federal agencies and is reflected in this Section 98 Application. Between 2014 and 2022 Baffinland explored a North Railway extension to Milne Port, which allowed the company to continue to progress discussions with the communities and other interested stakeholders around railway design and operation mitigations generally. In 2021 Baffinland began final design work related to the Steensby Railway, integrating direction from the final approvals received in 2012 and 2013, as well as the lessons learned from the exploration of the North Railway extension. Beginning in 2021 Baffinland began to re-engage the communities and interested stakeholders on the Steensby Railway specifically, outlining the Project background and path forward, and seeking perspectives and advice on the remaining authorizations, project design and environmental management.

2.4 MARY RIVER COMMUNITY AND STAKEHOLDER ENGAGEMENT PLAN

To ensure the interests of the localities are respected and incorporated in the Mary River Project throughout the life of the mine and associated infrastructure, including the Steensby Railway, Baffinland developed the Community and Stakeholder Engagement Plan (CSEP) (BAF-PH1-830-P16-0025), which is filed with the Agency together with this Report.⁶ Baffinland plans future updates to the CSEP to respond to feedback by localities on the Mary River Project. As a separate initiative, Baffinland is looking into developing and updating community-specific engagement guidelines, in collaboration with each locality who wishes to have such guidelines in place.⁷

Baffinland has also created more accessible avenues for communities to bring forward concerns to the Company, which include the establishment of full-time Baffinland Community Liaison Officers (BCLOs), Inuit Knowledge Holders and Community Relations Guides in Arctic Bay, Clyde River, Igloolik, Pond Inlet and Sanirajak. Kimmirut and Kinngait already have Inuit Knowledge Holders and Community Relations Guides in place.

⁶ Note the CSEP is subject to ongoing review and comment through the Nunavut Impact Review Board process.

⁷ At technical meetings held by the NIRB in April 2019, the Municipality of Igloolik suggested that Baffinland develop consultation approaches that are tailored to specific communities. In response, Baffinland committed to the development of community-specific engagement guidelines.

3 DESCRIPTION OF LOCALITIES

In this section of the Report, Baffinland has identified the list of localities, provided a description of what they are, and provided contacts for each locality.

Localities for the Mary River Project are identified in the Community and Stakeholder Engagement Plan (CSEP; BAF-PH1-830-P16-0025). The potentially affected communities in relation to the Project sites are shown on Figure 1-1. Stakeholder identification for the Project was originally initiated during work on environmental and socio-economic baseline studies in 2004, and has been revised and updated in subsequent years through participation in the NIRB and NWB process, processes established under the IIBA, as well as engagement with Inuit organizations (Nunavut Tunngavik Inc. (NTI) and QIA, local organizations (Hamlet representatives, hunters and trappers organizations established under the Nunavut Agreement, local co-ops), Local 793 International Union of Operating Engineers (who represents Mary River employees), and territorial and federal government regulatory authorities with jurisdiction over the Mary River Project .

Specifically, stakeholders were identified through the following means:

- Past engagement activities on the Project;
- Development of inventories of community-based organizations by BCLOs in the North Baffin communities; and
- Ongoing engagement through current project activities.

3.1 OVERVIEW OF LOCALITIES (COMMUNITIES)

Strong and healthy communities in the North means better working relationships. Baffinland is committed to ongoing dialogue with the North Baffin communities, and to delivering long-term benefits to these communities, including employment and training opportunities.

Baffinland currently operates in the five North Baffin communities of Arctic Bay, Clyde River, Igloolik, Pond Inlet, and Sanirajak. Baffinland will also have offices in Kinngait and Kimmirut once the Steensby Components are operational, but in the meantime, we have a presence in those communities through our recently hired Inuit Knowledge Holder and Community Relations Guide positions. Baffinland visits these communities regularly to update residents on Baffinland’s operations, new developments, and employment and training opportunities. Our town hall meetings and information sessions also present an opportunity for residents to provide feedback and ask questions.

In relation to the Steensby Railway, Baffinland has identified the following localities. No additional localities/communities have been identified since the original 2012 Final Environmental Impact Statement (FEIS) or the previous 2016 version of the CSEP.

3.1.1 Category 1 Localities (Communities)

Category 1 localities (communities) are defined as localities in the immediate vicinity of the Project, which have existing and historical socio-economic and ecosystemic ties to the Project area and for which the Project has a potential direct impact on the traditional land use of their residents. These communities are:

- Arctic Bay
- Clyde River
- Igloolik

- Pond Inlet
- Sanirajak

3.1.2 Category 2 Localities (Communities)

Category 2 localities (communities) are described as localities with a potential interest in the Project due to their location along the shipping lanes, and therefore have a biophysical tie to the Project. These are the communities of Kinngait (formerly Cape Dorset) and Kimmirut.

3.1.3 Category 3 Localities (Communities)

Category 3 localities (communities) include the community of Iqaluit which will be impacted by the Project due to its commercial and institutional importance in Nunavut.

The five localities in North Baffin (Category 1) are in proximity to the Project (Figure 1-1). These localities are described briefly below. The three other localities, Kimmirut and Kinngait (Category 2), and Iqaluit (Category 3) are located in proximity to the Project, along the Southern Shipping Route. However, as they are not in proximity to the Steensby Railway, they are not discussed further in this section.

Public engagement has principally focused on the Category 1 localities and to a lesser extent on Category 2 and 3 localities. Socio-economic studies have focused on Category 1 localities since these communities were expected to be most affected socio-economically.

3.2 ARCTIC BAY

Arctic Bay is located on northern Baffin Island, approximately 280 km northwest of the Mary River Mine Site. Harvest and land use patterns indicate that the effect of Project activities on these current use patterns of Arctic Bay residents is less than what it would have been historically. Arctic Bay residents may use the Milne Inlet, Eclipse Sound and Mary River areas for hunting on a sporadic or occasional basis but other geographic areas are more important to this community’s land use. Further particulars of Arctic Bay are presented in **Table 3.1**.

Table 3.1: Particulars of Arctic Bay

Item	Description
Population	994 (2021)
Ethnic Distribution	95% Inuit
Languages	Inuktitut, English
Location	Longitude 85° 10' W Latitude 73° 02' N Elevation 31m
Topography	Geological formations including hoodoos, flat-topped pillars of stone and sheer 183m (600 foot) red rock cliffs.
Contact Person	Olayuk Naqitarvik (Mayor) Joeli Qamanirq (Ikajutit HTO Chairperson)

3.3 CLYDE RIVER

Clyde River is located on northeastern Baffin Island approximately 415 km from the Project area. Historical land use information and discussions with Elders from various communities suggest the people of the Clyde River area used to travel inland from Cambridge Fiord facing Baffin Bay, into the Ravn River area east of Angijurjuk Lake and southeast of Mary River. Harvest patterns suggest that contemporary land use activities are now concentrated closer to the community, however, historical ties to the Mary River area have resulted in the inclusion of this community in the study area. Further particulars of Clyde River are presented in [Table 3.2](#).

Table 3.2: Particulars of Clyde River

Item	Description
Population	1,181 (2021)
Ethnic Distribution	95% Inuit
Languages	Inuktitut, English
Location	Longitude 68° 30' W Latitude 70° 30' N Elevation 27m
Topography	Located on a flood plain in mountainous terrain that is part of the Arctic Cordillera, surrounded by fiords.
Contact Person	Liemikie Palluq (Mayor) Apiusie Apak (Nangmoutaq HTA Chairperson)

3.4 IGLOOLIK

Igloolik is located on Igloolik Island in Foxe Basin and is the closest community to the Steensby Port site, located approximately 155 km away. It is the second closest community geographically to the Mary River Mine Site, approximately 230 km away. Historically, Igloolingmiut⁸ spent the summer hunting caribou along the western side of North and Central Baffin Island. Current harvest patterns show that while Igloolingmiut utilize the Baffin coast and marine areas at the mouth of Steensby Inlet, their activities are heavily concentrated around the community on Melville Peninsula and the closest Baffin Island shoreline to the north. Igloolingmiut still hunt around Rowley and Koch Islands and even in Steensby Inlet; thus, the Southern Shipping Route through this area may have both land use and ecosystemic effects on the community. Further particulars of Igloolik are presented in [Table 3.3](#).

⁸ Inuktitut word for residents of Igloolik

Table 3.3: Particulars of Igloolik

Item	Description
Population	2,049 (2021)
Ethnic Distribution	95% Inuit
Languages	Inuktitut, English
Location	Longitude 81° 48' W Latitude 69° 23' N Elevation 53m
Topography	Mostly flat terrain
Contact Person	George Auksaq (Mayor) Judah Sarpinak (Igloolik HTO Chairperson)

3.5 POND INLET

Pond Inlet (Inuktitut place name Mittimatalik) is geographically the closest community to the Mary River Mine Site, located approximately 160 km northwest of the Mary River. Pond Inlet relies on hunting in the marine environment of Eclipse Sound and Milne Inlet as well as caribou hunting through the Mary River area. As such, it has the closest land use, historical and ecosystemic ties to the Mary River area. Further particulars of Pond Inlet are presented in **Table 3.4**.

Table 3.4: Particulars of Pond Inlet

Item	Description
Population	1,555 (2021)
Ethnic Distribution	95% Inuit
Languages	Inuktitut, English
Location	Longitude 77° 59' W Latitude 72° 42' N Elevation 55m
Topography	Surrounded by mountain ranges, with glaciers, fiords and inlets, hoodoos and drifting icebergs.
Contact Person	Joshua Arreak (Mayor) Mathias Kaunak (Mittimatalik HTO Chairperson)

3.6 SANIRAJAK

Sanirajak (formerly Hall Beach) is located on the Melville Peninsula just south of Igloolik, approximately 192 km from the Steensby Port site and 288 km southwest of the Mary River Mine Site. Sanirajak harvest patterns are distinct from Igloolik’s despite their proximity, with a concentration of marine harvesting centered on the Sanirajak area. Some hunting occurs on Baffin Island intermixed with Igloolikmiut hunting, including in and around Rowley and Koch Islands and Steensby Inlet. The Southern Shipping Route through this area may have both land use and ecosystemic effects on the community. Further particulars of Sanirajak are presented in **Table 3.5**.

Table 3.5: Particulars of Sanirajak

Item	Description
Population	891 (2021)
Ethnic Distribution	96% Inuit
Languages	Inuktitut, English
Location	Longitude 81° 13’ W Latitude 68° 46’ N Elevation 8m
Topography	Flat, seagoing beach ground
Contact Person	Philip Anguratsiaq (Mayor) Paul Nagmalik (Sanirajak HTO Chairperson)

3.7 INDIGENOUS ORGANIZATIONS

As described above, Baffinland identified primarily Inuit communities with potential interests within the Project area. In addition, the following Indigenous groups or organizations were identified and engaged in relation to the Project.

3.7.1 Duty to Consult

The duty to consult with Indigenous communities arises when the Crown contemplates actions or decisions that may affect Indigenous communities’ rights and/or interests. Procedural aspects of engagement may be delegated to other levels of government or to industry or proponents, but the honour of the Crown and related responsibilities cannot be delegated, the Agency has the responsibility to ensure the duty to consult and accommodate is “fully and honourably” discharged before issuing a decision on an application that may affect Indigenous rights and/or interests. The Agency’s approach is aligned with the objective of reconciliation between Indigenous peoples and other Canadians.⁹ The Agency’s approach reflects the *Updated Guidelines for Federal Officials to Fulfill the Duty to Consult* and the *Principles respecting the Government of Canada’s relationship with Indigenous peoples*.

Taking into account this guidance, Baffinland has provided the relevant Inuit communities and groups with information about the Steensby Railway, and the project more generally, in appropriate formats, to support understanding of the potential effects of the project on their rights and interests and help identify measures that can address negative effects. As detailed in this Report and supporting materials in the Application, Baffinland has

⁹ https://otc-cta.gc.ca/sites/default/files/consultation_with_indigenous_peoples_and_the_accommodation_of_their_rights_and_interests.pdf

undertaken additional analysis and studies in response to issues raised by Inuit with respect to their rights and interests, where appropriate. Baffinland has also provided financial support to participants, in particular the QIA through the Mary River IIBA, to facilitate their effective participation in engagement related to the project.

3.7.2 Nunavut Agreement

The Nunavut Agreement is an agreement between the Canadian Government and the Inuit of the Nunavut Settlement Areas, as represented by the Tungavik Federation of Nunavut (later, NTI), which established the central and eastern Northwest Territories as a separate territory called the “Nunavut Settlement Area”. The Nunavut Agreement was ratified by the *Nunavut Land Claims Agreement Act*¹⁰ and came into force on July 9, 1993. Nunavut was subsequently established as a territory of Canada on April 1, 1999 pursuant to the *Nunavut Act*.¹¹

Recently, in January 2024 the Nunavut Devolution Agreement was signed between NTI, Canada and Nunavut, which will see certain current federal responsibilities over administration of Nunavut lands and waters transfer to the territorial government by April 1, 2027. This transfer of responsibility was contemplated under the Nunavut Agreement.

The Nunavut Agreement established a number of Institutions of Public Government, including:

- The NPC is responsible for the development, implementation and monitoring of land use plans that direct the use of resources and development in the Nunavut Settlement Area (NSA). The NPC currently implements and monitors the North Baffin Regional Land Use Plan, which applies to part of the Steensby Railway location.
- The NIRB is an institution of public government created by the Nunavut Agreement to assess the potential impacts of proposed development in the Nunavut Settlement Area prior to approval of the required project authorizations. Using both traditional knowledge and recognized scientific methods, the NIRB assesses the potential biophysical and socio-economic impact of proposals and will make recommendations and decisions about which projects may proceed. The Board may also establish monitoring programs for projects that proceed.
- The NWB has responsibilities and powers over the regulation, use and management of water and waste in the Nunavut Settlement Area. The NWB seeks to protect, manage and regulate freshwaters in Nunavut by incorporating Inuit Qaujimagatuqangit and scientific knowledge in decision-making. They are based in Gjoa Haven, Nunavut.

As described later in this Report, Baffinland relied on processes led and established by the NPC, NIRB and NWB in engaging with Inuit communities and groups in relation to the Project, in addition to its direct engagement efforts.

¹⁰ *Nunavut Land Claims Agreement Act*, S.C. 1993, c. 29, available online at: <<https://laws-lois.justice.gc.ca/eng/acts/n-28.7/FullText.html>>.

¹¹ *Nunavut Act*, S.C. 1993, c. 28, available online at: <<https://laws-lois.justice.gc.ca/eng/acts/n-28.6/index.html>>.

3.7.3 Nunavut Tunngavik Inc.

NTI coordinates and manages Inuit responsibilities set out in the Nunavut Agreement and ensures that the federal and territorial governments fulfill their obligations. NTI has participated in every assessment of the Mary River Project by NIRB and recently (2024) approved (together with Nunavut and Canada) Amendment No. 1 to the North Baffin Regional Land Use Plan, which established the transportation corridor necessary to proceed with the Steensby Railway.¹²

- Contact Person: Hannah Uniuqsaq

3.7.4 Qikiqtani Inuit Association

QIA is an Inuit organization under the Nunavut Agreement, representing the rights and values of the approximately 15,500 Inuit within the Qikiqtani region.

The QIA participated in all stages of NIRB’s environmental review process. To aid in additional communication and engagement with communities specific to the Mary River Project, QIA formed and administered seven Mary River Project Committees and their comments were included in its final submission. QIA’s view of the Project was that provided the conditions presented in its final submissions were accepted by all parties, appropriate mechanisms are in place to effectively monitor and manage the Mary River Project in an acceptable manner. QIA stated that any remaining outstanding issues can be dealt with in reference to the recommendations and information requested in its final written submission. QIA emphasized in its final submission that the success of the Mary River Project demands continued work and collaboration with communities after the permitting process and throughout the life of mine. QIA supported the Minister’s decision to approve Project Certificate No. 005, and has supported every subsequent amendment at the Ministerial level (Amendment No. 1 (2014), Amendment No. 2 (2018), Amendment No. 3 (2020), Amendment No. 4 (2022) and Amendment No. 5 (2023).

As noted above, the Mary River IIBA¹³ between Baffinland and QIA addresses important considerations identified through engagement with Inuit, such as direct financial benefits, Inuit employment and training, support for communities, project monitoring and environmental mitigation measures, Inuit access to lands, and contracting opportunities.

Highlights of the IIBA include:

- Financial payments and royalties valued at well over \$1 billion over the life of mine
- A contribution of \$10 million towards the cost to design and construct a regional training centre in Pond Inlet (note over \$15 million in payments made to date after addition engineering costs and inflation)
- Establishment of a \$750,000 wildlife compensation fund for any loss of wildlife, damage to equipment, or inconvenience to harvesting caused by the Mary River Project
- Establishment of a \$550,000 business capacity and start up fund for business training, planning, start up and expansion costs (equally funded by QIA and Baffinland)
- Establishment of a \$400,000 harvesting enabling fund for 300 litres of gas per year for Inuit over the age of 12 living in Pond Inlet
- Establishment of a \$300,000 school lunch program

¹² Note only a portion of the Steensby Railway is located within the boundary of the land use plan.

¹³ Mary River Inuit Impact Benefit Agreement between Baffinland and the QIA (2018), [Tab A.1](#).

- Establishment of a program to provide each of the five communities with a marine research vessel
- Establishment of a \$300,000 community counsellor program for Inuit
- Establishment of a \$200,000 wildlife monitoring fund for Pond Inlet
- Establishment of a \$25,000 scholarship program (five \$5000 scholarships)
- Priority to Inuit firms for goods and services contracts at the Mary River Project
- Inuit from all 13 Qikiqtani communities can access jobs at Mary River with travel costs paid by Baffinland
- Targeted measures to create opportunities for Inuit to advance in the workplace, in particular women, and dedicated training for Inuit
- Respect for Inuit rights and cultural values, including the right to speak Inuktitut, access cultural advisors at work and eat country food at work
- Three year reviews of the IIBA to ensure the agreement is functioning as intended

The Mary River IIBA also includes dedicated mitigation measures, again identified through consultation with Inuit:

- *Maritime Shipping* – Inuit ship monitors will be trained and hired on the Project vessels (see S. 9.4, IIBA); Baffinland must have opportunities for Inuit jobs in shipping (see s. 9.5, IIBA); (the job opportunities along the Southern shipping route, which QIA and localities have indicated are desirable for Inuit and other Nunavummiut, cannot materialize until the Steensby Railway is in place).
- *Inuit travel and access* - Protects Inuit rights to harvest and to access land, water and marine areas around the mine. Inuit identify safe travel routes and Baffinland develops monitoring stations along these routes. The monitoring stations can be used as emergency shelters. Harvesters can also stop at the mine site for gas, food and shelter.
- *Project Monitoring and Mitigation* – Baffinland must follow the rules and processes approved by NPC, NIRB and the NWB (and fund QIA's participation in those processes). Baffinland funds QIA to hire and employ Inuit environmental monitors at the mine site. Working groups, funded by Baffinland, can be created to address any monitoring issues that arise. As an example, Baffinland funds an independent Dust Audit Committee which was established in September 2022 to observe and understand the present and potential future dust sources and recommend dust mitigation measures for Baffinland's consideration. Baffinland contracted Nunami Stantec to conduct the third-party audit which involves the five most impacted communities; Arctic Bay, Clyde River, Pond Inlet, Igloolik and Sanirajak.
- *Inuit Qaujimagatuqangit* – IQ collected will inform decisions related to the Mary River Project and the IIBA will oversee the collection and use of IQ, and Baffinland will fund collecting and preparing IQ.
- *Wildlife Compensation* – Baffinland must report any wildlife kills to the QIA and local HTOs. As an example, if Baffinland kills a polar bear, the affected HTO can get a minimum of \$20,000 for the loss. As noted above Inuit can apply to the wildlife compensation fund for loss or damage relating to wildlife suffered as a result, directly or indirectly, of development activity relating to the Mary River Project. This fund is administered by QIA.
- *Archaeology* – The IIBA requires Baffinland to respect the archaeological record of Nunavut and the requirements of the Nunavut Agreement.
- *Carving Stone* – The IIBA protects Inuit rights to carving stone located on Inuit Owned Lands around the mine. The IIBA requires Baffinland to work with QIA to ensure Inuit can gain access to carving stone located within the project area.

Baffinland reports regularly to the QIA on the performance of its obligations through quarterly reports and an annual IIBA Implementation Report. In addition, the QIA and Baffinland jointly host an Annual Project Review Forum to provide information on the progress of IIBA implementation to the North Baffin Localities.

In addition, as required by the Nunavut Agreement, Baffinland and QIA have an agreed Water Compensation Agreement which sets out compensation to Inuit for impacts on rights relating to water, as well as systems for monitoring of water quality during the Project.

- Contact Person: Jeremiah Groves, Executive Director

3.8 OTHER GROUPS

In addition to the groups above, the following other localities were identified with interests in the project.

3.8.1 Hunters and Trappers’ Organizations

The local Hunters and Trappers Organizations (HTO) are established under the Nunavut Agreement with the mandate to help regulate harvesting in their communities and manage economic and work opportunities. They provide supplies, training, and membership to all Inuit residents in the region who want to become members. Nunavut hunters and trappers are critical in providing meat, fur, tools, and art from harvesting marine and land animals. There are HTOs in each of the North Baffin Localities.

See HTO contact persons for each locality in [Section 3.2-3.6](#) above.

3.8.2 Local 793 International Union of Operating Engineers

Union Local 793 represents Baffinland employees, and has shared perspectives of Inuit and non-Inuit employees through the regulatory process. Union Local 793 supported amendments to the Project Certificate, including in 2022 and 2023 (Union Local 793 also supported the Phase 2 proposal and the North Railway, which ultimately was rejected by the Minister).

- Contact Person: Michael Gallagher, Business Manager

3.8.3 Arctic Co-Ops

Arctic Co-operatives Limited is a service federation that is owned and controlled by 33 community-based Co-operative businesses that are located in Nunavut, Northwest Territories, Yukon and Saskatchewan.

- Contact Person: Duane Wilson, Vice President, Stakeholder Relations

3.8.4 Inuit Firms Registered under the NTI Inuit Firm Registry

To date, Baffinland has contracted over \$1.5 billion with Inuit firms registered under the NTI Inuit Firm Registry, which provided services ranging from (in order of dollars spent) civil works, mobile equipment/maintenance, charter air services, catering, infrastructure construction, sealift, professional services, environmental services. The creation of businesses is supported by the \$275,000 Business Capacity Startup Fund under the IIBA.

4 BAFFINLAND-LED ENGAGEMENT WITH LOCALITIES

As described in Section 2 of the CSEP Baffinland has been engaging on the Mary River Project since mineral exploration activities began in 2004. The Company's approach has evolved as the Project has evolved, and in keeping with evolving best practices and feedback from its stakeholders.

Stakeholder engagement is driven in part by the commitments made under the Mary River IIBA and other permits and agreements in place, including Project Certificate No. 005.

Engagement efforts have been and continue to be guided by the following objectives:

- To adequately scope and conduct environmental and socio-economic baseline studies;
- To understand local conditions and issues, through scientific process and by engaging in dialogue with local communities and knowledge holders to acquire Inuit knowledge and understand current and historical patterns of land and resource use;
- To incorporate local knowledge and concerns in Project design at an early stage;
- To appropriately scope the environmental assessment of the proposed Project, including selection of valued ecosystem components (VECs) and valued socio-economic components (VSECs);
- To identify mitigating measures and monitoring plans, and to assist in Baffinland's evaluation of significance of residual impacts (i.e., impacts after mitigation has been applied); and
- To ensure that local stakeholders have current information about the Project and how potential changes to the environment could affect them.

The engagement activities related to a proposed railway have been ongoing since 2007, starting with the preparation of the FEIS which was reviewed by NIRB through a comprehensive environmental assessment process from 2008-2012. The Mary River Project has been subject to annual public monitoring processes, and related additional environmental assessments in 2014 (Amendment No. 1), 2018 (Amendment No. 2), 2020 (Amendment No. 3), 2022 (Amendment No. 4), and 2023 (Amendment No. 5).

A summary of engagement activities and key issues raised as part of this engagement is presented in the following subsections.

4.1 SUMMARY OF ENGAGEMENT ACTIVITY

Baffinland has conducted extensive stakeholder engagement activities for the Steensby Railway.

The FEIS for the Mary River Project (2012)¹⁴ includes a summary of meetings and relevant public engagement databases. As part of the engagement, several workshops held from 2007-2009 were targeted at collecting IQ that was integrated in the Steensby Railway design.

¹⁴ Baffinland, 2012. Final Environmental Impact Statement for the Mary River Project, [Tab C.3](#).

The following documents are included as attachments to this application in **Tab C.3**, and the relevant sections related to the Steensby Railway have been identified:

- FEIS, Volume 2, Appendix 2A-1 ‘List of Meetings’
- FEIS, Volume 2, Appendix 2A-2 ‘Public Consultation Record’, Pages 155-190. Covers public engagement related to rail transportation and caribou migration, closure, construction, general comments, operating, and routing.
- FEIS, Volume 2, Appendix 2A-3 ‘QIA Community Consultation Database’, Pages 35-46. Covers caribou migration, construction, crossing railway, general comments, operation, routing.)

Since the Project was approved with the issuance of the Project Certificate in 2012, there has been continuing engagement with the communities on the Project generally. These engagements did not restrict topics of discussion and if questions arose regarding railways, further discussion was had.

The summary of engagement activities where the rail was discussed post-FEIS is provided in **Table 4.1**, and a detailed list of events is included in **Tab C.3**.

Table 4.1: Summary of Direct Baffinland Engagements related to Rail between January 2015 and March 2024

Activity	Description
Public Meetings	25+ Meetings / Open Houses
IQ Workshops	8 in Pond Inlet and 2 in Arctic Bay
Community Group Meetings	90+ Meetings with HTOs and Hamlets, and others
Nunavut Tunngavik Incorporated (NTI) and QIA Meetings	25+ Meetings
Working Groups	25+ Meetings with the Terrestrial (TEWG), Marine (MEWG), Socio-Economic (SEMWG) Working Groups, and Socio-Economic Monitoring Committee (SEMC)
Site Visit	Workshops and Community Member Site Visits to the Mary River Project Site 1 Trip to Nain, Labrador (Voiseys Bay) 1 Community Risk Assessment Workshop in Trois-Rivières, Québec 2 Community Risk Assessment and IQ Workshops at the Mine Site 1 Crossing Rail Workshop at the Mine Site 1 Community site visit to the Mine Site 1 Inuit Knowledge Holder visit to the Mine Site
Survey	205 Community Members Surveyed
Baffinland Community Liaison Officers, Community Relations Guides, Inuit Knowledge Holders	1 BCLO, Community Relations Guide and Inuit Knowledge Holder staffed in each North Baffin community Inuit Knowledge Holders and Community Relations Guides staffed in Kinngait and Kimmirut

During the presentation of the Phase 2 Proposal to NIRB, the focus of the engagement shifted from general engagements regarding the Project as Baffinland explored the potential development of a North Railway. Several engagement events between 2019 and 2021 focused on the construction of the North Railway, however the key benefits and issues discussed with stakeholders apply to any railway to be constructed in North Baffin, including the Steensby Railway. As with general engagement meetings on the Project, topics were not restricted and Steensby came up as a point of discussion on a regular basis.

Some of the key meetings conducted where the Steensby Railway was discussed include, but are not limited to the following.

Table 4.2: Summary of Engagement Related to Rail between 2019 and 2021

Activity	Description
Phase 2 Information Tour	Public Meeting format, 5 North Baffin communities, Jan 7-11, 2019
Community Risk Assessment Workshops	IQ Workshops, 5 North Baffin communities, January to September 2019
Management Plan Meetings	Working Group Meetings, with Regulators and Mittimatalik HTO, February 7-8, 2019
Crossing Selection Workshop	Workshop at Mary River Mine Site, 5 North Baffin communities, July 29 to August 2, 2019.
EA Workshop – Rail Mitigation Focused (which included North Railway)	IQ Workshop, 5 North Baffin communities and HTOs, January 22 to February 11, 2020 at the Mine Site
Meetings with hamlets and public Q&A sessions on Phase 2 update and review process	Meetings, 5 North Baffin communities and HTOs, July 4 to December 14, 2021
Meetings with hamlets and public Q&A sessions on Phase 2 update and review process	Meetings, 5 North Baffin and Foxe Basin area Communities and HTOs, July 4 to December 14, 2021

Baffinland recommenced site specific field studies in the Steensby Railway and Steensby Port areas in 2021 in preparation for the development of the final authorizations required to permit the Steensby Component of the Project to move forward. Since that time the communities of Igloolik and Sanirajak have been provided written notices in both English and Inuktitut regarding the years planned scope of activities, and invited to meet directly with Baffinland for a discussion, either virtually or in person. In the execution of each years field programs, local Inuit were hired and trained in various positions and in many cases have returned in each years program.

In the beginning of 2023 Baffinland began a series of in person meetings and workshops in the 5 North Baffin communities, with a focus on those closest in proximity to the planned Steensby Railway and Steensby Port construction activities, specifically Pond Inlet, Igloolik and Sanirajak. These engagements delivered general updates on Baffinland’s intentions to move forward with the construction of the Steensby Component of the Project in the near future, and eventually focused in on authorization specific engagement requirements. Baffinland visited the North Baffin Localities and Kinngait and Kimmirut to meet with the HTOs and Hamlet councils. Technical workshops in Igloolik, Sanirajak and Pond Inlet with the HTOs on the terrestrial environment and archaeology were also completed during the tour.

As an outcome of these discussions, Baffinland will continue to involve Inuit and incorporate evolving IQ in the Steensby Railway as the detailed design is being finalised, such as by confirming the final crossing locations for hunters and caribou.

Table 4.3: Summary of Engagement Related to the Steensby Railway and Port in 2023 and 2024

Activity	Description
Community meetings on the Steensby Component	Meetings, Hamlet Councils and HTOs, February 14-March 30, 2023.
Steensby Railway and Fisheries Habitat Offsetting Workshop	Workshop, Hamlet Council Members and HTOs in Igloolik and Sanirajak, May 9-18, 2023
Steensby Railway and Steensby Port Workshop	Workshop, QIA representatives, June 15-16, 2023.
Steensby Railway and Fisheries Habitat Offsetting Workshop Pond Inlet	Workshop, Hamlet Council Members, MHTO, and QIA, July 11-12, 2023 (Appendix G.8)
Virtual Steensby Component Permitting Update meetings	Virtual meetings, QIA, monthly from Sep 2023 onwards
Steensby Railway Permitting Update Meetings	Meetings, Hamlets and HTOs of Igloolik, Sanirajak and Pond Inlet, October 3-6, 2023
Mary River Project - Steensby Component Update workshop for Inuit Knowledge Holders	Mine Site visit and workshop, Inuit Knowledge Holders, November 13-14, 2023
Mary River Project - Steensby Component Update workshops	Workshops, Hamlet Councils and HTOs in the seven communities, November 2023 – March 2024
Mary River Project – Steensby Component Update radio shows	Radio broadcast, members of the public of Clyde River, Igloolik, Kinngait, Pond Inlet, Sanirajak, November 2023 – March 2024
MEWG and TEWG Meetings	Working groups, MEWG and TEWG Meetings, HTO Chairpersons and Regulators, December 11-14, 2023

4.2 SUMMARY OF ISSUES RAISED

The key issues raised from community engagement meetings to date regarding the Steensby Railway are as follows;

- the potential for impacts on caribou;
- caribou crossings;
- hunting;
- employment; and
- benefits.

Table 4.4 presents a summary of concerns raised and Baffinland’s existing and additional mitigation management responses.

Caribou disturbance and crossing discussions were recurring discussion at community engagement meeting when the railway was being discussed.

Community members expressed concerns over the impacts that the railway may potentially have on caribou, as well as how Baffinland was going to determine the correct areas for crossings. Baffinland has addressed this concern as follows. Between 2007 and 2013 land use studies identified three key and two broad crossing areas, which were then subject to aerial surveys and walking transects to identify the presence of specific caribou trails. The proposed mitigation to address potential impacts to mobility include the requirement for any trails that cross or approach the Steensby Railway to have modified embankments (if necessary) to ensure the height and slope do not present a barrier to caribou moving through the landscape. If the regional caribou population increases and caribou start to move through the RSA more frequently, as expected based on IQ, these areas will become more heavily used and monitoring of caribou movement will become increasingly important. Operation of the railway will incorporate IQ into activity planning, particularly in movement areas, and future monitoring.

Between January and September of 2019 Baffinland held three Community Risk Assessment Workshops, a Crossing Workshop and a final verification session with Elders and HTO members from the five North Baffin communities to better understand the potential interactions that may occur between a railway and caribou and, to mutually develop appropriate mitigation measures. Three of the workshops were held at the Mine Site while another was held in Trois-Rivières, Québec and allowed for a tour of Genesee and Wyoming's Québec Gatineau Railway (QGRY). The final verification session was held in Iqaluit, Nunavut. The participants in these workshops indicated that the use of crossings and allowing caribou time to cross a railway is important, as well as a comprehensive monitoring program, but it was also identified that hauling of ore by rail is expected to have less impact on the environment than using trucks. A summary report is attached.¹⁵

While Mary River is the only project in Nunavut with a railway, it is not the only project in Nunavut or the North with linear infrastructure (i.e. roads) and lessons learned from this infrastructure has been applied to the Steensby Railway. When Baffinland held its Rail Alignment Crossing Workshop in 2019, it included an Inuk employed at another Nunavut mine to help provide first hand Inuit knowledge, experience and expertise with linear infrastructure to the workshop participants.¹⁶

Baffinland is committed to placing crossings in areas that have been determined with the communities (subject to all applicable railway legal requirements). Key caribou movement areas have been identified from collection of IQ and aerial survey data (Figure 2-2). This data will be used to establish priority crossings. If monitoring reveals that the caribou do not use the crossings that are set up, then Baffinland is committed to building additional crossings at locations where they are crossing. Furthermore, Baffinland will establish a Caribou Decision Framework based on its experience using a similar framework for the haul road (**Figure 4.1**). The objective of this framework is to identify actions if caribou is observed in proximity to the railway. Baffinland is committed to integrating evolving IQ in the project design. There is an ongoing process to integrate IQ in the Steensby Rail design through the implementation of Baffinland's IQ Framework. Land user perspectives along the rail alignment will continue to be considered.

Community members were concerned that the transition from road to rail would decrease the need for employment (i.e. that Inuit truck drivers would lose their jobs, and that opportunity would no longer be available). Baffinland assured the community that employment opportunities for Inuit will not be lost as a result of the transition of truck to rail. Instead, truck drivers will be retrained to other jobs if they wish. It should also be noted that only a small

¹⁵ Engagement Records, **Appendix 2**.

¹⁶ Mary River Phase 2 Proposal Rail Alignment Summary Report, **Tab C.11** and Community Risk Assessment Workshops – Final Report, **Tab C.15**.

number of Inuit currently operate ore haul trucks (3 or less) and the transition to rail would not create a significant change for Inuit employees.

Concerns were also raised over benefits related directly to the Mary River IIBA, and the distribution of benefits among the North Baffin Localities. As some communities are closer to the proposed railway, others fear that they will not receive equal benefits. Baffinland informed the concerned communities that when the Mary River IIBA was signed, all communities were on equal footing. Benefits paid to QIA are on behalf of all Qikiqtani Inuit.

There was also a concern from raised by two community members in Sanirajak and Igloolik over derailment. Although only two people raised the concern, it is still important to recognize that some community members are concerned over the safety of the railway operations. Baffinland has identified that it must create detailed safety management and inspection systems to monitor and document safe operation of the railway. All applicable laws will be followed.

Several community members expressed support for the construction of the Steensby Railway, stating that it would reduce travel and dust along the Tote Road (**Appendix 2**).

Appendix 2 provides a full list of all comments received from localities and intervenors related to the subject of rail or raised during engagement sessions where rail was discussed.¹⁷ A summary of the key concerns and comments raised, as well as Baffinland’s responses are provided below in **Table 4.4**.

Project engagement is an ongoing process for the life of mine. Therefore, Baffinland will continue to engage with the communities in a meaningful way to mitigate risks and gain mutual respect.

¹⁷ Table of Comments from Localities and Intervenors, **Appendix 2**.

Sharing the land with Caribou

WATCH FOR WILDLIFE

Wildlife always has the right-of-way on all transportation corridors

1 If caribou are on the Track or Major Migration
 OR
 Caribou are LESS than 250 m and moving toward the track

STOP, NOTIFY, WAIT

* Stop all traffic, Notify rail traffic controller, Wait until caribou have crossed before proceeding

250 m / 820 ft

2 If caribou are moving towards the track from GREATER than 250 m away
 OR
 If caribou are LESS than 250 m from the track and are resting, feeding or moving away

PROCEED WITH CAUTION

* Notify rail traffic controller, Watch for change in behaviour, Proceed at "Reduced Speed"

250 m / 820 ft

3 If caribou are moving away, resting or feeding GREATER than 250 m from the track

PROCEED AS USUAL

* Notify rail traffic controller of caribou presence

250 m / 820 ft

WILDLIFE SIGHTINGS? LET US KNOW!

Report all wildlife observations in the wildlife observations logs.

Notify dispatch on D10 for caribou sightings!

Baffinland

Figure 4.1: Draft Caribou Decision Framework for the South Railway

Table 4.4: Summary of Concerns Raised and Responses

Effects on Land & Animals			
Project Activities	Issues Raised	Existing Mitigation Management	Additional Mitigation Management
<ul style="list-style-type: none"> Construction and operation of a railway. Development of additional quarries. Expansion of Milne Port development area. 	<ul style="list-style-type: none"> Questions about noise effects on animals. Questions about effects to caribou migration routes. Questions about dust contamination of the plants that the animals eat. 	<ul style="list-style-type: none"> Minimized project footprint (vegetation disturbance). General avoidance of birds, and nest management where necessary. Road design and snowbank management to accommodate caribou passage. Wildlife right of way policy, reporting procedure, and 'caribou advisories' to avoid mortality. Activity specific suspension procedures in sensitive habitat (calving areas) during sensitive times of year (calving season) Funding of various QIA led studies related to North Baffin caribou, food security and culture, resources and land use Requirement under the Mary River IIBA to come to agreement with QIA, acting on behalf of an Inuit Committee, on components of adaptive management related to caribou, Arctic char, seal, narwhal, dust and culture, resources and land use 	<ul style="list-style-type: none"> Shift from Tote Road to transport by railway will reduce the possibilities of wildlife interactions. Construction of crossings along the railway to maintain known migration paths and travel routes. Use of Hi-rail cars to monitor for caribou along the railway line. Slow orders on trains during summer when permafrost may thaw Guards on tunnels to prevent caribou from entering them
Effects on Air Quality			
Project Activities	Issues Raised	Existing Mitigation Management	Additional Mitigation Management
<ul style="list-style-type: none"> Construction and operation of a railway. Relocation and management of crushing activities. Additional power generation at Milne Port. Increased productions, handling, and stockpiling of ore. 	<ul style="list-style-type: none"> Concerns that explosives and blasting will affect air quality. Questions about dust impacting wildlife and human health. 	<ul style="list-style-type: none"> Explosives are completely spent through blasting process. Implementation of Climate Change Strategy. Implementation of Dust Management Protocol. Reduced vehicle speeds. Minimize drop distance with stackers. Installation of shrouds on crushers. Application of dust suppressants along Tote Road. Requirement under the Mary River IIBA to come to agreement with QIA, acting on behalf of an Inuit Committee, on components of adaptive management related to caribou, Arctic char, seal, narwhal, dust and culture, resources and land use 	<ul style="list-style-type: none"> Transition to railway and reconfiguration of crushing to an indoor facility will reduce dust generation. Use of high efficiency engines where possible. Updated air quality monitoring framework.
Effects on Freshwater Environment			
Project Activities	Issues Raised	Existing Mitigation Management	Additional Mitigation Management
<ul style="list-style-type: none"> Construction of culverts and bridges. Increased use and treatment of water. 	<ul style="list-style-type: none"> Is drinking water safe? Concerns about levels of contaminants in the freshwater environment. Project effects on Arctic Char. 	<ul style="list-style-type: none"> Treatment and testing of all water before release to the environment. Aquatic Effects Monitoring Program. Includes testing of water and Arctic Char. Tote Road Monitoring Program. Requirement under the Mary River IIBA to come to agreement with QIA, acting on behalf of an Inuit Committee, on components of adaptive management related to caribou, Arctic char, seal, narwhal, dust and culture, resources and land use 	<ul style="list-style-type: none"> Installation of larger culverts for railway to accommodate high flow events and fish passage. Installation of bridges at several sites previously fit for culverts Project design to reduce dust generation. Additional water quality monitoring stations.

Effects on Marine Environment			
Project Activities	Issues Raised	Existing Mitigation Management	Additional Mitigation Management
<ul style="list-style-type: none"> Construction of ore dock #2. Increased shipping traffic. Use of larger ships. Longer shipping season. 	<ul style="list-style-type: none"> Requests for more communication on the results of monitoring programs. Spill mitigation and emergency response measures. Questions about the quality of water in Milne Inlet. Questions about ballast water and invasive species. 	<ul style="list-style-type: none"> Development and monitoring of offset habitat for marine infrastructure. Ballast water testing and aquatic invasive species monitoring. Treatment and testing of all water before release to the environment. 	<ul style="list-style-type: none"> Introduction of new international standard for ballast water treatment. Discontinuation of heavy fuel oil or low Sulphur fuel oil in the Canadian Arctic Updates to the Spill at Sea Response Plan.
Effects of Marine Mammals			
Project Activities	Issues Raised	Existing Mitigation Management	Adaptive Mitigation Management
<ul style="list-style-type: none"> Increased shipping traffic. Use of larger ships. Longer shipping season. 	<ul style="list-style-type: none"> Questions around the impacts of shipping on marine wildlife: Will calving grounds be affected? Will narwhal get used to project vessels? Does the noise disrupt marine mammals? Project effects on marine mammals should be mitigated. Inuit should participate in monitoring programs. 	<p>Note these mitigations only apply to the Northern Shipping Route based on the unique circumstances of the location, additional mitigations will be developed for the Southern Shipping Route that address the unique circumstances specific to the location of that route.</p> <ul style="list-style-type: none"> Marine mammal exclusion zones for marine infrastructure construction. Reduced ship speeds to 9 knots along the Shipping Corridor. Established fixed shipping route to avoid key areas identified by MHTO. Established drifting zone near Ragged Island to avoid interference with cabins and hunters. Improved QA/QC for ballast water sampling. Hired Ship-Board Inuit Observers from Pond Inlet. Installed Automatic Identification System (AIS) monitoring system at MHTO office. Established communications protocol to avoid conflicts between Pond Inlet and shipping. Conditions applied to start and end of the shipping season: <ul style="list-style-type: none"> Land fast ice must be broken. Shipping to commence only after a continuous path of 3/10ths or less ice concentrations is available, unless earlier by variance Shipping to conclude by October 31 of each year unless extended by exception MHTO to communicate when the floe edge is no longer being used. 	<p>Additional mitigations under development specific to the Southern Shipping Route:</p> <ul style="list-style-type: none"> Continued chartering of vessels that meet high environmental and safety standards Avoidance of shipping through heaviest ice conditions and during critical key life stages for seals (February to June) Additional mitigations to be developed in consultation with the Marine Environment Working Group and shipping specific workshops with communities. Requirement under the Mary River IIBA to come to agreement with QIA, acting on behalf of an Inuit Committee, on components of adaptive management related to caribou, Arctic char, seal, narwhal, dust and culture, resources and land use

Effects on Hunters and Land Users			
Project Activities	Issues Raised	Existing Mitigation Management	Additional Mitigation Management
<ul style="list-style-type: none"> Construction and operation of a railway. Increased shipping traffic. Use of larger ships. Longer shipping season. 	<ul style="list-style-type: none"> Wildlife displacement due to the increase of project activities is a concern. Hunters access to traditional hunting areas needs to be maintained. Hunters should be compensated for the loss of wildlife. Where will the caribou (and hunter) crossings be located? How will the location of the crossing areas be determined? 	<ul style="list-style-type: none"> Development and communication of Hunter and Visitor Site Access Procedure. Transportation of land users between Milne Port and the Mine Site. Confirmation from MHTO before shipping commences. Funding the QIA’s Inuit Stewardship Plan, inclusive of a Culture, Resource and Land Use Monitoring Program Funding of various QIA led studies related to North Baffin caribou, food security and culture, resources and land use Requirement under the Mary River IIBA to come to agreement with QIA, acting on behalf of an Inuit Committee, on components of adaptive management related to caribou, Arctic char, seal, narwhal, dust and culture, resources and land use 	<ul style="list-style-type: none"> Construction of crossings along the railway to maintain known caribou migration paths and land user travel routes. Update of Hunter and Visitor Site Access Procedure for Railway. Slow orders on trains during summer when permafrost may thaw Continued discussions with land users to identify additional mitigations. Establishment of an exclusion zone adjacent to Steensby Port to protect valuable archaeological sites
Effects on Communities and Individuals			
Project Activities	Issues Raised	Existing Mitigation Management	Additional Mitigation Management
<ul style="list-style-type: none"> Financial stability of the Project. Additional jobs during construction period. Reduction of haul truck driver position. Addition of railway support positions. 	<ul style="list-style-type: none"> Need to be more transparent about hiring practices and procedures. Need to increase Inuit training and education opportunities. Will Baffinland build more infrastructure for communities? 	<ul style="list-style-type: none"> Mary River IIBA Memorandum of Understanding for Economic Development with the Government of Nunavut Tasiuqtiit Agreement and Working Group Community Donation Fund Preferential employment, training and contracting with Inuit and Inuit firms Funding the QIA’s Inuit Stewardship Plan, inclusive of a Social Monitoring Program Funding of various QIA led studies related to North Baffin caribou, food security and culture, resources and land use 	<ul style="list-style-type: none"> Stabilization of Project will secure continuation of existing benefits. Development of Inuit training plan for construction period and initial operations. Mary River IIBA Three Year Review

5 ENGAGEMENT WITH LOCALITIES THROUGH REGULATORY PROCESS

5.1 REFERENCES

- To access all documents submitted to the NPC (that were not also provided to the Agency with the Section 98 Application), visit the NPC public registry <https://lupit.nunavut.ca/portal/registry/#!> and look under the Plan Amendments folder for Amendment No. 1.
- To access all documents submitted to the NIRB (that were not also provided to the Agency with the Section 98 Application), visit the NIRB website (www.nirb.ca) and search the Mary River Project (Project ID: 08MN053) in the public registry.
- To access all documents submitted to the NWB that were not also provided to the Agency with the Section 98 Application), visit the NWB public registry: <https://www.nwb-oen.ca/content/public-registry>
- Additionally, to access documents regarding Baffinland’s regulatory reporting and annual reports, visit the Document Portal at www.baffinland.com.

5.2 SUMMARY OF NPC PROCESS

The NPC is responsible for developing land use plans and issuing conformity determinations for projects wishing to enter the regulatory process in Nunavut. In 2008, the NPC determined that an amendment to the North Baffin Regional Land Use Plan (NBRLUP) was required in order to develop a portion of the Steensby Railway to Steensby Inlet within the planning region. A joint public review was carried out with NIRB from 2011-2012, with opportunities for public review and comment made available through the regulatory process, which are further discussed in **Section 5.2**.

Amendment No. 1 was first recommended for approval by NPC to Ministers in 2013 but was not completed at that time due to competing priorities. Subsequently, the NBRLUP was amended in 2014 to include intensified use of the Tote Road (Amendment No. 2) as well as in 2018 to establish a transportation corridor for the North Railway (Amendment No. 3).

In 2018, Baffinland requested that NPC proceed with the issuance of Amendment No. 1. After NPC issued a request for written feedback, some participants had argued that in order to reconsider Amendment No. 1, an updated cumulative effects assessment from Baffinland was required to reflect changes to the Project since 2014, including the Phase 2 proposal, and the NPC requested updated materials. However, when the Phase 2 proposal was rejected, the NPC determined the information requirements of the NBRLUP were now met without the need for an updated cumulative effects assessment. NPC made its decision based primarily on the information shared during the public review from 2011-2012 and the supporting documentation from that time, including the 2012 FEIS.

Following approval of Amendment No. 1 by the Minister of CIRNAC, the Government of Nunavut, and NTI, Amendment No. 1 to the NBRLUP was issued by NPC in March 2024.

5.3 SUMMARY OF NIRB PROCESS

As set out in Article 12 of the Nunavut Agreement, the NIRB is responsible for assessing the extent of the potential environmental and socio-economic effects of project proposals in order to determine whether the project should proceed, and if so, to recommend the terms and conditions that should apply to the project. As Baffinland has relied on the engagement record of the NIRB in part, details of that process are included in this Report.

5.3.1 Background

As noted above, the Mary River Project, including the Steensby Railway, was subject to a comprehensive environmental assessment review by NIRB from 2008-2012. A complete copy of the 2012 FEIS is appended to the Application at **Tab C.3**.

In order to reach a determination on the Mary River Project, the NIRB conducted a thorough review of the Mary River Project Proposal—guided by its central objectives of protecting and promoting the existing and future well-being of the residents and communities of Nunavut, and of protecting Nunavut’s ecosystemic integrity—as required under Section 12.5.5 of the Nunavut Agreement.

The Project Certificate was issued to Baffinland on December 28, 2012 and is legally binding on Baffinland and responsible authorities.¹⁸ As detailed elsewhere in the Section 98 Application, the Project Certificate has been amended five times since 2012, for the Early Revenue Phase and the PIP Amendments. The current Approved Project under Project Certificate No. 005 includes the project as approved in 2012, the Early Revenue Phase and the PIP Amendments.

In parallel with some of the PIP Amendments, Baffinland applied to the NIRB in 2018 to amend its Project Certificate to permit the construction and operation of a Northern Railway (the **Phase 2 Proposal**). The NIRB’s assessment of the Phase 2 Proposal spanned from 2018 to 2022 and included information requests, technical comments, public hearings and community roundtables. Ultimately, following a negative recommendation report from NIRB in November 2022, the Minister of Northern Affairs rejected the amendment application. However, the intensive community engagement process which occurred during the NIRB’s review¹⁹ provided an opportunity for Baffinland to engage with localities and develop mitigations for the North Railway which Baffinland has since proposed to apply to the Steensby Railway as additional mitigation measures.

¹⁸ Under NuPPAA, the Minister of Crown Indigenous Relations and Northern Affairs Canada (**CIRNAC**) has authority to take enforcement action, including issuing orders and fines, should Baffinland fail to follow terms and conditions.

¹⁹ See: Technical Supporting Document 04 Phase 2 Public Consultation Report, NIRB Registry No. 320558; Main Document December 2018, Information Request Responses, NIRB Registry No. 321614; QIA 12 Attachment 1: Summary of Planned Engagement Activities for 2018 and 2019 Related to the Phase 2 Proposal, NIRB Registry No. 321614; Pond Inlet Consultation Approach and Record of Phase 2 Consultation with Pond Inlet, NIRB Registry No. 326504-326506; Update on Inuit and Community engagement to April 22, 2020, NIRB Registry No. 329530; Memo: List of Participants for Engagement Events Listed in the February 21 Community Engagement Update Memo, NIRB Registry No. 331636; Community Engagement on the Final Environmental Impact Statement Addendum – Draft Workshop Report, January 28-30, 2020, NIRB Registry No. 331791; Update on Inuit and Community Engagement – December 18, 2020, NIRB Registry No. 332176; Updated Engagement Summary, Commitment List and Revised Draft PC 005, NIRB Registry No. 334460; BIM Community Engagement Update April - August 2021, NIRB Registry No. 336784; BIM Community Engagement Update August – October 2021, NIRB Registry No. 337147.

5.3.2 Opportunities for Stakeholder Engagement in the NIRB Process

Over the course of the NIRB's process, there were numerous opportunities for federal, territorial and local government representatives, designated Inuit organizations, community representatives, Elders and members of the general public to share their perspectives about the Mary River Project, including the Steensby Railway, and about the potential positive and negative effects on communities and the environment of the Nunavut Settlement Area and adjacent jurisdictions.²⁰

To this effect, NIRB and Baffinland ensured that Nunavummiut had the information they required regarding the Mary River Project and its potential impacts, in order to meaningfully engage in the NIRB process. Baffinland's specific consultation efforts in this regard are summarized in **Tab C.3**.²¹ The engagement efforts and opportunities for Nunavummiut to provide their comments to the NIRB during the screening and review process are outlined in **Figure 5.1**, below.²²

²⁰ Final Hearing Report, 2012. NIRB File No. 08MN053, **Tab H.1**.

²¹ 2012 FEIS, Vol. 2, Section 1.5, **Tab C.3**.

²² Final Hearing Report, 2012. NIRB File No. 08MN053, Section 3, Figure 4, **Tab H.1**.

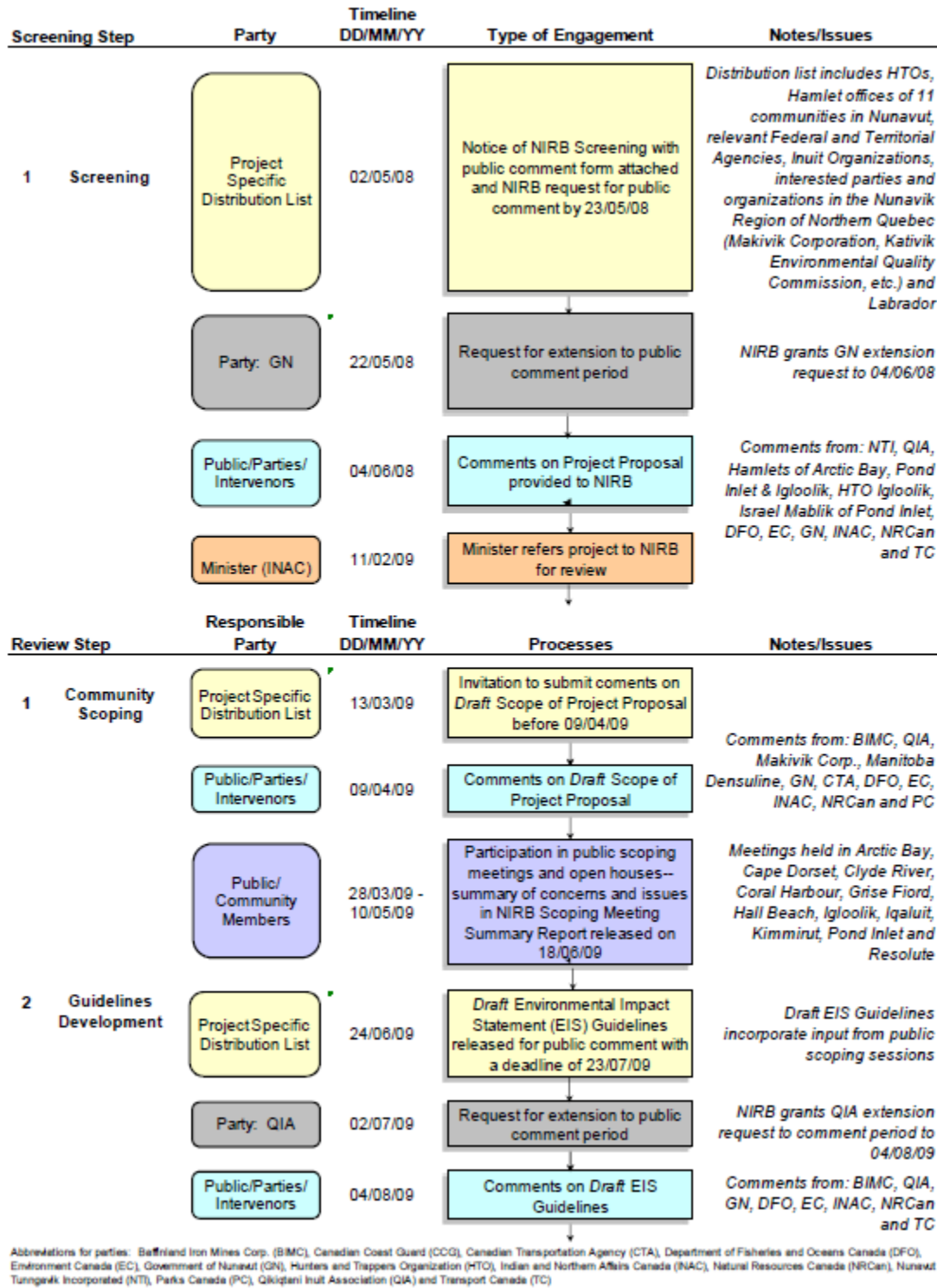


Figure 5.1: NIRB Public Engagement Efforts and Opportunities

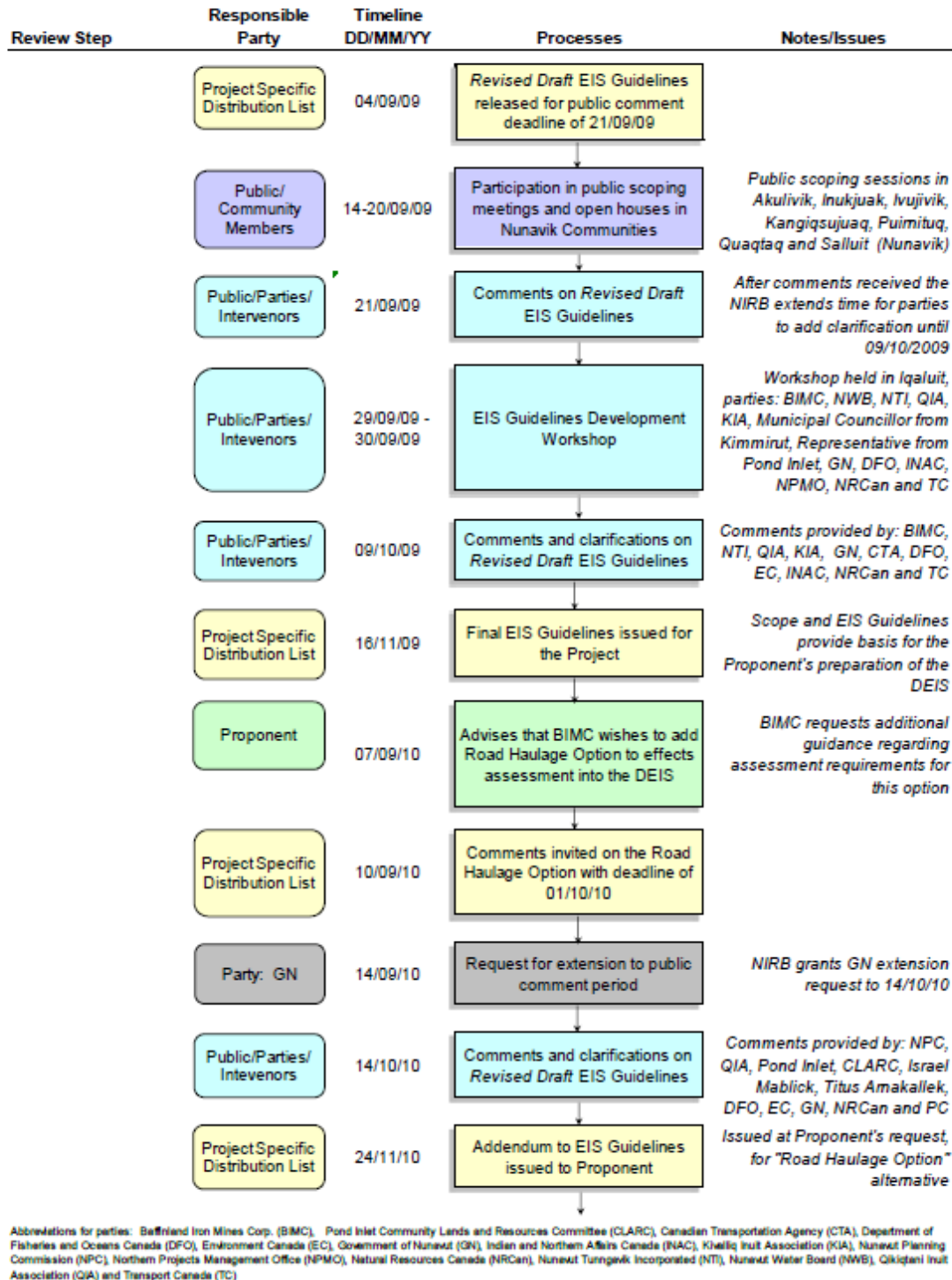


Figure 5.1: NIRB Public Engagement Efforts and Opportunities (cont'd)

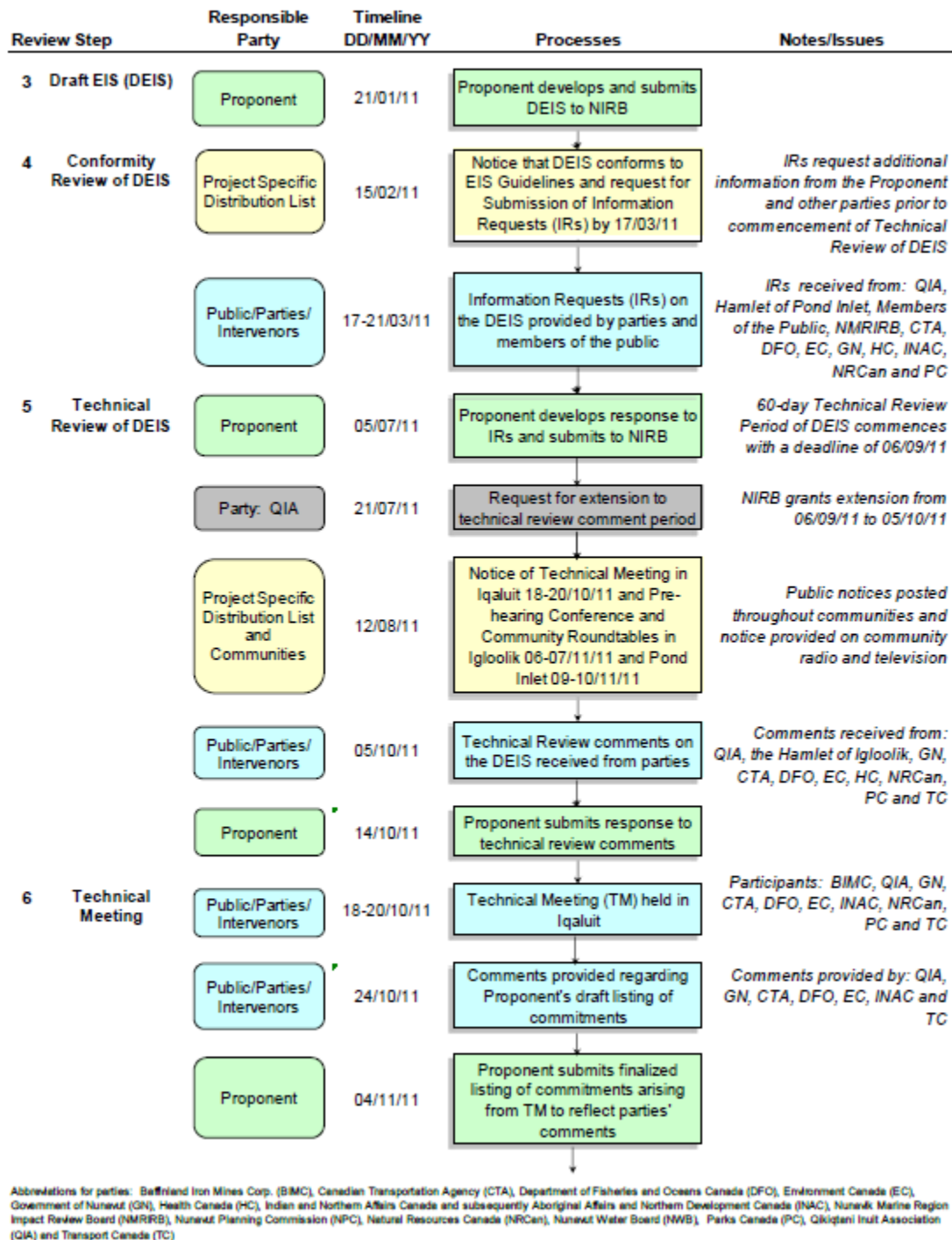
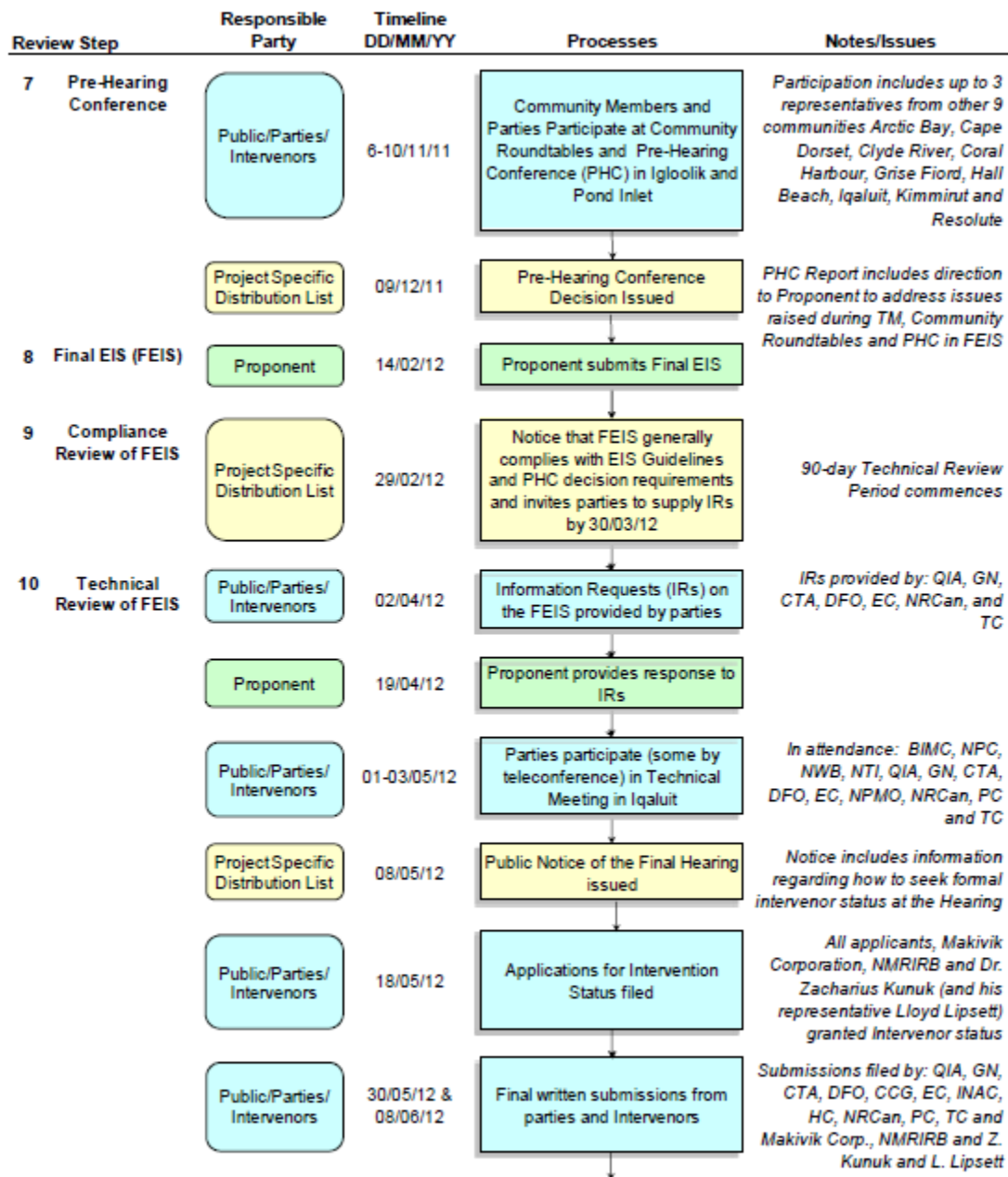


Figure 5.1: NIRB Public Engagement Efforts and Opportunities (cont'd)



Abbreviations for parties: Baffinland Iron Mines Corp. (BIMC), Canadian Coast Guard (CCG), Canadian Transportation Agency (CTA), Department of Fisheries and Oceans Canada (DFO), Environment Canada (EC), Government of Nunavut (GN), Health Canada (HC), Indian and Northern Affairs Canada and subsequently Aboriginal Affairs and Northern Development Canada (INAC), Natural Resources Canada (NRCan), Nunavut Planning Commission (NPC), Northern Projects Management Office (NPMO), Nunavut Tunngavik Inc. (NTI), Nunavut Marine Region Impact Review Board (NMRIRB), Parks Canada (PC), Qikiqtani Inuit Association (QIA), Royal Canadian Mounted Police (RCMP), Transport Canada (TC) and World Wildlife Fund (WWF)

Figure 5.1: NIRB Public Engagement Efforts and Opportunities (cont'd)

Review Step	Responsible Party	Timeline DD/MM/YY	Processes	Notes/Issues
11 Final Hearing	Intervenor: Isuma TV (Z. Kunuk)	01/07/12	Request to film the Mary River Final Public Hearings in Iqaluit and Igloolik to document and increase public awareness and participation	06/07/12 NIRB grants Isuma TV's request to film in accordance with conditions
	Public/Parties/ Intervenors	16-28/07/12	Participation in Final Hearing, Technical Sessions and Community Roundtable Sessions in Iqaluit, Igloolik and Pond Inlet	Appearances on the record include: BIMC, NPC, NTI, QIA, Community Representatives from Grise Fiord, Resolute, Arctic Bay, Clyde River, Hall Beach, Coral Harbour, Cape Dorset, Kimminut and Iqaluit, Igloolik and Pond Inlet, members of the public in Iqaluit, Igloolik and Pond Inlet, GN, RCMP, CTA, DFO, CCG, EC, NRCan, PC, TC, Makivik Corporation, NMRIRB, L. Lipset/Z. Kunuk, and WWF

Abbreviations for parties: Baffinland Iron Mines Corp. (BIMC), Canadian Coast Guard (CCG), Canadian Transportation Agency (CTA), Department of Fisheries and Oceans Canada (DFO), Environment Canada (EC), Government of Nunavut (GN), Health Canada (HC), Indian and Northern Affairs Canada and subsequently Aboriginal Affairs and Northern Development Canada (INAC), Natural Resources Canada (NRCan), Nunavut Planning Commission (NPC), Northern Projects Management Office (NPMO), Nunavut Tunngavik Inc. (NTI), Nunavut Marine Region Impact Review Board (NMRIRB), Parks Canada (PC), Qikiqtani Inuit Association (QIA), Royal Canadian Mounted Police (RCMP), Transport Canada (TC) and World Wildlife Fund (WWF)

Figure 5.1: NIRB Public Engagement Efforts and Opportunities (cont'd)

The key steps in the NIRB’s environmental assessment process for the Mary River Project, including the Steensby Railway, are set out in **Table 5.1** below.²³

Table 5.1: Simplified Steps in the NIRB Environmental Assessment Process

Date(s)	Description
March 20, 2008	NIRB, NPC, and NWB receive the Mary River Project Proposal from Baffinland.
April 30, 2008	NPC issued a positive conformity determination for the Mary River Project Proposal.
April 30 – June 27, 2008	NIRB carries out a public screening process, resulting in the recommendation to the Minister that a full environmental assessment review be undertaken with respect to the Mary River Project. On November 2, 2009 the Minister accepted NIRB’s recommendation and referred the Mary River Project to review.
March 13 – June 18, 2009	NIRB carried out a public scoping process. The NIRB prepared a preliminary scoping list for the Mary River Project and then conducted public scoping sessions in the eleven communities identified by the NIRB as potentially affected by the Mary River Project—namely, Pond Inlet, Arctic Bay, Resolute, Grise Fiord, Igloolik, Hall Beach, Coral Harbour, Cape Dorset, Kimmirut, Clyde River and Iqaluit. These public scoping sessions identified the topics that Baffinland was required to address in the 2012 FEIS.
June 24, 2009 – November 24, 2011	NIRB developed Environmental Impact Statement Guidelines for the Project (the EIS Guidelines), based on input from the public scoping sessions. The development of the EIS Guidelines included in person workshops and opportunities for public review and comment.
January 1, 2010 – April 11, 2011	Baffinland developed a draft Environmental Impact Statement (EIS) based on the EIS Guidelines, which passed NIRB’s conformity review and was subject to information requests and technical review comments by participants in the assessment. A technical meeting was held in person in Iqaluit, Nunavut from October 18 to 20, 2011.
November 6 – November 10, 2011	The NIRB held a community roundtable and prehearing conference in each of Pond Inlet and Igloolik (the two communities closest to the Steensby Railway).
December 9, 2011 - November 14, 2012	Baffinland developed the FEIS ²⁴ based on the feedback received from the localities and the NIRB through the NIRB process.
November 29 – July 16, 2012	Information requests on the FEIS were provided by parties to the NIRB process and a Technical Meeting is held in person in Iqaluit. Final written submissions are provided to the NIRB from parties and intervenors, including the Agency.
July 16 – July 28, 2012	Final Hearings are held in Iqaluit, Pond Inlet and Igloolik.
September 2012	NIRB issues its Recommendation Report to the Minister.
December 2012	The Minister accepts the NIRB’s recommendation and approves the Project. The NIRB proceeds to issue Project Certificate No. 005 on December 28, 2012.

²³ NIRB, Final Hearing Report, Mary River Project, Baffinland Iron Mines Corporation, NIRB File No. 08MN053, September 2012. See generally “Section 1 – Introduction”, **Tab H.1**.

²⁴ **Tab C.3**

The participants in this process included those identified in **Table 5.2**. A more detailed description of the listed participants and details of their participation in the NIRB review process is available in the Report.²⁵ The full transcripts²⁶ from the NIRB hearing are attached at **Tab B.4**.

Table 5.2: Participants in the NIRB Process

Name	Description of Participant
Nunavut Planning Commission (NPC)	The NPC's role involved the joint review, with the NIRB, of the 34 kilometer portion of the Steensby Railway as it is located within the area covered by the North Baffin Regional Land Use Plan.
Nunavut Tunngavik Inc. (NTI)	See above.
Qikiqtani Inuit Association (QIA)	See above. The QIA participated in all stages of NIRB's environmental review process for this Project. To aid in additional communication and engagement with communities specific to the Mary River Project, QIA formed and administered seven Mary River Project Committees and their comments were included in its final submission. QIA's view of the Project was that provided the conditions presented in its final submissions were accepted by all parties, appropriate mechanisms are in place to effectively monitor and manage the Mary River Project in an acceptable manner. QIA stated that any remaining outstanding issues can be dealt with in reference to the recommendations and information requested in its final written submission. QIA emphasized in its final submission that the success of the Mary River Project demands continued work and collaboration with communities after the permitting process and throughout the life of mine.
Government of Nunavut (GN)	While the federal government currently has authority over the management of mineral resources in Nunavut, the GN has significant jurisdictional responsibility and permitting authority over activities that affect wildlife and wildlife habitat, Commissioner's lands, municipalities, education, health, social services, public safety, culture, community development, property rights, and the administration of the laws in Nunavut. It is the GN's objective to ensure that mineral resource projects in Nunavut are developed in a manner that respects, protects and cares for the land, animals and the environment. At the same time the GN is responsible to ensure that the Mary River Project will create positive effects on the socio-economic conditions of the territory by providing opportunities for employment, education and training to Nunavummiut.
Aboriginal Affairs and Northern Development Canada (now CIRNAC)	CIRNAC is the federal government department responsible for meeting the Government's obligations and commitments to Indigenous groups, including Inuit and Métis, and for fulfilling the federal government's constitutional responsibilities in the North. CIRNAC reviewed the Final Environmental Impact Statement for the Mary River Project from the perspective of water quality and quantity, land related issues such as vegetation and permafrost, and socio-economic impacts and benefits.

²⁵ Final Hearing Report, 2012. NIRB File No. 08MN053, **Tab H.1**.

²⁶ NIRB, 2012. Final Hearing Transcripts for the Mary River Project, **Tab B.3**.

Name	Description of Participant
Canadian Transportation Agency (The Agency)	The Agency is an independent, quasi-judicial tribunal and economic regulator. It makes decisions and determinations on a wide range of matters involving air, rail and marine modes of transportation under the authority of Parliament, as set out in the Canada Transportation Act and other legislation. Among the determinations it makes, The Agency approves specific Railway line construction projects. For these projects, The Agency assesses the impact of new construction on the environment. Given that the Nunavut Act establishes federal authority over the territory of Nunavut, The Agency indicated that the proposed Railway connecting the Mary River Mine to Steensby Inlet is a Railway within the legislative authority of the Federal Parliament. In its final submissions The Agency addressed 1) the proposed Railway, 2) alternatives in routing, design and operation, 3) the impact of the Railway on the caribou and ways to mitigate these impacts, 4) impacts to traditional land users 5) emergency response, and 6) noise and vibration impacts.
Environment Canada (now Environment and Climate Change Canada or ECCC)	ECCC is responsible for leading implementation of the Government of Canada’s environmental agenda and is committed to contributing to the realization of sustainable development in Canada’s North. ECCC’s mandate covers the preservation and enhancement of the quality of the natural environment, including water, air, soil, flora and fauna, as well as species at risk and migratory birds. In addition to ECCC’s mandate to conserve and enhance the quality of the natural environment, the Department administers s. 36(3) of the Fisheries Act which prohibits the deposit of a deleterious substance into fishbearing waters. ECCC also administers the permitting of disposal at sea and participates in the regulation of toxic chemicals and the development and implementation of environmental quality guidelines pursuant to the <i>Canadian Environmental Protection Act, 1999 (CEPA 1999)</i> . ECCC is responsible for protecting and conserving migratory bird populations and individuals, under the <i>Migratory Birds Convention Act, 1994 (MBCA)</i> , and administers the <i>Species at Risk Act (SARA)</i> in cooperation with Fisheries and Oceans Canada and the Parks Canada Agency.
Fisheries and Oceans Canada (DFO)	The federal government exercises authority over seacoastal and inland fisheries within Canada’s territorial boundaries. DFO’s primary focus in reviewing proposed developments in and around fishery waters is to ensure that the works and undertakings are conducted in such a way that the proponents are in compliance with the applicable provisions of the <i>Fisheries Act</i> . DFO’s environmental assessment and regulatory review of the Mary River Project is based in large measure on sections 32 and 35 of the Fisheries Act. Section 32 prohibits a person from killing fish by a means other than by fishing unless the person is authorized to do so. Section 35 prohibits the harmful alteration, disruption or destruction of fish habitat without authorization.
Canadian Coast Guard (CCG)	As a Special Operating Agency of the DFO, the CCG helps the DFO meet its responsibility to ensure safe and accessible waterways for Canadians. The CCG also plays a key role in ensuring the sustainable use and development of Canada’s oceans and waterways. With respect to marine shipping oil pollution prevention and preparedness and response in Canadian waters, both CCG and Transport Canada have responsibilities.

Name	Description of Participant
Health Canada (HC)	HC is the federal department responsible for helping the people of Canada maintain and improve their health. HC noted in its final written submission that the Mary River Mine is in a remote location with no human settlements nearby, although the site will include workers' accommodation.
Natural Resources Canada (NRCan)	NRCan regulates the manufacturing and storage of explosives through the federal Explosives Act. The Mary River Mine requires explosives manufacturing or explosives storage during construction at four locations – the mine site, Steensby Port, Milne Port and along the Railway. The 54 Mary River Mine will require both manufacturing and storage of explosives at the mine site during mine operations. Beyond its regulatory role, NRCan is the Government of Canada's principal earth sciences agency, providing Canadians with reliable geomatics and geoscience advice and knowledge. NRCan is also a source of scientific research and advice on mining and mineral technology for the mining and minerals industries as well as territorial and federal government departments that promote or regulate these industries. Specific to the Mary River Mine proposal, NRCan engaged experts within the Earth Science Sector's Geological Survey of Canada to provide advice in three subjects: 1) permafrost and geotechnical science, 2) engineering geology, and 3) coastal geomorphology. NRCan also engaged experts within the Mineral's and Metals Sector CANMET Mining and Mineral Sciences Laboratories to review the Proponent's acid rock generation and metal leaching assessment in the FEIS.
Parks Canada (PC)	PC has a broad mandate for ecological integrity, cultural resource management and traditional use, and park user experience for national parks, including Sirmilik National Park which is located near the Mine. PC also has a mandate in the context of the proposed National Marine Conservation Area (NMCA).
Transport Canada (TC)	TC is responsible for transportation policies and programs that promote all parts of the transportation system to work effectively and in an integrated manner, so as to provide Canadians with a sustainable transportation system that is safe, secure, efficient and environmentally responsible. The Department also has a responsibility to regulate associated transportation infrastructure, equipment and personnel in accordance with the legislation and regulations within the mandate of TC.
Makivik Corporation (Makivik)	Makivik is a signatory to the Nunavik Inuit Land Claims Agreement (NILCA) and has a duty to protect the integrity of the NILCA and the mandate to ensure the economic, social, and cultural well-being of the Nunavik Inuit. Makivik is also charged with protecting the rights of the Nunavik Inuit that flow from the James Bay and Northern Quebec Agreement (JBNQA) and the NILCA. Additionally, Makivik, on behalf of the Nunavik Inuit, is the owner of 80% of the islands in the Nunavik Marine Region (NMR). Makivik did not make any comments on the railway and focused comments on marine matters.
Nunavik Marine Region Impact Review Board (NMRIRB)	The NMRIRB's objective as established in section 7.2.5 of the NILCA is to ensure that any activities that will occur within the NMR and the areas of equal use and occupancy will be undertaken in a manner that complies with current activities within the NMR and will not adversely affect the existing and future well-being of the persons and communities resident in or using the NMR, or the ecosystemic integrity of the NMR.

Name	Description of Participant
Zacharias Kunuk – Nunavut Independent Television Network, Isuma Distribution International Inc. and Kigullitt Productions Inc.	Dr. Kunuk intervened as an Inuit filmmaker and hunter who has spent his life in the region of the proposed Mary River Mine. The intervention was in two parts. Part One was a written submission in English. Part Two was in audio and video formats in Inuktitut and is available on the internet at www.isuma.tv/DID . Dr. Kunuk’s intervention concerns the Inuk point of view on matters of human rights, wildlife, family life and the potential value of social media to the NIRB environmental review process.
North Baffin Localities	Each of the five North Baffin Localities has long term social, economic and environmental ties to the Project area. For many of these North Baffin households, harvest of country food provides an important contribution to their overall well-being, both physical and cultural. In all five communities, caribou, ringed seal, and arctic char are of major importance. In addition, walrus is a significant species in Hall Beach and Igloolik, while narwhal is a key component of the harvest among households in Arctic Bay, Pond Inlet, and to a lesser degree, Clyde River.

The NIRB made a focused effort to ensure there was a broad range of community representatives participating directly in the hearing. The NIRB invited five (5) community representatives from each of the eleven (11) communities identified as being potentially affected to attend the Final Hearing in Iqaluit. Community organizations were contacted in order to solicit representatives from broad demographic groups to participate, including local women’s groups, Hunters and Trappers Organizations, Elders’ societies, Hamlet Councils, and youth groups. Where no local group existed, the NIRB sought advice from regional associations and organizations in order to confirm participants for the Final Hearing.

A total of 41 community representatives from Arctic Bay, Clyde River, Coral Harbour, Grise Fiord, Kimmirut, Kinngait (formerly Cape Dorset), Resolute, and Sanirajak (formerly Hall Beach) as well as three local Iqaluit community representatives participated in the community roundtable portion of the Final Hearing in Iqaluit. The format of the Final Hearing in Iqaluit allowed the community representatives to observe the technical presentations of Baffinland and Intervenors over the first three days of proceedings. Community representatives attended these first days as well as the final two days which were dedicated community roundtable sessions. During these roundtable sessions, community representatives from each community were invited to sit at the table with the Board to hear shortened presentations by Baffinland which explained project components in detail. Community representatives were then invited to pose questions to Baffinland and/or Intervenors and to address comments to the NIRB. These sessions were well attended and had all seats at the roundtable filled with community representatives.

Similar community roundtable sessions were held at both the Igloolik and Pond Inlet venues as well, where technical sessions took only one day of the proceedings while two days were focussed on providing community members in these two communities with an opportunity to participate in the Hearing. Community representatives seated around the table at all three of the venues took advantage of the opportunity to pose questions to Baffinland and the various intervening agencies, and to express their comments and concerns to the Board during the proceedings.

The NIRB considered this input, the extensive documentation filed regarding this Project, including the information contained within the draft and final EIS filed by Baffinland, as well as the substantial written comments, information requests and final written submissions filed by formal intervenors. The NIRB also considered comments, evidence and advice from community representatives, members of the public and formal intervenors throughout the Review, including hearing from over 150 people who appeared on the record during the NIRB’s Final Hearing.²⁷ As it is the NIRB’s practice to ask all participants to sign in at the beginning of each day of proceedings, a full listing of sign in sheets from the Final Hearing is included on the public registry.

For a detailed overview of the public engagement efforts and opportunities included in the NIRB process, see **Figure 5.1**.

5.3.3 Summary of Key Issues Raised during NIRB Process by Localities

Based on the outcomes of these and other engagements, the NIRB identified the following key issues in relation to the construction and operation of the Steensby Railway for discussion during the Final Hearing:

- the alternatives analyses associated with the proposed Steensby Railway routing;
- the design considerations for construction and operation of the Steensby Railway under arctic conditions, including management plans for mitigation of potential impacts to caribou and terrestrial wildlife;
- the potential impacts from proposed mining and quarrying activities, including dust dispersion from the transport and storage of waste rock and ore, and impacts to water quality from acid rock drainage;
- the adequacy of proposed mitigation measures to protect archaeological resources and other heritage sites;
- the potential direct and indirect socio-economic impacts, including impacts to community demographics, capacity of current services to meet future needs, traditional land use and food security; and
- other issues as raised by parties, intervenors and the public.²⁸

Relevant comments, issues and concerns expressed by community representatives at the Final Hearing in relation to particular effects are described in detail in Sections 4 and 5 of the NIRB’s Recommendation Report, however, Table 1 of the Final Hearing Report (**Tab H.1**) and reproduced in **Table 5.3** below, provides a very brief summary of the key issues, concerns and perspectives offered by the community representatives and members of the public during the community roundtable sessions.

²⁷ Final Hearing Report, 2012. NIRB File No. 08MN053, See page xi, **Tab H.1**.

²⁸ Final Hearing Report, 2012. NIRB File No. 08MN053, See page 23, **Tab H.1**.

Table 5.3: Key Issues as Raised by Community Representatives in NIRB Process (Reproduced from Table 1 of the Final Hearing Report)

Subject	Issues/Concerns/Comments
Ecosystemic Effects	
Climate (including climate change)	<p>Ensuring project has factored potential effects of climate change into design for the long term</p> <p>Accounting for unpredictable ice conditions that are now resulting from climate change and will further be affected by year round shipping</p> <p>Greenhouse gas emission modelling due to use of diesel for power taken into account in assessment of effects over the life of the mine</p>
Air Quality	<p>Risk of dust from the mine and rail affecting vegetation, wildlife and people, including small mammals such as lemmings</p> <p>What will the emissions from the smelting of the iron ore in Europe be as these emissions could end up coming down in the Arctic</p>
Noise and Vibration	<p>Potential for polar bears to react to shipping noise by staying closer to communities where noise levels are lower</p> <p>Impacts of noise associated with trains</p> <p>Noise effects associated with shipping especially during ice covered conditions and the unknown effects on marine mammals</p>
Landforms, Soils and Permafrost	<p>Potential for Railway embankments to create hazardous snow conditions</p> <p>What will the area be like following reclamation of the mine, Railway, road and the port</p> <p>Potential for quarry sites for soapstone to be negatively affected</p> <p>Effects if permafrost underlying Railway breaks down unexpectedly</p> <p>How big will waste rock piles be and where will they be stored</p> <p>Concern that there hasn't been a Railway constructed in Arctic terrain such as this recently in Canada</p>
Vegetation	<p>Potential for contamination of vegetation due to project activities, spills, etc. (and subsequently affecting the food chain)</p>
Freshwater Quality and Fish	<p>Effects on fish and fish passage during construction of water course crossings for Railway, including effect on water quality and fish due to use of explosives and effects associated with use of metal culverts</p> <p>Will leaching from waste rock and build up of water in the mined out pit have effects on the surface waater quality and will there be requirements imposed regarding water quality before water can be discharged from the mine site</p> <p>Is it true that there is no processing only crushing so no tailings facilities</p>

Subject	Issues/Concerns/Comments
Terrestrial Wildlife and Habitat	<p>Unpredictability of effects of Railway on caribou migration, mortality, calving, etc. and uncertainty regarding whether caribou crossings will work, whether caribou will be attracted to train tracks, reactions to tunnels and likelihood of trains hitting caribou</p> <p>Potential effects on terrestrial wildlife, including caribou, during the use of explosives in the construction phase</p> <p>Will minimum flight altitudes be imposed to prevent impacts to terrestrial wildlife</p>
Birds	<p>Potential for migratory birds migration to be affected by year round shipping and increased air travel</p> <p>Effects of shipping on nesting grounds (including nesting grounds close to shorelines)</p> <p>Effects on migratory bird sanctuaries given routing of ships close to sanctuaries</p> <p>Will minimum flight altitudes be imposed to prevent impacts to migratory birds</p>
Marine Environment, Water, Ice and Sediment	<p>Loss of ice during year round shipping with the potential to limit winter travel routes amongst North Baffin communities</p> <p>Sediment impacts that could affect the food species (including plankton) relied on by walrus, whales and other marine mammals</p> <p>The potential for the release of ballast water to affect water quality in Steensby Inlet or result in the introduction of invasive species or release of bacteria/viruses</p> <p>Effects on water quality associated with blasting, dredging and other activities required to make the port deeper</p> <p>Effectiveness of the use of markers and other means to identify shipping route for people traversing the ice</p> <p>How will garbage and sewage from ships be disposed of at sea and while in port</p> <p>If Marine Conservation Area is designated later by the Federal Government, will that prevent shipping</p>
Marine Wildlife and Marine Habitat	<p>Impacts of year round shipping on polar bears</p> <p>Requests to suspend shipping in certain areas (pupping/calving/denning) during parts of the year when marine mammals are particularly vulnerable</p> <p>Potential for marine wildlife to be contaminated by emissions from ships</p> <p>Potential for marine mammals impacted by year round shipping to permanently abandon areas adjacent to shipping lanes</p> <p>Potential for marine wildlife to be attracted to open water and suffer adverse consequences when ice breaking opens lanes</p> <p>What seasons and limitations (e.g. light conditions, ice conditions) will affect marine mammal monitors on ships</p> <p>How will community quotas for marine mammals, such as whales and polar bears be affected if BIMC activities result in mortality</p> <p>How will communities be compensated if harm to commercial fisheries result</p> <p>Concerns that use of navigational aids (sonar in particular) may impact marine wildlife</p>

Subject	Issues/Concerns/Comments
Socio-Economic Effects	
Population Demographics	Fly in and fly out policy and potential effects on in-migration from communities to the south and from hamlets to bigger centres
Education and Training	<p>Availability of on-the-job training and ability of employees to get training and certifications that can be transferred to other employers, other jobs, etc.</p> <p>Whether not having a University degree, high school, speaking English or driver’s licence will be a barrier to being employed at the site and whether a criminal record will be a barrier to being employed</p> <p>Use of Inuit instructors for on-site training</p> <p>Will Inuit be stuck in entry level positions or will opportunities for advancement be available</p>
Livelihood & Employment	<p>Support for the mine contingent on employment opportunities and business opportunities being available for community members in the North Baffin</p> <p>Will Inuit and North Baffin residents in particular be given priority to access job opportunities</p> <p>When and where will communities start to see job opportunities and advance training for the mine development</p> <p>Will parties other than the Proponent create jobs associated with the Project (e.g. monitoring officers, enforcement personnel, etc.)</p> <p>Will the Project create job opportunities specifically for women</p> <p>How will Project employees be compensated when the mine closes</p>
Economic Development & Self Reliance	<p>If done right the Project could provide lasting benefits to infrastructure, employment and training</p> <p>Could reclamation plans include leaving buildings and roadways intact for other uses</p> <p>Concerns regarding the effect of increases in income causing increases in rental rates for government housing creating a disincentive for working at the mine</p>
Human Health and Well-Being	<p>Addressing potential for increased drugs and alcohol use/dependency and associated social problems</p> <p>Potential for health impacts if harvest of country foods is reduced or if there is contamination of local sources of country food</p> <p>Access to Inuit counsellors and Elders both on and off-site for support of workers and their families</p> <p>Request consideration of how Baffinland’s shipping may assist communities with resupply and/or supplementing existing transportation for goods from the south</p> <p>Handling notification of family members when employees on-site suffer health incident and require treatment or medivac</p> <p>Potential for 2 week in/2 week out rotation to contribute to family problems</p> <p>Potential for increases in rates of domestic and sexual violence/exploitation</p> <p>Will the project sites have health care centres</p>

Subject	Issues/Concerns/Comments
Community Infrastructure and Public Services	<p>Contribution to increased community capacity for social supports such as funding addictions centres, community-based counsellors, etc.</p> <p>Safety issues created by firearms being available on-site to support harvest activities</p> <p>Potential creation of infrastructure strains on housing, medical services, childcare, counselling, policing and correctional services</p> <p>Baffinland should find ways to support home ownership amongst their workers</p> <p>Can some infrastructure (roads, Railways, docks) be left intact when the mine ceases operations and be made available for the communities to use</p> <p>Would like to see infrastructure such as airport improvements and dock facilities provided in the communities closest to the project sites</p> <p>Will communities play a role in providing workers to help in the post-closure reclamation and monitoring</p> <p>Will the Project contribute to better regular schedules for flights amongst North Baffin communities where they do not need to be routed through Iqaluit</p>
Contracting and Business Opportunities	<p>Want to ensure that small and local businesses will have access to contracting and business opportunities; that it won't only be large companies from the south who benefit</p> <p>Ensure Inuit contractors include those in the High Arctic and are not just based out of Iqaluit</p> <p>How to ensure that businesses are given support to prepare themselves to be able to take advantage of business opportunities</p>
Culture, Resources and Land Use	<p>Preservation, protection of archaeological resources from damage</p> <p>Why there is no location in Nunavut for preservation and display of archaeological artifacts from Nunavut's communities (currently only in Yellowknife)</p> <p>Request to ensure former residents of Steensby Inlet are brought to the area for a visit prior to development</p> <p>Ensuring unilingual Inuktitut speakers are not discouraged or limited in their ability to rise in the organization by a lack of English</p> <p>Ensure respect for the Inuit culture, which is different, in all local communities</p> <p>Pleased to see restoration and reclamation planning included at this early stage</p>
Benefits, Royalties and Taxation	<p>Extent of and basis for compensation to harvesters whose harvests are adversely impacted by the project activities</p> <p>How distribution of benefits amongst North Baffin residents most impacted by the Project will be fairly carried out</p> <p>Ensuring benefits accrue to local government authorities (e.g. City and Hamlet) as they do not get direct payments from Baffinland</p> <p>Communities closest to the Project should receive the greatest share of the benefits</p> <p>Rejection of the project will significantly limit all future developments in the region</p>

Subject	Issues/Concerns/Comments
Other Issues	
Accidents and Malfunctions	<p>Safety of ore carriers given the large size and the strong currents in Steensby Inlet</p> <p>Monitoring of overwintering fuel vessel to ensure potential leaks are identified before large scale damage occurs</p> <p>Potential for ore carriers to become stranded in unpredictable sea ice</p> <p>Ensuring that there is sufficient capacity close by to respond to accidents, spills and malfunctions, with particular concerns expressed regarding responding to spills under ice and the fact that Canadian Coast Guard is only present in the Arctic in the open water season</p> <p>Request to ensure that communities receive training to be able to do some emergency response tasks</p> <p>Plans to reclaim a sunken ship and its cargo in the event of major accident</p> <p>Insurance set aside to address accidents and malfunctions</p> <p>Concerns emergency shelters along the Railway may be insufficient for the high snowfall conditions surrounding parts the Railway</p> <p>Can double hulled fuel vessel be punctured enroute to Steensby Port and then once frozen into the ice</p>
Alternatives	<p>Requests to consider alternative shipping routes farther away from some communities and traditional harvesting or transit areas</p>
Cumulative Effects	<p>Potential for year round shipping to speed development of Northwest Passage as main shipping route</p> <p>Monitoring of cumulative effects over longer time horizon (5-10 years)</p> <p>Will other deposits (other than Deposit #1) be developed</p>
Community Engagement	<p>Communities need to have access to monitoring results and project information on an ongoing basis</p> <p>Will NIRB report and recommendations be released publicly at the same time as the Minister receives the report</p>
Government Capacity	<p>Will devolution of responsibility to Government of Nunavut be accelerated due to this Project</p> <p>How will Governments ensure compliance with terms and conditions in a Project Certificate</p> <p>How will all parties ensure that the project is carried out in a way that restores public confidence in government institutions and the project proponent</p> <p>Will Parks Canada put preservation measures in place to conserve wildlife, birds and other natural resources in the park at Bylot Island</p> <p>What is a Development Partnership Agreement (between Baffinland and the Government of Nunavut) and what issues are addressed in this Agreement</p>
Monitoring	<p>Monitoring systems must be robust and must include community input and communication back to communities to be effective</p> <p>Inuit diets should be monitored to detect any changes and the presence of contaminants</p>

5.3.4 Summary of How NIRB Addressed Issues Raised by Localities

The NIRB identified numerous recommended measures in its Recommendation Report to mitigate adverse environmental effects, which were developed in direct response to concerns raised by localities, and which were accepted by the Minister. The residents and communities of the Nunavut Settlement Area, and the Intervenor and Parties to this process, will not necessarily all share the same views, and the NIRB is therefore required to consider and balance disparate views and opinions with respect to what might constitute the “existing and future well-being of the residents and communities of the Nunavut Settlement Area” in a reasonable manner, taking into account the evidence before it.

These mitigation measures are reflected and addressed in the terms and conditions established in the Project Certificate issued to Baffinland on December 28, 2012 (as amended), which is attached as **Tab B.1** to this Application. The terms and conditions which specifically refer to the Steensby Railway are highlighted in **Table 5.4** below (though it is noted that many other conditions apply generally to the Project and therefore, the railway). These are also addressed in the Table of Commitments at **Tab K.1**.

The regulatory system established under the Nunavut Agreement as well as the Project Certificate ensures that the NIRB’s assessment is annually referenced as a benchmark in comparison to updated monitoring data collected throughout the life of the Mary River Project. The most recent two Annual Reports of Baffinland and NIRB are available as part of the Section 98 Application at **Tab A.2** and **Tab A.3**.

Table 5.4: Project Certificate Terms and Conditions Which Specifically Refer to the Steensby Railway

T/C No.	Description
2	The Proponent shall provide the results of any new or revised assessments and studies done to validate and update climate change impact predictions for the Project and the effects of the Project on climate change in the Local Study Area and Regional Study Area as defined in the Proponent's Final Environmental Impact Statement.
10	<p>The Proponent shall update its Dust Management and Monitoring Plan to address and/or include the following additional items:</p> <ul style="list-style-type: none"> a) Outline the specific plans for monitoring dust along the first few kilometres of the rail corridor leaving the Mary River mine site. b) Identify the specific adaptive management measures to be considered should monitoring indicate that dust deposition from trains transporting along the rail route is greater than initially predicted. c) Outline specific plans for monitoring dustfall at intervals along and in the vicinity of the Milne Inlet Tote Road to determine the amount and extent of dustfall. d) Identify the specific adaptive management measures to be considered if monitoring indicates that dust deposition from traffic on the Milne Inlet Tote Road is greater than initially predicted. <p>The Proponent shall implement its Dust Management and Monitoring Plan, report all monitoring data to the NIRB annually, and take all adaptive management measures described in its Dust Management and Monitoring Plan if monitoring indicates that dust in the ambient air or dust deposition from the increased traffic associated with the increased volume of ore being shipped is greater than initially predicted.</p>
15	The Proponent shall collaborate to the extent possible with the Qikiqtani Inuit Association and local Hamlet organizations when undertaking consultation with all affected communities regarding railway, Tote Road and marine shipping operations. During these consultations, it is recommended that the Proponent provide information including video, audio, and photographic representation as well as any other aids (i.e. models) that may enhance the general public's understanding of railway, Tote Road and marine shipping operations, as well as all safety considerations for members of the public who may be travelling around the project area.
16	The Proponent shall ensure that the water related infrastructure or facilities that are designed and constructed, including the modification of culverts, diversion of watercourses, and diversion of runoff into watercourses along the railway, access roads, port sites, the Milne Tote Road, and other areas of the Project site, are consistent with those proposed in the FEIS and FEIS Addendum in terms of type, location, and scope and that the requirements of all relevant regulatory authorities are satisfied advance of constructing those facilities. Term and Condition 16 provides the following NIRB Commentary: <i>"It is understood that the term "consistent with those proposed in the FEIS" requires general consistency only in relation to the type, location and scope of this infrastructure and facilities, but does not limit the ability of the Proponent to refine and optimize the design, placement and construction as may become necessary to reflect site-specific conditions encountered during construction."</i>
28	The Proponent shall monitor the effects of the Project on the permafrost along the railway and all other Project affected areas including the Tote Road and must implement effective preventative measures to ensure that the integrity of the permafrost is maintained.

T/C No.	Description
53	<p>The Proponent shall demonstrate consideration for the following:</p> <ul style="list-style-type: none"> a) Steps taken to prevent caribou mortality and injury as a result of train and vehicular traffic, including operational measures meant to maximize the potential for safe traffic relative to operations on the railway, Milne Inlet Tote Road and associated access roads. <ul style="list-style-type: none"> i. Specific measures intended to address the reduced effectiveness of visual protocols for the Milne Inlet Tote Road and access roads/trails during times of darkness and low visibility must be included. b) Monitoring and mitigation measures at points where the railway, roads, trails and flight paths pass through caribou calving areas, particularly during caribou calving times. The details of these monitoring and mitigation measures shall be developed in conjunction with the Terrestrial Environment Working Group. c) Evaluation of the effectiveness of proposed caribou crossings over the railway, Milne Inlet Tote Road and access roads as well as the appropriate number. d) Development of a surveillance system along the railway corridor to identify the presence of caribou in proximity to the train tracks and operational protocols for the train to avoid collisions and enable caribou to cross the train tracks unimpeded. e) Protocols for documentation and reporting of all caribou collisions and mortalities, as well as mechanisms for adaptive management responses designed to prevent further such interactions.
54	<p>The Proponent shall provide an updated Terrestrial Environmental Management and Monitoring Plan which shall include, but not be limited to the following:</p> <ul style="list-style-type: none"> a) Details of the methods and rationale for conducting monitoring prior to the commencement of construction; b) Monitoring for caribou presence and behavior during railway and Tote Road construction; c) Description and justification of statistical design or other means of determining effect and proposed analyses to support the conclusions drawn from monitoring impacts of the mine and related infrastructure on wildlife; d) Details of monitoring and mitigation activities, which should be established in collaboration with the Terrestrial Environment Working Group and are expected to include: <ul style="list-style-type: none"> i. Dust fall (fugitive and Total Suspended Particulates), that addresses methods to reduce risk to caribou forage from dust fall; ii. Snow track surveys during construction and the use of videosurveillance to improve the predictability of caribou exposure to the railway and Tote Road. Using the result of this information, an early warning system for caribou on the railway and Tote Road shall be developed for operation. e) Details of monitoring thresholds related to level of mitigation and management; and f) Details of a comprehensive hunter harvest survey to determine the effect on caribou populations and potential effects on caribou behaviour resulting from increased human access caused by upgrades to the Milne Inlet Tote Road (and any other roads if they are shifted from private to public use) and increase local knowledge of the mine site, including establishing pre-construction baseline harvesting data.

T/C No.	Description
58	<p>Within its annual report to the NIRB, the Proponent shall incorporate a review section which includes:</p> <ul style="list-style-type: none"> a) An examination for trends in the measured natural variability of Valued Ecosystem Components in the region relative to the baseline reporting; b) A detailed analysis of wildlife responses to operations with emphasis on calving and post-calving caribou behaviour and displacements (if any), and caribou responses to and crossing of the railway, the Milne Inlet Tote Road and associated access roads/trails; c) A description of the extent of dust fall based on measured levels of dust fall (fugitive and finer particles such as TSP) on lichens and blueberries, and ash content of caribou fecal pellets; d) A demonstration and description of how the monitoring results, including the railway, road traffic, air traffic and dustfall contribute to cumulative effects of the project; e) Any proposed changes to the monitoring survey methodologies, statistical approaches or proposed adaptive management stemming from the results of the monitoring program; f) Any updates to information regarding caribou migration trails. Maps of caribou migration trails, primarily obtained through any new collar and snow tracking data, shall be updated (at least annually) in consultation with the Qikiqtani Inuit Association and affected communities, and shall be circulated as new information becomes available.
162	<p>The Proponent shall continue to engage and consult with the communities of the North Baffin region in order to ensure that Nunavummiut are kept informed about the Project activities, and more importantly, in order that the Proponent’s management and monitoring plans continue to evolve in an informed manner</p>
163	<p>The Proponent shall continue to engage and consult with the communities of the North Baffin region in order to ensure that Nunavummiut are kept informed about the Project activities, and more importantly, in order that the Proponent’s management and monitoring plans continue to evolve in an informed manner.</p>
165	<p>The Proponent is strongly encouraged to provide buildings along the rail line and Milne Inlet Tote Road for emergency shelter purposes, and shall make these available for all employees and any land users travelling through the Project area. In the event that these buildings cannot, for safety or other reasons be open to the public, the Proponent is encouraged to set up another form of emergency shelters (e.g. seacans outfitted for survival purposes) every 1 kilometre along the rail line and Milne Inlet Tote Road. These shelters must be placed along Tote Road and rail routing prior to operation of either piece of infrastructure, and must be maintained for the duration of project activities, including the closure phase.</p>
170	<p>The Proponent shall include in an updated Terrestrial Wildlife Management and Monitoring Plan, plans for increased caribou monitoring efforts including weekly winter track surveying and summer and fall surveys undertaken on foot twice per month.</p>
171	<p>The Proponent shall include within its updated Terrestrial Wildlife Management and Monitoring Plan, a commitment to establish deterrents along the railway and Tote Road embankments at any areas where it is determined that caribou are utilizing the embankments or transportation corridors to facilitate movement and where such movement presents a likelihood of caribou mortality to occur.</p>

5.4 SUMMARY OF NWB PROCESS

The NWB is tasked under the Nunavut Agreement with regulating the use of water and deposit of waste in Nunavut lands and waters. Prior to issuing the Type A Water Licence to Baffinland in 2014, the NWB held a full public process, including written submissions, public meetings and public hearings attended by community representatives. The QIA participated as a key intervenor. The NWB also provided advice on matters relating to waters and waste to NIRB during the environmental assessment process.

At the Pre-hearing Conference the NWB held in January 2013, the Board’s staff were advised that although Pond Inlet was the most appropriate place to hold the Public Hearing, the communities of Hall Beach (now Sanirajak), Arctic Bay, Igloolik and Clyde River should also be represented at the Public Hearing as these communities could potentially be affected by the activities and facilities included in the Application. Consequently, to ensure that the Board was provided with the opportunity to hear the concerns, questions and issues of these communities, the Board invited 5 members from each of the four communities, representing Elders, the local Hunters and Trappers Organization, youth, women and the Hamlet to attend the Public Hearing in Pond Inlet. At the Public Hearing, these community representatives were given specific opportunities to ask questions of the Applicant and the interveners and to provide the Board with their views, identify issues, express concerns and provide any other comments relevant to the Application.

Table 5.5 that follows provides a summary, by topic, of the key issues related to the Type “A” Water Licence Application raised by community members during the Public Hearing and Community Sessions. Those parties interested in a review of all comments received in their entirety are advised to consult the transcripts for the Public Hearing available on-line from the NWB’s website. Few comments were received specific to the railway, though some could apply generally to the construction and operation period.

Table 5.5: Key Issues Raised By Community Representatives Related to the Type “A” Water Licence Application (Reproduced from NWB Report “Table 1: Key Issues Raised By Community Representatives During the Public Hearing and Community Information”)²⁹

Topic	Issues/Concerns/Comments
Aircraft landing on roads adjacent to railway	Will the roads adjacent to the railway line be wide enough for aircraft to land?
Discharges of Sewage, Oily Water and Run off	Will sewage, oily water and run off that has contacted the ore stockpile be treated to ensure that contaminants are not being released into the environment?
Blasting/Explosive Residue	How would the explosive residue on snow that builds up during the winter be prevented from becoming part of the snow melt water that goes into nearby creeks and flowing water or sinking into the ground?
	Is the smoke, dust and explosive residue associated with blasting activities toxic or dangerous to animals?
	Will people out on the land still be able to drink water from the small ponds nearby areas that are being blasted, or will these water sources be contaminated by blasting activities?
	How will BIMC ensure that blasting activities do not impact fish in fish-bearing waters?
	How will BIMC make sure that blasting activities along the railway does not leave behind residue that causes permanent effects?
	Are there different criteria for blasting in open water and blasting where there is ice cover?
	Are there ever any allowances made for relocating the fish from a water body that is near to a blast site to a water body further away during blasting?
Contingency/ Emergency Planning	What kind of contingency/emergency plans are in place to notify communities if their water sources have been impacted?
Discharge Criteria	Is there a mechanism that can be established to ensure that phosphorus doesn't increase in the lakes receiving discharge from the mine and camps?
Fish Passage	Have there ever been instances where fish have successfully passed through culverts; where culverts do not act as blocks?
Impacts on Wildlife	How will the potential for impacts on water quality that affect wildlife and that could affect whether wildlife are safe to eat be prevented?
	What will the benefits be to compensate communities for the potential loss of traditional food sources associated with animals being impacted by these activities?
	How will birds, fish and animals be affected if they start eating the garbage generated by the mine?
	If there were impacts to wildlife that meant they could not be used for food, how would residents be notified not to eat these animals?

²⁹ Type “A” Water Licence Application, **Tab F.5.**

Topic	Issues/Concerns/Comments
Inspection and Enforcement	Do inspectors and other regulators have plans for visiting the mine site, inspecting the sites and conducting their own monitoring of the sites, and if so, how often would they visit?
Monitoring	Once the project is operating how will it be monitored and will Inuit be sent to participate in monitoring?
	Due to the importance of the area for harvesting purposes the communities would like to see streams and rivers south of Mary River monitored annually to ensure that any downstream impacts are identified before they cause permanent damage.
	Will monitoring of pH levels in Mary River be undertaken, and if pH levels are detected that are too high or too low will people having cabins in the area be alerted that the water may be unsafe to drink?
	What agencies have responsibility for monitoring, or is it only BIMC who will be involved in undertaking the monitoring and reporting of their results?
Notification	When BIMC has to shift to the use of other water bodies in future will they be providing notification to the nearby communities that they are now using a different water body?
Ore Stockpiles	How can BIMC be so confident that oxidation of the iron ore won't take place in the ore stockpiles?
	How does ore dust affect water quality?
Permafrost	How will BIMC plan to resolve issues such as nearby lakes, rivers and streams draining due to the permafrost in the area degrading and melting?
	Does BIMC have any contingency plans in place to address climate-change- induced changes on the environment in the next 20 years?
Pit Water Quality	Would pit water quality be improved if the pit was filled by other than natural rain and snow melt?
	Why are interveners suggesting that the pit lake water quality mitigation plan could be filed four years after the start of mining and not in advance?
	How long would pit lake water quality continue to be tested after closure?
Placement of Dredged Material on Land	Where will dredged material from Steensby Inlet be placed on land?
Reclamation	Once the project is complete, will the structures be taken down and would the land be returned to its original state?
Security	Has BIMC contemplated separating terrestrial and water-based security?
	What happens if after closure it is determined that the amount of security required exceeds the amount of security provided by BIMC?
Sediment Ponds	Once operations have ceased how will sediment ponds be reclaimed?

Topic	Issues/Concerns/Comments
Sewage Lagoons	Will all lagoons used for sewage treatment be lined?
	Will the sewage lagoons and sewage treatment plants be big enough to accommodate all the people that will be on-site during peak construction?
	What criteria are used to identify the best spot to locate the sewage lagoons and the sewage discharge points?
	What happens to the sludge from the sewage treatment plants?
Spills	Does BIMC have not only a “mitigation plan” but also an “action plan” that would be activated in the event of a spill into water?
Storage Tanks	How would the integrity of the containment berms around tank farms be tested before fuel is brought on-site?
	How would the integrity of the containment berms around tank farms be maintained once constructed?
Term of Licence	Concerns expressed that the term of 25 years is too long a term because once a licence is granted there may not be any opportunity for the Board, other agencies, or the communities to revisit the licence during the term of the licence.
Waste Rock/Acid- Rock Drainage	Where will the waste rock that will be used to surround and encapsulate potentially acid-generating rock come from?
	Why does BIMC say that they may have overestimated the potential for acid- rock drainage to impact run off water quality?
	When will BIMC have actual information from the site regarding the acid-generating potential of the waste rock?
Water Quality	What are BIMC’s plans if the deterioration in water quality is identified through monitoring and in particular what if the deterioration in water quality jeopardizes having safe drinking water in the project camps? Specifically how would you deliver water to project camps where the nearby source is contaminated or becomes unsafe to use?
Water Use	Is it correct that the greatest use of water will occur during the construction and where is the break down of daily use?
	Are the smaller ponds and lakes that are going to have water taken from them going to be able to withstand the withdrawals without drying up?

In addition to the submissions of designated community representatives, the NWB held Community Information Sessions that consisted of brief presentations from the Board, the Applicant and the Interveners followed by the opportunity for members of the public in attendance at the sessions to ask questions of all the parties. **Table 5.6** summarizes the key issues relevant to the Application raised by members of the public during both the Public Hearing and the Community Information Sessions.

Table 5.6: Key Issues Raised By Members of the Public During the Type “A” Water Licence Public Hearing and Community Information Sessions (Reproduced from NWB Report “Table 2: Key Issues Raised By Members of the Public During the Public Hearing and Community Information Sessions”)³⁰

Topic	Issues/Concerns/Comments
Changes to Application	Questions regarding whether the changes to BIMC’s plans announced in January 2013 will affect what is being proposed under this Application.
Discharges of Sewage, Oily Water and Run off	How good are the oily water and sewage treatment plants going to be—will they be better than the current Hamlet sewage treatment?
Dredging	Will dredging planned for Steensby Inlet impact benthic organisms, including destroying their habitat?
Explosive Residue	Is what’s left behind after blasting toxic to people or fish?
Impacts on Fish	Concern that the project’s impacts on fish will affect food sources for adjacent communities
Impacts on Wildlife	Noted that wildlife that had gone away during the operation of the Nanisivik mine have slowly come back to the area; animals returned once mining ceased.
	Have identified fewer seals in the area where exploration and bulk sampling have taken place.
Monitoring	How will BIMC monitor to make sure that if the mine is having impacts on water, BIMC and the NWB will know?
	How will regulators and agencies such as DFO and the NWB make sure that BIMC follows the terms and conditions in permits, licences and the applicable laws?
Reclamation	What plans does BIMC have for unused material when the mine ceases operation and reclamation is complete—will it be landfilled altogether or separately and if landfilled how will BIMC prevent seepage from the landfill?
Sewage Lagoons	Have concerns that even if the sewage is treated in a lagoon and is considered safe, Inuit are loathe to drink water in any area near a discharge point from a sewage lagoon.
Waste Deposits in Water	Residents have seen debris (including condoms and other garbage) floating on the lake that the mine is discharging its sewage into; does BIMC know anything about that?
Water Treatment	Who decides and when will it be decided if water treatment is required once the ore has been mined to the point where an open pit is created?
Water Use	How many people will be on-site at the peak of development and how much per capita water consumption has been estimated to accommodate the water use of all those people?
Water User Compensation	Does the Nunavut Water Board have a process for determining water user compensation if the Qikiqtani Inuit Association and BIMC are unable to come to an agreement?

³⁰ Type “A” Water Licence Package, **Tab F.5**.

Table 5.7 below provides all Type A Water Licence conditions that are specific to the Steensby Railway (though it is noted there are other conditions of general applicability to the Project, inclusive of the Steensby Railway component).

Table 5.7: Type A Water Licence Conditions Specific to the Steensby Railway³¹

Number	Condition
General Conditions	
11	The Licensee shall post signs in the appropriate areas to inform the public of the location of infrastructure and/or facilities designed to contain, withhold, divert or retain Water and/or Waste. All signs must be in English, Inuktitut and French.
Conditions Applying to Construction and Operations	
11	The Licensee shall minimize disturbance to terrain, permafrost and drainage during movement of contractor’s equipment and personnel around the site, including the railway corridor, during Construction, Operations and Closure Phases of the Project.
Conditions Apply to Water Use and Management	
25	The Licensee shall submit to the Board for review, at least thirty (30) days prior to implementation, copies of separate Blasting Management Plans developed for the mining operation, tunnelling of the railway and blasting near water bodies as committed to during the Public Hearing.
Conditions Applying to Waste Disposal and Management	
14	The Licensee shall remove any waste generated from temporary and permanent shelters along the tote road and along the railway corridor for treatment at appropriately licenced Waste Management Facilities.
16	The Licensee shall treat all Sewage waste generated at the Ravn River and Mid-Rail camps and Sewage generated at the Cockburn North and Cockburn South camps at either the Mine Site Sewage Treatment Facility or the Steensby Port Sewage Treatment Facility, unless otherwise approved by the Board in writing.
17	The Licensee shall provide to the Board for review, at least sixty (60) days prior to installation, detailed specifications and operational requirements for the Sewage storage tanks proposed for the Railway camps.

³¹ Ibid.

6 OVERALL SUMMARY OF KEY INTERESTS RAISED BY LOCALITIES

The following overall summary list of interests have been identified during the review of the comments received during engagement with the localities through the various methods and processes identified in [Sections 4](#) and [5](#) of this Report.

6.1 INUIT QAUJIMAJATUQANGIT (IQ)

Interests associated with IQ relate to the collection and incorporation of IQ and Inuit experiences into project planning, assessments, mitigations and ongoing monitoring and adaptive management.

6.2 WATER CROSSINGS

Interests regarding water crossings for the Steensby Railway are primarily associated with interest in potential impacts to wildlife, in particular potential impacts on migration of fish, and how wildlife may interact with culverts as well as the impacts on fish passage due to possible ice blockages.

6.3 SNOWMOBILE/ATV ACCESS AND CROSSINGS

Interests related to Tote Road access and crossings across all linear infrastructure (Tote Road and Steensby Railway) included questions about public safety (in particular, the risks associated with land users on snowmobiles who wish to travel near and across the railway) and the ability of caribou and community members (particularly with sleds) to cross the railway. Some participants suggested that Baffinland should place culverts and bridges that would allow caribou to travel under, instead of over the rail. Questions were also raised about embankment slopes and potential damage to snowmobile equipment crossing the rail.

6.4 PHYSICAL ENVIRONMENT

Physical Environment was further broken down in the following sub-interest list that aligns with the comments by localities.

6.4.1 Marine Environment

Interests related to marine environment pertained to port construction and shipping – no concerns were raised that were specific to railway in relation to this topic and so the following details are provided to the Agency to provide context only.

In particular, concerns related to port construction included noise and vibration from blasting and potential impacts on migrating fish. Concerns about shipping were related to risks associated with sea ice and ice breakers, noise and vibration, and introduction of invasive species (e.g., from ship hulls or ballast waters). There was also a question raised about the need for and timing of bathymetry studies.

6.4.2 Freshwater Environment

Interests related to the freshwater environment pertained primarily to water crossings (see [Section 5.2](#) above) and potential effects of crossings on access to water sources and fish migration and spawning.

6.4.3 Air Quality

Interests related to air quality pertained primarily to impacts of dust and dust management, although concerns were also expressed regarding air emissions from the diesel engines of the trains (e.g, NO₂, greenhouse gas emissions). Dust mitigation has been raised as a major priority for local communities. Community members enquired if the Steensby Component would result in a reduction of dust emissions due to the use of rail transport rather than hauling ore by truck. Questions were also raised about the safety and effectiveness of indoor crushing and whether the conveyor and rail cars would be covered.

6.4.4 Vegetation and Permafrost

Interests related to vegetation pertained primarily to impact of dust on vegetation, related long-term impacts and concerns around ingestion of vegetation by wildlife and wildlife by humans. Interests related to permafrost pertained to concerns of permafrost melt related to the construction of the railway.

6.5 WILDLIFE

Wildlife was further broken down in the following sub-interest list that aligns with the comments by localities.

6.5.1 Caribou

Interests related to caribou pertained primarily to concerns on the potential restriction of movement to the herd imposed by the railway as well as interests in the location and construction of caribou crossings along the railway. There was also interest in the potential for decline in the caribou population influenced by potential impacts of the mine. Caribou and caribou interaction with the railway are a leading interest of localities.

6.5.2 Other Wildlife

Interests related to other wildlife are in all instances tied to interests related to caribou. Comments pertained primarily to concerns on the potential restriction of movement imposed by the railway as well as interests in the location and construction of caribou/wildlife crossings along the railway.

6.5.3 Marine Mammals

There were no interests raised with respect to marine mammals and the railway, and so the following information is provided to the Agency to provide context for the types of issues that are raised with respect to the project generally.

Interests are related primarily to effects of shipping on marine mammals including potential ship strikes, noise, movement and calving impacts. Additionally, impacts of climate change on marine mammals (e.g., narwhal moving west, introduction of new species in the area) were expressed as topics of interests. While these interests are unrelated to rail these were included due to their relevance to the overall engagement record for the Project and importance to localities.

6.5.4 Fisheries

Interests related to fisheries pertained primarily to potential effects on fish, particularly Arctic char. Specific questions and concerns were raised around the timing of tunnel construction, with recommendations that tunnel construction (and associated blasting) occur in the summer when the Arctic char are more likely to be found in the watercourses instead of the lakes. Potential risk of contamination due to a spill was also identified and a question was raised if the Project would result in the fish leaving the area.

6.6 CULTURAL AND ARCHAEOLOGICAL SITES

Interests related to identification of cultural and archaeological sites in proximity to the Project. Specific concerns were related to the potential disturbance or mitigation of sites, the age of archaeological site, the treatment of artifacts, the coordination with territorial archaeological authorities and the identification of potential burial sites.

6.7 EFFECTS ON COMMUNITY AND INDIVIDUALS

Interests related to benefits for the communities through the Inuit Impacts Benefit Agreement (IIBA), as well as training and employment on the Project. Other interests related to the potential impacts the Project may have on community lifestyle and communication concerns related to language barriers. Concerns of shipping impacts on commercial fisheries and loss of income were also documented.

6.7.1 Safety

Interests related to the stopping distance of a train should a hazard be identified on or near the track and the ability of Baffinland to communicate any rail accidents to communities and land users. Additional interests for the localities include the safety regulations related to the shipping lanes, port sites and Tote Road and impacts on hunting.

6.7.2 Emergency Response

Interests regarding emergency response plans for potential rail derailment and restoration of land from the impacts of a potential derailment were documented.

6.7.3 Effects on Hunters and Land Users

Interests related to potential for the rail interaction with traditional hunting routes, public access to the Tote Road, port sites and crossings along the rail route for hunters and land users and potential impacts to traditional travel routes used by both people and animals. Additional interests for localities included access to summer hunting camps and impacts to use of hunting camps related to shipping and rail. Effects on Hunters and Land Users was a leading interest in engagement with the localities.

6.8 NOISE AND VIBRATION IMPACTS

Interests related to the construction and operational noise and vibration connected to the railway, particularly regarding caribou and their behavioural response to operational noise.

6.9 GENERAL

Interests related to overall Project approach, corporate decision making and questions about the Phase 2 Proposal that is no longer part of the Project.

6.10 EMPLOYMENT/BENEFITS

Nunavut overall has a need for employment opportunities. The most recent annual statistics are available from 2019 the annual average employment rate was estimated at 53.5%, compared to a 61.6% employment rate in the rest of Canada.³²

In the context of the Phase 2 Public Hearings, the Government of Nunavut stated to NIRB:

The challenge Nunavut faces is pretty stark when it comes to the economy. We have the highest rates of unemployment. We have some of the highest rates of food insecurity, meaning people don't have in many cases enough to eat, and we also have a challenge that's facing us over the next - over the coming two decades, and that's something that the Government of Nunavut is very concerned about. In addition to the people who are currently unemployed and who are currently unable to provide the necessities of life for their family, we're facing 10,000 young people across Nunavut becoming adults. That's a very high number, and in the five affected communities for the Baffinland project, there will be ... 1,800 young people becoming adults over the next 10 years. In our minds, we are hopeful and we've remained hopeful that we could find a way for this project to proceed with everybody finding agreement and finding - yeah, finding a way to proceed together. The opportunities that this project represents are - are huge when it comes to employment. They're - in many ways, there's not much that can replace in terms of employment the opportunities that are presented recognizing at the same time that those who have expressed concerns about the project and who are opposed to the project understand this and have weighed that in their own minds, for sure. So I guess the short answer is, yes, we are hopeful, as the Government of Nunavut, that we can find major opportunities because as we looked at the different sectors, mining represents one of the largest opportunities for employment within Nunavut.³³

The ongoing need for jobs in the community was confirmed by the Hamlet of Pond Inlet during the Phase 2 NIRB hearings:

There have been as many as 75 people from Pond Inlet working at one time at the Mary River site. If an economic base is to be established that will ensure future training and employment opportunities, improved quality of life for all families, retention of the young people as residents of our community, and the economic growth from the spin off effects of newfound wealth, this mine must stay open. Pond Inlet will not be able to replace the lost jobs to the residents of Pond Inlet, nor will it replace the economic benefits should this mine close. There are no other prospective employers on the horizon that could fill the void that would be created.³⁴

This was echoed by the Hamlet of Sanirajak:

There has been as many as 80 people from Sanirajak working at the Baffinland Iron Ore Mines' Mary River mine. This makes Baffinland Iron Ore Mines continued operations critical for the livelihood of a large portion of Sanirajak's population. For a relatively small community like Sanirajak, were the loss of those jobs to occur, it would have a devastating impact on the community.³⁵

³² https://www.gov.nu.ca/sites/default/files/documents/2022-11/annual_labour_force_statsupdate_2019.pdf

³³ See Phase 2 Transcript, Vol. 15, 2914-2915

³⁴ Final Written Statement, Hamlet of Pond Inlet, January 10, 2022, NIRB Registry No. 337607

³⁵ Final Written Statement, Hamlet of Sanirajak, January 10, 2022, NIRB Registry No. 337621

Inuit employed at the Project also provided their perspective on the need for the Project to support employment in the region and shared their own personal experiences with the Board:

“There’s only a few jobs opening, opening jobs here and a lot of people are always looking for jobs but it’d be harder for sure for searching for a job. Jobs barely open, but when they do a lot of people try and get that job.”³⁶

“If And the impacts to all of us losing employment would cause some hardship at some point financially. Unless, you know, because the limited market up here in Nunavut, job market prohibits, you know, or limits our ability to work with the limited amount of jobs. Well, that would be a lot like, you know, a lot of the settlements. There’s only so much employment, right? There’s only limited amounts of job spaces available for, for their skill sets, right? There’s not that many. They don’t need that many vehicle operators or building maintainers. They’re all filled basically... Well, prior to joining Baffinland I had been unemployed for three years. And I was very grateful that I was given the opportunity to join and learn much more different broad trades.”³⁷

“I was jumping jobs and it was really difficult, money-wise, and I couldn’t even get a house to rent or anything with the amount of money I was making. But now with Baffinland my money more than doubled. So I got much better after that.”³⁸

“Employment is not always easy to come by as most jobs that are available are ones that are at minimum wage and doesn’t make living any easier as everything is becoming more expensive, including gas, food, clothes, hunting equipment, sewing materials etc. Working at Baffinland brings stability in finances in my home, so that I don’t need to worry about my family being hungry or not having clothes to wear. I now have the ability to teach my kids hunting by getting them their own equipment and so on.”³⁹

³⁶ Verna Palluq (Clyde River) Our Inuit Voices Matter, Transcript

³⁷ Carson Soucie (Iqaluit) Our Inuit Voices Matter, Transcript

³⁸ Christopher Hayward (Cape Dorset) Our Inuit Voices Matter, Transcript

³⁹ Devin Aviugana (Iqaluit) Support Letter

7 OVERALL SUMMARY OF RESPONSES TO INTERESTS OF LOCALITIES

7.1 IQ

Baffinland is committed to integrating evolving IQ in the project design. With respect to the Steensby Railway, IQ was the primary driver of the terrestrial environment effects assessment, and helped to identify and refine the optimal alignment and location of likely caribou crossings areas (key and broad), which was subsequently approved by federal Ministers on multiple occasions. The comprehensive land use study carried out in support of the original FEIS has been supplemented by additional IQ studies in 2019 aimed at developing optimal management practices for the railway operation. Since 2019 Baffinland has funded QIA led IQ collection programs in support of the Project, including the series of Tusaqtavut Studies (one for each of the 5 North Baffin communities), a Pond Inlet Courtney Food Security Report, an IQ Focused North Baffin Caribou Study, a CRLU Assessment and the Inuit Stewardship Plan, inclusive of a Culture, Resource and Land Use Monitoring Program and a Social Monitoring Program (**Figure 7.1**). Baffinland and QIA have also agreed to develop Inuit specific objectives, indicators, thresholds and responses related to caribou, Arctic char, narwhal, seal, dust and land use. There is an ongoing process to integrate IQ and other community feedback derived from Baffinland led IQ studies, QIA led studies and a robust community and stakeholder engagement program in the Steensby Rail design. It is worth mentioning that Baffinlands community and stakeholder engagement program is strictly led by Inuit staff based in Iqaluit and Sanirajak, and is supported by Inuit Knowledge Holders and Community Resource Guides in each of the 5 North Baffin communities (category 1 communities) and the two South Baffin communities (category 2 communities). Land user perspectives along the rail alignment will continue to be considered, in particular in the selection of crossing locations for atv/snowmobiles and caribou.

For a complete description of how IQ is integrated into Baffinlands Environmental Management System (EMS), and how it shapes ongoing adaptive management process is contained in the IQ Management Framework and the Adaptive Management Plan.

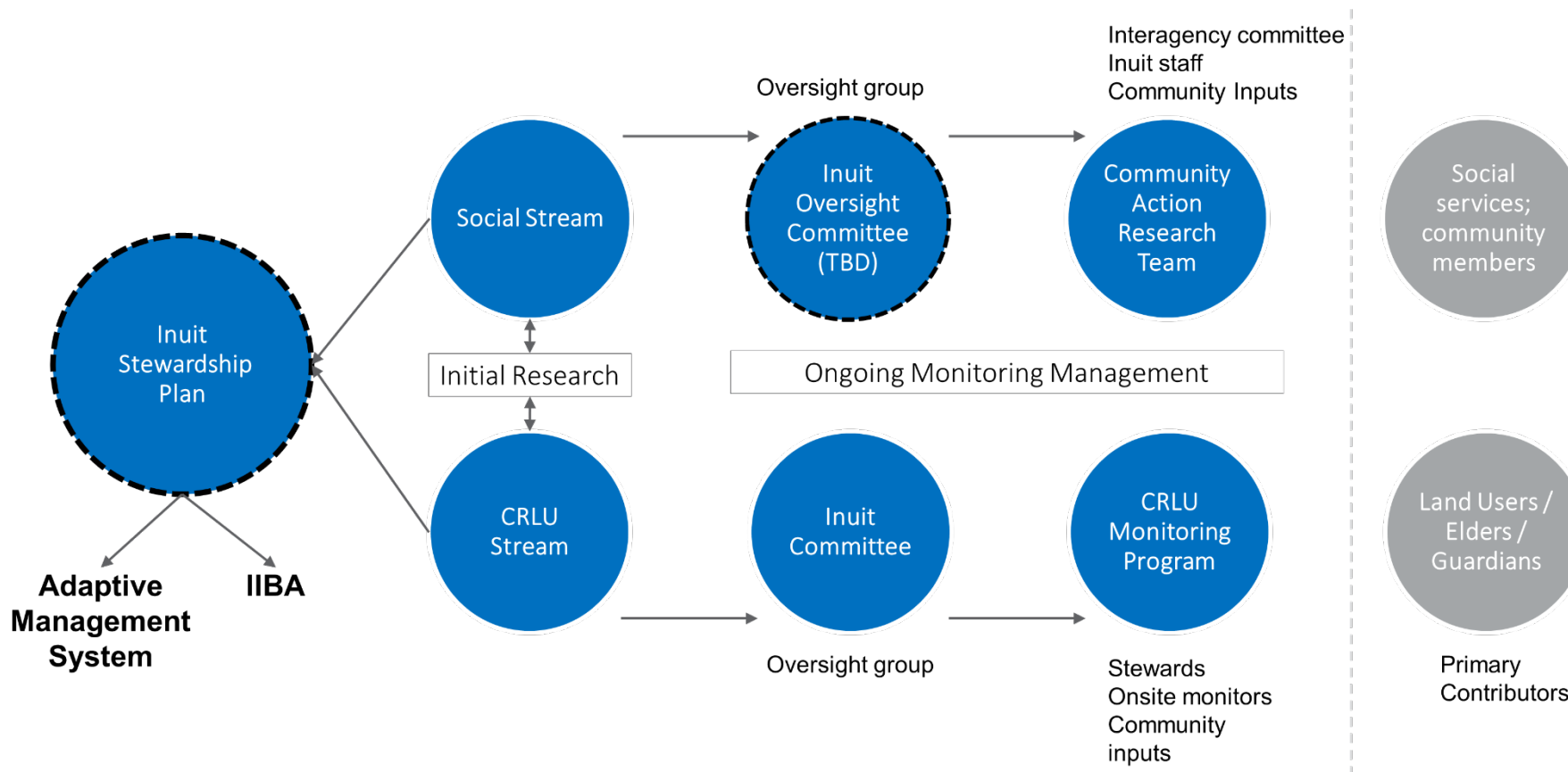


Figure 7.1: Inuit Stewardship Plan

7.2 WATER CROSSINGS

Refer below to Freshwater Environment for mitigations that will be applied in response to concerns raised by localities with regard to water crossings.

7.3 SNOWMOBILE/ATV ACCESS AND WILDLIFE CROSSINGS

Railway design takes into account tunneling options, topography grade, ice lenses and permafrost. There will be 42 bridges along the Steensby rail alignment. Baffinland will enact a community safety strategy to maintain community safety with respect to rail crossings. Although the railway will be private, land user crossing designs will adhere to public regulations.

IQ identified the importance of maintaining the ability for travel across the railway, and was used to identify ideal locations to establish land user crossings. Land user crossings are designed for snowmobiles to cross smoothly, with gentle grade approaches and blocking between the rails. Most bridges along the Steensby Railway will have the clearance to be passable underneath by snowmobiles as well as the larger diameter (>2 meter) culverts. Baffinland has already developed a preliminary list of crossing locations based on engagement to date and will continue to engage with communities on the locations of the land user crossings until the point of their construction.

IQ was also used to identify the location of historical caribou routes that interact with the railway and identify areas both key crossing and broad crossing areas based on the presence of caribou trails. While the Steensby Railway general construction and design is not expected to present a barrier to caribou as caribou are familiar with travelling over natural slopes in the North Baffin region, where it is possible to confirm site specific areas based on the presence of overlapping trails where caribou have a higher likelihood of crossing in significant numbers, the embankments will be modified to even further reduce the potential for the Steensby railway to act as a barrier. There will be continuous dialogue with communities and Knowledge Holders to understand how caribou interact with the railway throughout the life of the Project and is committed to adding additional crossing areas over time if needed. Baffinland has also included more bridges over fish-bearing waters and larger diameter culverts to facilitate fish movement, which may also act as incidental preferred crossings areas for other wildlife, including caribou.

The development and maintenance of land user and wildlife crossings is described in the Railway Maintenance and Operations Management Plan.

7.4 PHYSICAL ENVIRONMENT

7.4.1 Marine Environment

What follows is provided to the Agency for overall project context, however for clarity, no issues of concern relating to the marine environment were raised by localities in relation to the railway construction or its operations.

In response to interests related to port construction, Baffinland confirmed that all construction activities would be managed by a Project Execution Plan that would integrate all terms and conditions and requirements of the Environmental Management System developed in accordance with the Project Certificate, IIBA, Type A Water Licence and other authorizations, including Fisheries Act Authorizations, Navigaton Protection Program approvals, etc (details of the Environmental Management System are explained further in the Summary of Appendices). Baffinland has also recently modified its plans for construction of the Steensby ore dock to reduce the blasting and dredging activities during port construction.

Marine environment baseline information in the Steensby Port area was subject to an extensive field program in 2021 and 2022 to support the development of an application for a Fisheries Act Authorization in relation to all planned marine infrastructure (ore dock, construction dock, tidal pool infill, island cause way, moorings). Inuit were engaged directly in each years program planning, joined survey teams through program execution and informed the proposed offshore rocky reef offsetting project. In 2023 Baffinland also completed bathymetric surveys of the Steensby Port area and approach to inform safe marine operation procedures in advance of construction and operations. The results of these studies are included in the Section 98 application and will inform final design and operation plans.

To reduce potential impacts related to invasive species, Baffinland must follow Canada’s adoption of the IMO’s D-2 standard for the exchange and treatment of ballast water prior to discharge at Steensby Port. The process of exchanging ballast water in international waters followed by treatment significantly reduces any potential for the arrival of NIS into the Project area. The current Ballast Water Management Plan will be expanded to apply to Steensby Port. Baffinland, in consultation with the Marine Environment Working Group and communities through shipping specific workshops will evaluate the mitigations currently in practice at Milne Port for their feasibility with respect to Steensby Port. With respect to hull fouling, Baffinland confirms that vessels need to be dry docked every 5 years to be cleaned, in alignment with the Canadian Vessel Plan Approval and Inspection Standard. Baffinland is also working with DFO on a risk based biological ballast water testing system at Milne Port that should be applicable to Steensby Port once operations commence.

A complete summary of marine environment related monitoring and mitigation programs can be found in the Marine Monitoring Plan (MMP), the Shipping and Marine Wildlife Management Plan (SMWMP), the Ballast Water Management Plan (BWMP) and the Spill at Sea Response Plan (SSRP).

7.4.2 Freshwater Environment

In response to concerns related to water crossings and potential effects on water sources and fish migration and spawning, Baffinland has included additional bridges over fish-bearing waters and larger diameter culverts to facilitate fish movement, as well as incidental land user and/or wildlife crossing opportunities. As part of the application for a Fisheries Act Authorization, Baffinland is proposing to restock the upper reaches of Cockburn Lake with fish above a known fish barrier. Baffinland will rely on the involvement of local Inuit to ensure the success of the Project and that there is long term value in the added fish habitat.

A complete summary of freshwater related monitoring and mitigation programs can be found in the the Aquatic Effects Monitoring Program (AEMP), the Freshwater Supply, Sewage and Wastewater Management Plan (FWSSWMP), the Surface Water and Aquatic Ecosystems Management Plan (SWAEMP), the Tote Road Monitoring Program (TRMP).

7.4.3 Air Quality

Baffinland will 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:

- Application of crusting sprays on stockpiles to cover and reduce windblown dust through material handling
- Minimizing drop distances between stock piles and conveyors
- Installing hoods, shrouds and covers along any outdoor conveyor systems

- Minimizing drop distance between ship loader and cargo holds on vessels
- Optimization of blasting techniques to reduce dust generation

The Steensby Component of the Project also introduces several additional dust mitigation measures. 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. 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. There will be enclosures at ore transfer points at the Mine Site and Steensby Port. Consideration of additional dust management measures for the Steensby Port stockpile are underway.

As the predominant source of dust along the transportation corridor is generated by ore haul truck driving on the Tote Road surface, transport of ore by rail effectively eliminates dust along the transportation corridor. While railcars will not be covered, multiple literature reviews and case studies support the position that the size and weight of iron ore to be transported along the Steensby Railway is unlikely to become mobile while in transport.

The Steensby Component of the Project has also been designed with the objective of reducing air contaminants and greenhouse gas emissions wherever possible. Some of these designs include:

- Moving each tonne of ore by train requires less fuel than by truck by a factor of four, which means fewer emissions are expected to be required as the transition from ore haulage by truck to rail occurs, despite the substantial increase in tonnage that is expected to be moved.
- Baffinland is exploring opportunities to reduce its reliance on diesel. For example, the overland ore conveyor from the pit edge to the crusher will have a 250-350 metre drop in elevation that will allow the loaded conveyor to generate up to 15 MW of renewable power at the Mine Site, reducing the need for on-site generators year round.

The Steensby Component of the Project presents an opportunity to work towards a net zero future, as the additional resources provided by a profitable operation allow for ongoing investment in climate research and action plans, including the advancement of Baffinland's Climate Change Strategy.

The commitment to transition from ore transportation along the Northern Transportation Corridor to ore transportation along the Southern Transportation Corridor, once Steensby Components reach commercial transportation rates, is a significant mitigation that will eliminate dust emissions on the Tote Road from ore trucks and at the Mine Site from the outdoor crushers.

While the management of roads are a municipal responsibility under the stewardship of the Territorial Government, Baffinland has assisted some impacted communities with dust control on the municipal roads.

A complete summary of air quality related monitoring and mitigation programs can be found in the Air Quality and Noise Abatement Management Plan (AQNAMP) and the Terrestrial Environment Mitigation and Monitoring Plan (TEMMP).

7.4.4 Vegetation and Permafrost

With respect to dust on vegetation, Baffinland will 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 of the terrestrial environment. Refer to Air Quality above for additional details on dust management measures.

Baffinland is in year 13 of vegetation studies, which have included data collection from across the Northern Baffin region. Additionally, research has been conducted to identify which plants are most important to both caribou and people. Ongoing remote sensing monitoring will be extended to the railway once it begins. Results are reviewed by the HTOs, Environment Canada, and the QIA.

With respect to concerns of wildlife ingesting vegetation affected by dust, Baffinland noted that the GN previously conducted caribou tissue sampling across the region. Baffinland, in collaboration with the GN, will be conducting a caribou tissue sampling program in North Baffin 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.

With respect to permafrost, the construction methods and equipment will be appropriate for Arctic conditions and terrain consisting of permafrost, rock and various soil types. The embankments have been designed for permafrost considerations and additional allowances have been made to account for climate change effects, including an assumed increased thickness of the active layer.

A complete summary of vegetation related monitoring and mitigation programs can be found in the Terrestrial Environment Mitigation and Monitoring Plan (TEMMP).

7.5 WILDLIFE

7.5.1 Caribou

Refer to Snowmobile/ATV and Wildlife Crossings above for details on how concerns related to wildlife mobility have been addressed by crossings. Other concerns related to caribou were related to the potential impacts on disturbance, mortality and health.

Baffinland developed a number of mitigations to address concerns related to caribou with respect to the construction and operation of the Steensby Railway, which have been integrated into the Terrestrial Environment Mitigation and Monitoring Plan (TEMMP).

- **Disturbance.** The transition to a rail operation will displace an average of 236 daily ore haul truck transits along the Tote Road with a significantly reduces frequency of 13 daily train transits. Baffinland is also seeking to implement whistle cessation wherever possible as well as slow speed orders in the summer when permafrost will thaw. Related to both mobility and disturbance will be the continues implementation of wildlife right of way policies. Baffinland has already developed activity specific activity suspension procedures for tote road traffic, quarry blasting and helicopter work that considers the proximity, behavior, number, location and life cycle season of caribou. Additional activity suspension procedures will be developed as required in consultation with the Terrestrial Environment Working Group and communities through rail specific workshops.

- **Mortality.** Wildlife crossings are being designed to promote expeditious crossing by maintaining a relatively narrow, direct link between trails on either side of the railway. Slow speed orders will also be in place during the summer months, which aligns with the caribou calving and post calving seasons. The Draft Caribou Decision Framework for the South Railway (**Figure 4.1**) is intended to avoid collisions as well as disturbance, when safe to do so. In the event a mortality occurs there are provisions within the Mary River IIBA and under the GN's Wildlife Act to inform the QIA and GN of any fatal incidents and to preserve the carcass for transfer to HTO's where possible to do so.
- **Health.** Baffinland has carried out multiple comprehensive country food risk assessments (Human Health Risk Assessment geared towards traditional foods) in relation to the Project and the results continue to indicate there is no added risk, or exceedences of established health base criteria, due to the operation of the Project in studies country foods. With respect to potential iron ore contamination of caribou, Baffinland is required to conduct tissue and organ sampling on caribou for the life of the Project. To date Baffinland has leveraged partnerships with the Government of Nunavut and the National Contaminants Program to ensure compliance with the sampling requirements. The findings from the program to date have not identified any project effects on the quality of harvested caribou. Baffinland is interested in working with the QIA and communities on the implementation of a community based risk communication program and will explore this further.

Baffinland will expand its existing Environmental Management System to cover the Steensby Component of the Project, modifying individual management plans where needed, based on direct engagement with QIA, communities, regulators and working groups. Baffinland also conducts annual terrestrial monitoring programs which include, but are not limited to, snow track surveys, aerial caribou surveys, height of land caribou surveys, snowbank height monitoring and remote video-surveillance surveys.

A complete summary of caribou related monitoring and mitigation programs can be found in the Terrestrial Environment Mitigation and Monitoring Plan (TEMMP).

7.5.2 Other Wildlife

As noted in **Section 3**, interests raised regarding wildlife were primarily related to caribou, however, the proposed mitigations will also reduce the potential project effects on other wildlife. No additional responses or commitments were made by Baffinland for other wildlife beyond those referenced above for caribou.

A complete summary of other wildlife related monitoring and mitigation programs can be found in the Terrestrial Environment Mitigation and Monitoring Plan (TEMMP).

7.5.3 Marine Mammals

What follows is provided to the Agency for project context, however for clarity, no issues of concern relating to the marine environment were raised by localities in relation to the railway construction or its operations.

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, however, transiting to the north of Mill Island is still possible for matters of navigational safety.

IQ also identified the risks of shipping through ice, including increasing impacts to marine life and harvesting, as well as the the importance of the landfast ice in Steensby Inlet. To protect this landfast ice, Baffinland ships will reduce speed and minimize the width of the shipping lane. 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.

In response to concerns of potential impacts of oil spills on marine mammals and other marine life, Baffinland adheres to spill response measures as outlined in the Emergency Management and Response section of BAF-PH1-830-P16-0024 Shipping and Marine Wildlife Management Plan, as well as the Spill at Sea Response Plan. Baffinland is required under the Project Certificate to carry out additional spill modelling and risk analysis before commencing with bulk fuel shipments or commercial ore transportation.

Acknowledging concerns about climate change impacts on marine mammals, Baffinland will integrate climate change considerations into project planning. Baffinland’s Adaptive Management Plan will apply to to all construction activities and operations, including the need to seek QIA agreement on adaptive management plans related to narwhal and seal.

A complete summary of marine environment related monitoring and mitigation programs can be found in the Marine Monitoring Plan (MMP), the Shipping and Marine Wildlife Management Plan (SMWMP) and the Spill at Sea Response Plan (SSRP).

7.5.4 Fisheries

In response to comments raised regarding blasting, Baffinland stated they 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.

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. 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.

A complete summary of fisheries related monitoring and mitigation programs can be found in the Marine Monitoring Plan (MMP), the Aquatic Effects Monitoring Program (AEMP) and the Tote Road Monitoring Program (TRMP).

7.6 CULTURAL AND ARCHAEOLOGICAL SITES

The infrastructure has been designed to avoid archeological sites where possible. There have been extensive archaeological surveys done along the Steensby Railway and at Steensby Port. Archeological programs and mitigations involve local Inuit. Archaeological surveys have established that while archaeological sites do exist within the railway corridor, only one culturally significant site has been identified in the vicinity of the Alternative Route, known as the wolf trap.

As a result of this the route has been redesigned to protect the site during construction and minimize any impact during railway operations. The wolf trap is an important archaeological feature in the area and has been described as a prime example of a stone wolf trap; other such traps have been noted in the Cockburn area and in Steensby Port.

To mitigate the effect on the wolf trap, Canarail considered three alternatives. Two of the alternatives called for a realignment of the railway in the vicinity of km 126. The areas for proposed realignment are made up of ice rich alluvials with thermokarst lakes, which provide a high risk foundation. The original alignment was designed to minimize exposure to these conditions. These alternatives are not viable mitigation measures.

The third alternative, and the intended mitigation method for the wolf trap, is to maintain the original alignment of the railway and to place a fence between the railway and the protected areas during the construction phase. The current design shows the distance between the wolf trap and the centerline of the railway is 22.9 meters at the closest point and 12.9 meters from the nearest embankment line. As a result, the space between the willow and the wolf trap is large enough to allow the safe manoeuvrability of equipment without disturbing the areas of concern. Additional mitigation will include accurate mapping of the wolf trap, as a contingency measure. Any action taken by Baffinland with respect to the wolf trap will be taken in accordance with the *Nunavut Archaeological and Palentological Regulations*.

Baffinland continues to undertake archaeology surveys annually along the planned Steensby Rail alignment and Port to mitigate and minimize impacts of construction and operations on culturally significant sites.

A complete summary of ca monitoring and mitigation programs related to this topic can be found in the Cultural Resources Protection Plan.

7.7 EFFECTS ON COMMUNITY AND INDIVIDUALS

The IIBA will continue to apply to address impacts on Inuit and communities identified by the QIA, and maximize the benefits to Inuit for the Project. In accordance with its terms it will be reviewed every three years.

The construction of the Steensby Component of the Project will create an overall increase in the workforce at Mary River, as additional contractors are required to do the extra work. After construction of the Steensby Component of the Project is complete and ore transportation ends through Milne Port, Baffinland expects the operations workforce to remain the same, or grow (and direct financial participation benefits/royalties to Inuit (paid to QIA on behalf of Qikiqtani Inuit under the IIBA) will significantly increase with the increased production the Steensby Railway will facilitate). With Steensby, there will be a transition in some of the types of jobs available, but Baffinland is committed to retraining individuals wherever necessary so they can continue working with Baffinland. Under the IIBA, and as part of Baffinland's direct commitment to communities, no Inuit will lose their job at Mary River due to the transition to the Steensby Component of the Project. Baffinland also responded that Inuit salaries and wages would not change.

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.

In keeping with its values, Baffinland understands the importance of supporting various social, recreational and cultural activities in communities. As such, Baffinland provided \$270,000 to the Tasiuqtiit Working Group in 2023 to support community wellness initiatives selected by the Hamlet of Pond Inlet and the MHTO in Pond Inlet. Cumulatively, Baffinland has contributed \$1,070,000 in funding to the Working Group since 2018.

The Mary River Project has implemented a Inuit Leadership Development Program (ILDLP), at Mary River. ILDP is an innovative, culturally based program that will give Inuit employees the opportunity to advance to leadership roles within the company.

With respect to contracting and procurement, Baffinland indicated that when contracts are presented to the public they are distributed to Inuit who are prioritized. Contractors are chosen when the Project team is assured the person can complete the job. Baffinland has implemented the Preferred Inuit Firm (PIF) designation. Any Inuit firm with 100% Inuit ownership can be designated as a PIF with Baffinland and gain early access to certain contracting opportunities at the Mary River Project. An Inuit Firm must satisfy the following criteria to be designated as a PIF:

- a) Registered with Nunavut Tunngavik Incorporated (NTI) as an Inuit Firm.
- b) Located and operating within the Qikiqṭani Region.
- c) 100% owned and operated by Inuit (not a joint venture with a larger organization).
- d) Community presence (beyond a Post Office Box) and ability to demonstrate such presence

A complete summary of socio-economic related monitoring and mitigation programs can be found in the Mary River IIBA and the Socio-Economic Monitoring Program (SEMP)

7.8 SAFETY

Baffinland has identified that it must create a detailed safety management and inspection system to monitor and document safe operation of the railway. Baffinland will also enact a safety community strategy to maintain community safety with respect to rail crossings. Although the railway will be private, the trains will adhere to public regulations, including whistling at crossings.

Each rail car will carry approximately 106 metric tons of ore for a total of 6,784 metric tons transported by each train set. In response to interests raised pertaining to safety of train operations and safe stopping time, Baffinland indicated the average stopping distance for a loaded train would be 339m to stop, and 229m for an empty train. Should there be an accident, there are procedures laid out in the IIBA that BIM will take. If there is a wildlife incident this will be reported to the QIA and the communities in parallel.

The railway and trains will be built and maintained to operate in the cold climate. The locomotive engines will be equipped to adapt to the cold climate, potentially including special electronic control systems, and supplementary fuel heaters, and other systems to protect the crew, engine and other systems in extreme low temperatures and from snow ingress. The main railway maintenance work equipment to be used on the railway line include snow fighting equipment.

7.9 EMERGENCY RESPONSE

See related responses above for Safety. The Railway Emergency Response Plan (BAF-PH1-830-P16-0021) addresses the procedures to be followed in the event of a train accident or derailment. Should there be an accident, there are procedures laid out in the IIBA that BIM will take. If there is a wildlife incident this will be reported to the QIA and the communities in parallel.

7.10 EFFECTS ON HUNTERS AND LAND USERS

Baffinland works with QIA on wildlife compensation benefits under the IIBA. In the North Baffin communities, Baffinland, particularly Pond Inlet hunters, can access gasoline under the Harvesters Enabling Program through the IIBA. As an example, each hunter 12 years of age and over is eligible to receive up to 300 litres of gasoline each year. Refer also to responses provided above with respect to Road Access and Crossings.

Baffinland has made a one-time payment of \$1.3 million to the MHTO for changes in hunting experience that Inuit from Pond Inlet have described and to address difficulties in accessing the Wildlife Compensation Fund.

Under the IIBA, Baffinland maintains a \$750,000 Wildlife Compensation Fund, administered by QIA to compensate for damages to hunters caused by the Project.

7.11 NOISE AND VIBRATION IMPACTS

In response to questions asked about railway construction methods and alternatives to blasting, Baffinland explained that there will be drilling, blasting and removal of permafrost and bedrock where cuts are required along the railway embankment. Drill and blast operations will be required in the quarries excavations along the railway alignment. The Steensby Port site development (including development on Steensby Island) will begin with drilling and blasting, cutting and filling to bring the areas to the required elevation. When asked why Tunnel Boring Machines (TBMs) are not planned for tunnel construction, Baffinland explained this is due to a number of technical constraints with these machines, including: the long length of the machines, which make them unsuitable for the construction of the shorter tunnels along the Steensby railway; and the fact that TBMs are only suitable for construction of tunnels deep underground (greater than 150m).

Additional information on assessment mitigations relating to noise and vibration impacts can be found in a memo provided by RWDI on May 6, 2024.⁴⁰

7.12 EMPLOYMENT/BENEFITS

Through the implementation of employment and procurement initiatives under the IIBA and as described in its commitments to NIRB, Baffinland will support Inuit in obtaining Project-related contracts and employment. Baffinland will work with interested communities and groups to facilitate community economic development and share Project benefits through education, training and community investment. This will result in long term benefits for both Baffinland and Nunavut's fast-growing population.

⁴⁰ Hellewell, K., 2024 "Steensby Port Noise, Baffinland Iron Mine, RWDI Reference No. 2400388". Memo to Elisabeth Luther, Senior Manager, Regulatory Affairs, Baffinland Iron Mines. **Tab F.9**.

Baffinland prioritizes the employment and retention of Inuit staff for the Mary River Project with a focus on several workplace initiatives and committees, including:

- Cultural recognition programs, encompassing cultural awareness initiatives, the promotion of Inuktitut in the workplace, and the availability of Inuit Cultural Advisors to support Inuit employees;
- Provision of the Inuit Cultural Engagement Workshop for all on-site employees, facilitating non-Inuit staff members' understanding of Inuit culture and traditions;
- Operation of the Arnait Action Plan committee, dedicated to reducing barriers to employment. Article 7.17 of the IIBA underscores the importance of promoting Inuit women's access to job opportunities within the Project workforce. The committee focuses on developing policies, strategies, and procedures tailored to enhance women's employment;
- Introduction of the Aulatijiit Inuit Leadership Development Program. This is an innovative, culturally based program that gives Inuit employees the opportunity to advance to leadership roles within the company;
- Career Development Plans for every permanent Inuk employee;

Ongoing collaboration between Baffinland and QIA to support the implementation of the Mary River IIBA through the Q-STEP Inuit Training and Development Program.

Baffinland employs a number of staff to facilitate the aforementioned programs and to promote Inuit culture at the Mine Site, such as Inuit Employment and Training Specialists, Inuit Cultural Advisors, Inuit Relations Human Resource Advisors, Inuit Success Assurance Facilitators and an IIBA Employment and Training Specialist.

In response to comments regarding the Steensby Component of the Project, Baffinland stated their continued commitment to investing in community-based training initiatives similar to those considered under the Phase 2 Proposal. QIA and community input will largely determine the community-based training agendas and the development of subsequent community-based training programs.

Baffinland also communicated that the construction of the Steensby Component of the Project will create an overall increase in the workforce at Mary River. There will be a transition in some of the types of jobs available, but Baffinland is committed to retraining individuals wherever necessary so they can continue working with Baffinland. Under the IIBA, and as part of Baffinland's direct commitment to communities, no Inuit will lose their job at Mary River due to the transition to the Steensby Component of the Project.

The Steensby Railway can help address the urgent need that Nunavut has identified for more employment opportunities for Nunavut's current young and growing population. The long-term sustainability of the project will secure and enhance the existing benefits to Inuit through training and employment, business opportunities, general economic growth, and financial revenues.

7.13 OUTSTANDING OR POTENTIALLY UNRESOLVED ISSUES

One purpose of the engagement process is to allow participants the opportunity to understand what has been put forward by the proponent, to articulate their views and provide evidence to support the reasoning behind their views. It is acknowledged that differing opinions, beliefs and perceptions exist within and between the individuals and communities affected by the project. Baffinland has made its best efforts to work with all participants and will continue to do that. However, it is also acknowledged that full agreement on all topics among a diverse group of participants with different mandates and goals is not likely to occur with respect to a project of this size and complexity.

This project occurs within the context of a changing Arctic environment. Changes have been occurring geographically and at the same time as the Mary River Project. Some participants have told Baffinland and the NIRB that they attribute observed changes to the Mary River Project. However, an observed change does not necessarily mean that Mary River is causing the changes to occur, or significantly contributing to the observed effects.

Baffinland's operations affect the environment. This is consistent with assessment predictions. It is not possible to operate a mine or a railway without any effects at all. Baffinland's scientific monitoring results generally support the impact predictions in its environmental assessments (for further detail on reporting, see Baffinland's annual reports included with the Application.⁴¹ The only notable exception concerns dust where Baffinland has been transparent in its reporting of exceedances in predictions and our efforts to reverse that trend, however, it is important to note that monitoring programs related to vegetation and water quality continue to confirm the dust is not resulting in any significant and adverse environmental effects from a scientific perspective.

From an Inuit perspective, some land users have reported their views that dust is creating a larger impact than they expected when the Early Revenue Phase was approved, and so Baffinland has taken meaningful steps in collaboration with Inuit (via the Dust Audit Committee) and QIA to reduce dust. In response to Inuit experiences shared directly with Baffinland, QIA and through the NIRB process, Baffinland has strengthened its dust mitigations. It is important to emphasize that building the Steensby Railway and transitioning from a trucking to a rail operation will be the most significant mitigation possible to address the dust issues identified by Inuit relating to the Milne Inlet Tote Road.

As noted above, there is also ongoing work relating to the caribou crossing locations. Currently Baffinland has identified key caribou crossing locations, however these may change in the future due to environmental and animal movement patterns which may occur during the construction and operation phases of the railway. Baffinland will continue to liaise with Inuit to ensure that caribou will continue to cross the railway safely. If and when there is a need to change the locations of caribou crossings or increase the number, Baffinland will consider these changes as long as they are technically feasible and safe.

⁴¹ 2023 NIRB Annual Report for the Mary River Project (2024), [Tab A.2](#); 2022 NIRB Annual Report for the Mary River Project (2023 (reports back to 2013 available on request), [Tab A.3](#); Baffinland Annual Reports to NWB under Type A Water Licence 2022-2023 (reports back to 2013 available on request), [Tab H.4](#).

APPENDIX 1

ENGAGEMENT RECORDS

Engagement Attachment List for CTA Application

Folder Doc Name	Details
<u>231220_Coral Harbour Steensby Update_Combined</u>	Letter to Coral Harbour – shipping focused but attachment has slides relating to rail
<u>Freshwater FAA Engagement</u> Appendix B1 - Community Fisheries Offsetting Report Appendix B2 - Community Letters of Engagement Appendix B3 - Records from Sept 27, 2023 QIA Permitting Update Meeting Appendix B4 - Baffinland's Oct 13, 2023 Response to QIA Comments	Freshwater FAA engagement appendices
<u>Freshwater FAA Engagement</u> 231003_QIA Notification Form	QIA engagement notification form for October fish offsetting meetings
<u>Freshwater FAA Engagement</u> 20230925_Steensby_Permitting Update_Request to Igloolik HTO_Hamlet_Bilingual 20230925_Steensby_Permitting Update_Request to Pond Inlet MHTO_Hamlet_Bilingual 20230925_Steensby_Permitting Update_Request to Sanirajak HTA_Hamlet_Bilingual 20230808_Steensby_Offsetting_Verification_Request to Sanirajak HTA_Hamlet_Bilingual 20230808_Steensby_Offsetting_Verification_Request to Sanirajak HTA_Hamlet_Bilingual 20230628_Steensby_Railway_Workshop_Request to Pond Inlet MHTO_Hamlet_ENG 20230503_Steensby_Offsetting_Workshop_Request to Igloolik HTO_Hamlet_ENG 20230503_Steensby_Offsetting_Workshop_Request to Sanirajak HTA_Hamlet_ENG	Invitation letters
<u>Marine FAA Engagement</u> Marine FAA Engagement Sections	Marine FAA engagement section + appendices
<u>Steensby Community Tours</u> 240422_Steensby Engagement Report_Final with Appendices	Engagement report and records from Steensby Community tours in all 7 communities (invitation letters, slides, engagement materials, meeting minutes, follow up letters)
<u>Steensby Community Tours</u> 231110_QIA Notification Form	QIA engagement notification form for Nov 27 – Dec 1 Steensby community tour
<u>Steensby Community Tours</u> 231117_QIA Notification Form	QIA engagement notification form for Dec 5 - 6 Steensby community tour

Folder Doc Name	Details
<p><u>Steensby Community Tours</u> 240109_QIA Notification Form</p>	<p>QIA engagement notification form for Jan 30 and Mar 12 Steensby community tour</p>
<p><u>Engagement Photos – Inuit Team</u></p>	<p>Pics of Joe/Paul at community engagements</p>
<p><u>Makivik Corporation Engagement</u> 20231211_BIM Ltr to Makivik Re Steensby_Bilingual</p>	<p>Engagement is related to Southern Shipping Route – but slides sent to them in letter include info on rail</p>
<p><u>NIRB Annual Report</u> 2016-2023 NIRB Annual Report – Engagements – As Sent</p>	<p>NIRB Annual Report engagement records</p>
<p><u>Phase 2</u> 2019 Direct Community Benefits Meeting Report- July 2-5_Sept 24-25, 2019_FINAL</p>	<p>Phase 2 mine site visit community benefits report with appendices</p>
<p><u>Phase 2</u> 2019-08-03 Phase 2 Community Information Sessions_January and June 2019_R3_FINAL</p>	<p>Report on public information sessions held January 7-11, 2019 and June 3-11, 2019</p>
<p><u>Phase 2</u> 2019-08-03 Phase 2 Community Information Sessions_January and June 2019_R3_FINAL_APPENDICES</p>	<p>Appendices for above</p>
<p><u>Phase 2</u> Phase 2 Community Workshops Report (Final - January 24 2017)</p>	<p>Results of Community Workshops Conducted for Baffinland Iron Mines Corporation’s Phase 2 Proposal by Jason Prno</p>
<p><u>Phase 2</u> Community Risk Assessment Workshops: Final Report</p>	<p>Results of Community Risk Workshops Conducted for Baffinland Iron Mines Corporation’s Phase 2 Proposal by ERM</p>
<p><u>LinkedIn</u></p>	<p>BIM LinkedIn posts for Steensby Engagement</p>

APPENDIX 2

TABLE OF COMMENTS FROM LOCALITIES AND INTERVENORS

Table of Comments from Localities and Intervenors

Communication Number/Source Document	Stakeholder Group	Preliminary Interest	Sub Interest	Communication Summary	s.98/Steensby Railway Relevance (Y/N)	Event Date/Name	Response to Comment	Follow-up Actions	Reference to s.98	Summary of Relevant Project Certificate Terms and Conditions
11	Arctic Bay	General	N/A	Project team submitted letter of summary and thanks to Arctic Bay community following Hamlet Meeting.	Y	2016-11-23 - Arctic Bay - Hamlet Meeting	No response required.	N/A		N/A
12	Canadian Transportation Agency	General	N/A	Project team met with CTA in Gatineau, QC, to introduce team and discuss rail expansion project	Y	2016-11-29 - Canadian Transportation Agency - Rail Expansion Meeting	No response required.	N/A		N/A
14	Clyde River	General	N/A	Project team comment: Clyde River workshop discussion will include Mine Site, transportation, Milne Port, and shipping	Y	2018-06-11 - Clyde River - Workshop	No response required.	N/A		N/A
16	Clyde River	General	N/A	Project team comment: Discussion of shipping scheduling and growth projection, timeline to achieve Phase 2 and Steensby construction	N	2018-06-11 - Clyde River - Workshop	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
17	Clyde River	General	N/A	Project team comment: Provided an overview of Mary River Project timing, including shipping volume expansion, Exploration Phase, ERP Construction and Operation, and Phase 2.	N	2018-06-11 - Clyde River - Workshop	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
19	Clyde River	General	N/A	Project team comment: Since previous engagement meeting (May 2017), the Project has applied for an amendment to the NBRLUP to allow railroad to act as a mode of transportation, now entering in to an environmental assessment process. Workshop will include presentation of proposal.	N	2018-06-11 - Clyde River - Workshop	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A

Communication Number/Source Document	Stakeholder Group	Preliminary Interest	Sub Interest	Communication Summary	s.98/Steensby Railway Relevance (Y/N)	Event Date/Name	Response to Comment	Follow-up Actions	Reference to s.98	Summary of Relevant Project Certificate Terms and Conditions
20	Clyde River	General	N/A	Project team comment: Summary of changes proposed to Milne Port, including increased size of PDA, expanding stockpiles, constructing second ore dock, railroad unloading facility	N	2018-06-11 - Clyde River - Workshop	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
22	Clyde River	General	N/A	Project team comment: Detailing route of northern railway along current Tote Road, with deviations due to topography. Temporary camps will be built to support construction phase.	N	2018-06-11 - Clyde River - Workshop	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
23	Clyde River	General	N/A	Member asked about the opinion of Pond Inlet community members, as Pond Inlet will experience higher impacts. Project team communicated that there is varied support in Pond Inlet, some community members are in favor of rail line and some are against. Communication is frequent and ongoing.	N	2018-06-11 - Clyde River - Workshop	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
24	Clyde River	General	N/A	Member asked why the planned shipping route and railway has changed from Steensby to Milne Port. Project team communicated that Steensby route was expensive, and funding had not been secured. Milne Port shipping volume will increase in the future with approvals from NIRB, NWB and NPC.	N	2014-02-17 - Baffinland Community Tour Pond Inlet - Clyde River	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
25	Clyde River	General	N/A	Member asked if changing railway construction plans from Steensby to Milne Port is a violation of previously made community consultation agreements. Project team communicated that the approval process still includes community consultation.	N	2014-02-17 - Baffinland Community Tour Pond Inlet - Clyde River	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A

Communication Number/Source Document	Stakeholder Group	Preliminary Interest	Sub Interest	Communication Summary	s.98/Steensby Railway Relevance (Y/N)	Event Date/Name	Response to Comment	Follow-up Actions	Reference to s.98	Summary of Relevant Project Certificate Terms and Conditions
27	Clyde River	General	N/A	Project team comment: Detailing of 2014 construction activities, including Tote Road upgrades, Ore Dock construction, airstrip upgrades, fuel and supply delivery. Environmental monitoring includes marine mammal monitoring, terrestrial, bird surveys, caribou, fisheries/aquatics, and socio economic monitoring. Environmental effects monitoring are requirements of NIRB Project Certificate.	N	2014-02-17 - Baffinland Community Tour Pond Inlet - Clyde River	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
28	Clyde River	General	N/A	Project team comment: In response to why the Project needs to continue to expand, the operation is not sustainable at the current iron ore price. Major component of financial sustainability is to move to railroad from Tote Road trucking.	Y	2018-06-11 - Clyde River - Workshop	No response required.	N/A		N/A
29	Clyde River	General	N/A	Project team comment: summary of phase 2 review process. Technical meetings, community roundtable meetings, pre-hearing conferences, public hearings occur prior to NIRB recommendation decision, minister then makes decision based on NIRB recommendation. Phase 2 proposal approval, varied, or rejection is based on Minister's decision	N	2021-01-05 - Clyde River Radio - Phase 2 Review Process and Community Direct Benefits - Phone in Show	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
30	Clyde River	General	N/A	Community member asked about potential traffic increase due to railway construction, and if heavy equipment operators will need extra training.	Y	2017-05-29 - Clyde River - Community Meeting	Project team communicated that no jobs would be lost by Inuit, training will be given to those with drivers license or heavy equipment license.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
33	Government of Nunavut	General	N/A	Project team comment: Discussing process of quantifying community consensus on rail route preference. Without community consensus, Project will continue moving forward with route 1, as route 3 has uncertainties related to cost and timeline. Project team is planning further community discussions.	N	2019-09-16 - GN Rail Simulation	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A

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35	Government of Nunavut	General	N/A	Project team comment: detailing rail embankment construction material options, based on constructed mock embankment. Rail crossing locations are based on community input, currently 30 locations. 4 underpass locations. Rail routes, traditional travel routes, and the Tote Road all follow the easiest route across land.	Y	2019-09-16 - GN Rail Simulation	No response required.	N/A		N/A
36	Government of Nunavut	General	N/A	Project team comment: limitations to rail routes include hill gradients and slope lengths. Transport Canada has placed limit of 2.5% gradient, 1 km length slope. Route 1 is longest, route 2 (preferred by community) is shortest. Route 2 requires extensive excavation and infills. Massive embankments result in long culverts, raising DFO concerns. Project is trying to avoid massive cuts and fills.	N	2019-09-16 - GN Rail Simulation	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
37	Government of Nunavut	General	N/A	Project team comment: Route 1 remains preferred route, route 2 cannot be supported, route 3 is a possible alternate with higher risks than route 1. Route 3 will require more geotechnical work, and will impact project schedule.	N	2019-09-16 - GN Rail Simulation	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
38	Government of Nunavut	General	N/A	Project team comment: Presentation of route option tradeoffs. Route 1 has lowest average fill, lowest average cut, average gradients within safety limits, snow clearing is possible, lowest earthworks, route is easily maintainable. Environmentally it has the highest footprint for deviations, is the longest, higher rail operations emissions, but lower emissions from construction perspective. Lowest quarry footprint. Lowest barrier of the three routes to caribou movement. Not preferred by community due to impacts on travel routes. Lowest economic risk. Most investigation work done on this alignment, so far lower construction execution risks.	N	2019-09-16 - GN Rail Simulation	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A

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39	Government of Nunavut	General	N/A	Project team comment: Presentation of route option tradeoffs. Route 2 has highest cuts/fills, steepest gradients, and is unsafe for rail operations (too long/too steep gradients). Snow clearing from deep excavations would be impossible with conventionally available equipment, and concerns with clearing snow on long steep gradient. Highest earthworks volumes. Difficult to maintain. Scenarios in rail operations/maintenance where it would be very difficult to impossible to re-rail equipment up a 26 m high embankment. Intermediate disturbance footprint, highest operations/constructions emissions. Biggest barrier to people and caribou movement. Preferred alignment for community travel routes. Highest risk economically, this is the least understood option.	N	2019-09-16 - GN Rail Simulation	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
40	Government of Nunavut	General	N/A	Project team comment: Presentation of route option tradeoffs. Route 3 has average cut/fill heights. Lowest steep gradients, it is safe for train operations. Can get snow clearing done efficiently. Lowest disturbance footprint. Community proposed this as an alternative but it is not their preferred route, as there is still some impact on travel route. Medium risk from economic perspective as geotechnical information is 50% known, 50% unknown.	N	2019-09-16 - GN Rail Simulation	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
41	Government of Nunavut	General	N/A	Project team comment: comparison of 3 routes from geotechnical perspective. All routes are similar, underlain by rocks. Additional validation via drilling and geotechnical work required. Route 1 has detailed geotechnical work, route 3 shares half of route with route 1. Route 2 has essentially no geotechnical information, and would require extensive fills and cuts. Unsure if cut material would act as useful fill material, as presence of massive ice would render material unusable. Quarries would be required to source material.	N	2019-09-16 - GN Rail Simulation	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A

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42	Government of Nunavut	General	N/A	GN commented that there are only snowmobile crossings planned, however rail maintenance crews will also use the route.	Y	2019-09-16 - GN Rail Simulation	Project team clarified that road maintenance will also use snowmobile crossings, to observe alignment for conditions such as fire, flooding, wildlife, etc.	IQ land use studies were completed for the 2012 FEIS which informed the locations of the snowmobile crossings along the Steensby Railway. Baffinland continues to engage with the North Baffin communities to refine the locations of these crossings.		None
44	Government of Nunavut	General	N/A	Project team comment: presentation of railway route put together after caribou crossing workshop feedback. Concerns of rail route included proximity of rail line to travel routes, historic camping areas, concerns regarding travel routes and rail deviation. Community comments were also collected for two alternative alignments.	Y	2019-09-16 - GN Rail Simulation	No response required.	N/A		N/A
45	Government of Nunavut	General	N/A	GN requested additional information for caribou crossing facilitation, such as longer sections being more conducive to caribou, however height and slope issues still exist. GN has asked about the wildlife crossing plan.	Y	2019-09-16 - GN Rail Simulation	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.	IQ studies were completed for the 2012 FEIS which informed the locations of the caribou crossings along the Steensby Railway. Baffinland continues to conduct aerial caribou surveys (such as the ones done in 2023) and engage with the North Baffin communities to refine the locations of these crossings.		TCs 61, 171

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50	Government of Nunavut	General	N/A	GN noted that 85% of route 1 embankments are above 2m in height (FEIS criteria), the Project team commented that embankment slopes will be flattened to increase permeability.	N	2019-09-16 - GN Rail Simulation	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
51	Government of Nunavut	General	N/A	GN asked for clarification of embankment material, documentation has changed from use of type 12 to type 8 material. Project team confirmed that embankment would be constructed of type 8, with no capping of a different material.	N	2019-09-16 - GN Rail Simulation	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
52	Hall Beach	General	N/A	Community member asked for clarification of shipping goals in regards to trucks and trains.	Y	2018-06-15 - Hall Beach - Workshop	Project team confirmed that increased shipping goals can only be achieved with trains, transitioning away from using trucks. Truck usage would have to increase substantially to meet shipping goals.	No follow up action required		N/A

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57	Hall Beach	General	N/A	Summary of Sanirajak Radio Call In Show. 10 people called in. Comments/questions included reassurance of less dust emissions during Phase 2, community residents general opinions regarding phase 2 plans, Inuit employment during phase 2, expression of interest in having more informational sessions on Steensby rail, changes to community benefits during phase 2, requests of funding a new church, a comment noting Inuit employees are not in management positions, environmental effects monitoring in relation to dust and water consumption, HTAs receiving second hand research vessels, impacts to hunter's livelihoods	Y	2020-12-11 - Sanirajak Hamlet Council - HTO - BIM - Phase 2 Updates and Community Benefits	There will be several dust mitigation measures and the current dust management system used for the Project will be used at Steensby where possible. Under the IIBA, and as part of Baffinland's direct commitment to communities, no Inuit will lose their job at Mary River due to the transition to the Steensby Component of the Project. Baffinland will be continually engaging with the seven impacted communities on the Steensby Component. 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. The Mary River Project has implemented a Inuit Leadership Development Program (ILDLP), at Mary River. ILDP is an innovative, culturally based program that will give Inuit employees the opportunity to advance to leadership roles within the company.			TCs 10, 135, 136, 162, 163
58	Hall Beach	General	N/A	Community member asked if rail line would be primarily straight, or have turns.	Y	2018-06-15 - Hall Beach - Workshop	Project team confirmed that route would have as minimal turns, as train cannot navigate tight corners.	No follow up action required		None
59	Arctic Bay	General	N/A	Project team comment: Presentation of of the proposed scope of the Phase 2 project development and benefits for communities.	Y	2014-02-19 - Arctic Bay - Arctic Bay Hamlet Meeting	No response required.	N/A		N/A

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60	Arctic Bay	General	N/A	Project team comment: Presentation of an overview of 2014 construction activities, including Tote Road upgrades, construction of Ore Dock, upgrades to Mary River air strip, sealift deliveries. Summary of commencement of mining and environmental effects monitoring also provided.	Y	2014-02-19 - Arctic Bay - Arctic Bay Hamlet Meeting	No response required.	N/A		N/A
63	Hall Beach	General	N/A	Community member/employee commented that they had been turned away on a flight to site, and asked if the Project would be building a rail.	Y	2014-02-20 - Hall Beach - Town Hall	Project team responded that they were unsure of why the employee had been turned away, and that the rail project would be built pending funding.	No follow up action required		None
64	Hall Beach	General	N/A	Project team comment: Presentation of an overview of phase 2, and increase in shipping plans. Project team is present to receive concerns about proposal.	Y	2019-06-07 - Hall Beach - Community tour, Community meeting	No response required.	N/A		N/A
65	Hall Beach	General	N/A	Project team sent letter to Hall Beach thanking community for meeting with project team, and notifying community that a Project Update had been submitted to NIRB.	Y	2016-11-25 - Hall Beach - Hamlet Meeting	No response required.	N/A		N/A
66	Hall Beach	General	N/A	Community member expressed support for railway, and asked if rail would be approved. Project team responded that there is no guarantee that rail will be approved, as it is up to NIRB	N	2019-06-07 - Hall Beach HTO - Community Tour, Hamlet Meeting	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
67	Hall Beach	General	N/A	Community member expressed support for railway, commenting that there will be a reduction of dust and fuel.	Y	2019-06-07 - Hall Beach HTO - Community Tour, Hamlet Meeting	No response required.	N/A		N/A
68	Hall Beach	General	N/A	Community member asked if the Project had considered building an underground railroad.	Y	2019-06-07 - Hall Beach HTO - Community Tour, Hamlet Meeting	Project team commented that this would involve tunneling through the landscape, and the overall environmental impacts would be very high.	No follow up action required		None

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69	Hall Beach	General	N/A	Community member asked for clarification of number and size of ships, and the purpose of the rail. Project team responded that there would be 2-3 trains operating, will result in a reduction of dust emissions. The rail will go from Mary River to Milne Inlet	N	2019-06-07 - Hall Beach - Community tour, Community meeting	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	No follow up action required		None
71	Igloolik	General	N/A	Community member requested update on Railway Project or Steensby Inlet development.	Y	2014-02-20 - Igloolik - Town Hall	Project team responded that Baffinland is committed to the Railway Project, and that most of the railway projects around the world use rail to transport iron ore. The development is dependant on global economic conditions and the market price of ore.	Baffinland continues to frequently and openly engage with the seven impacted Baffin Island communities on the Steensby Component of the Project.		TC 163
73	Igloolik	General	N/A	Community member raised a number of questions about Steensby rail project, however Project team clarified the purpose of the workshop was to discuss the Milne Port rail project.	N	2018-06-14 - Igloolik - Workshop	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	No follow up action required		N/A
74	Igloolik	General	N/A	Community member asked how many carriers the rail would have, and if hunters had been included in studies. Project team responded that Inuit participate in monitoring programs, and that there are two train options: a two train system, and a three train system.	Y	2019-06-06 - Igloolik HTO - Community Tour, Hamlet Meeting	At full operation, three (3) 64-car train sets will be in the circuit at all times. 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.			TC 162
76	Igloolik	General	N/A	Community member asked if quantity of drivers and heavy equipment operators would decrease once railway is complete.	Y	2017-06-01 - Igloolik - Hamlet Meeting	Project team confirmed that while there would no longer be ore haul truck drivers, the drivers would be retrained and employment would not be lost.	None		None

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78	Igloolik	General	N/A	Community member asked for clarification that the Steensby Project is now stalled or off the table. The Project team confirmed that the Steensby Project is set aside due to financing. 12 Mtpa would not be able to be shipped by truck.	N	2017-06-01 - Igloolik - Hamlet Meeting	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
80	Igloolik	General	N/A	Project team sent letter to Igloolik thanking community for meeting with project team, and notifying community that a Project Update had been submitted to NIRB.	Y	2016-11-24 - Igloolik - Hamlet Meeting	No response required.	N/A		N/A
81	Pond Inlet	Road Access and Crossings	N/A	Community member asked a number of questions regarding regulations, crossing identification, and underground crossings.	Y	2018-11-21 - Phase II Consultation - Pond Inlet	Project team communicated that railway design takes in to account tunneling options, topography grade, ice lenses, permafrost. Monitoring includes aerial surveys, Bruce Head monitoring, acoustic monitoring, ship based monitoring.			None
83	Pond Inlet	Road Access and Crossings	N/A	Community member expressed concern that the rail line would block traditional routes and steep embankments, but commented that if crossing were possible it would be good. Project team agreed that crossings are needed	Y	2018-11-21 - Phase II Consultation - Pond Inlet	IQ identified the importance of maintaining the ability for travel across the rail line, and was used to identify ideal locations to establish land user crossings. Baffinland will engage with communities on the locations of the land user crossings before they are built.			TCs 15, 162
84	Pond Inlet	General	N/A	Project team comment: Presentation of Phase 2 Project current Project Development and Benefits for communities in the areas	Y	2014-02-18 - Pond Inlet - Community Meeting	No response required.	N/A		N/A
85	Pond Inlet	General	N/A	Community member asked if the Project began to make a profit from the ore, would the Railway Project then be able to be built.	Y	2014-02-18 - Pond Inlet - Community Meeting	The Project team responded that the railway development is dependent on economic conditions and the cost of iron ore.	No follow up action required		None

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86	Pond Inlet	General	N/A	Project team comment: Baffinland hosted a group of Pond Inlet community members at the Mary River site to provide a tour of facilities and ask any questions. Overall a very positive trip, primary concern was low level of Inuit employment and prospects to raise employment levels. Also discussed the upcoming phase 2 rail development and potential for a March winter sealift.	Y	Non-Event Communication	The construction of the Steensby Component of the Project will create an overall increase in the workforce at Mary River, as additional contractors are required to do the extra work. After construction of the Steensby Component of the Project is complete and ore transportation ends through Milne Port, Baffinland expects the operations workforce to remain the same, or grow. With Steensby, there will be a transition in some of the types of jobs available, but Baffinland is committed to retraining individuals wherever necessary so they can continue working with Baffinland. Under the IIBA, and as part of Baffinland's direct commitment to communities, no Inuit will lose their job at Mary River due to the transition to the Steensby Component of the Project.			None
88	Pond Inlet	General	N/A	Project team comment: presentation of 2014 construction activities, including Tote Road upgrades, Ore Dock construction, Mary River airstrip, sealift deliveries. Ore trucking to Milne Port began in September 2014. Environmental monitoring continues, as per NIRB Project Certificate.	Y	2014-02-18 - Pond Inlet - Community Meeting	No response required.	N/A		N/A
89	Pond Inlet	General	N/A	Community member asked for clarification-their understanding was that only one train engine was going to be used. Project team provided additional information on second train, including portion of railway where trains could pass by each other. NIRB will conduct community hearings	N	2018-06-12 - Pond Inlet - Workshop	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A

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90	Pond Inlet	Road Access and Crossings	N/A	Community member had a number of concerns, including use of the Tote Road as a public road, Inuit employment rates and lack of senior positions filled by Inuit, quantity of ships in the harbour and their impact to wildlife, and railway impact to traditional routes. Project team commented that while the Tote Road is considered public use, there are safety regulations that users are encouraged to follow. The Project team acknowledged that they have not met the Inuit employment goal, and that conversations would continue to be had with the QIA to adjust expectations. It was communicated that if ships are not following their designated routes, there is a toll-free number that HTO members may call to connect with BIM. An incident occurred last spring (2017) relating to the NunavutQuest dog sled race, the Project noted the incident could have been avoided had they been given information in advance. Priority when hiring Inuit goes to the five impacted communities, but is not restricted to them (i.e./ a person from Pangnirtung may still be hired and have room, board, and flights paid for).	Y	2018-06-12 - Pond Inlet - Workshop	As was planned with the transition to rail under Phase 2, Baffinland will continue to work with the closest communities to develop a protocol for safe land user transit of the Tote Road (i.e. land users may use the Tote Road themselves), and will maintain the services available to provide transport if land users prefer that method. The Mary River Project has implemented a Inuit Leadership Development Program (ILDLP), at Mary River. ILDP is an innovative, culturally based program that will give Inuit employees the opportunity to advance to leadership roles within the company.			TC 135, 136, 138
92	Pond Inlet	General	N/A	MHTO concerned about shipping, the route of the rail, Steensby, and culture. Suggested teaching iglu building with the help of Parks Canada	Y	2019-07-02 - Community Meetings in Mary River	Baffinland thanks the participants for their comments.			None

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95	Pond Inlet	Road Access and Crossings	N/A	Community member asked if it has been determined where the railway will go, if markers have been installed along the route, and how construction progress was going. Project team displayed image of projected rail route, and noted that there were markings on the tundra as to visualize route for HTO and other community members from the air (helicopter). Some adjustments may be made in a section east of Phillips Creek, as per the MHTO's request. Geotechnical work is ongoing to verify bedrock beneath adjusted area. If the route is the preference of the community, and the possibility is there, then the route will be built.	N	2019-10-16 - Pond Inlet - Phase 2 HTO Consultation Meeting	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
97	Pond Inlet	General	N/A	Community member asked for clarification on shipping volume approvals- Steensby has been approved for 18 Mtpa, however Baffinland was requesting to ship 12 Mtpa. Project responded that they have been approved to ship 18Mtpa out of Steensby, however building the railway to Steensby will be very expensive. The plan for full production still includes shipping 18 Mtpa out of Steensby.	Y	2018-06-12 - Pond Inlet - Workshop	Baffinland's approval included infrastructure descriptions, which could accommodate up to 30 million tonnes per annum of ore production when Steensby is operational.			None
98	Pond Inlet	General	N/A	Community member asked for clarification, as in an earlier public meeting it was stated that there would be one train with an engine on either end, but now there are two trains with turning areas.	Y	2018-06-12 - Pond Inlet - Workshop	Each train set will consist of two (2) locomotives (one on each end of the train set).			None
100	Pond Inlet	General	N/A	Member asked if there will be two railways used, and if they had been approved by NIRB or NPC. Project team responded that there will be two trains on the Milne Inlet railroad, which has not yet been approved. The concept of rail as a method of transportation has been approved by the NPC, the Project is now moving in to the EA phase which requires NIRB approval. There would be one rail line, with two trains going back and forth, with an area for trains to pass each other.	N	2018-06-12 - Pond Inlet - Workshop	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A

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101	Pond Inlet	Road Access and Crossings	N/A	Community member asked for additional information on the railway embankment. Project team communicated that the railway track would be a raised bed approximately 1 meter high, with a gentle 3m:1m slope. In areas where the topography requires a higher embankment, the slope will be even gentler at 5:1.	Y	2018-06-12 - Pond Inlet - Workshop	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.			None
103	Pond Inlet	General	N/A	Project team sent letter to Pond Inlet thanking community for meeting with project team, and notifying community that a Project Update had been submitted to NIRB.	Y	2016-11-22 - Pond Inlet - Hamlet Meeting	No response required.	N/A		N/A
104	Ikajutit	General	N/A	Community member stated they'd heard of the Steensby rail in the past, but not the Milne Port rail, and asked if the Steensby line was no longer planned. The Project team stated that the Steensby line is approved, however given the economy it is not financially feasible. It is not possible to make revenue via trucking on the Tote Road, so the updated plan is to build a railway to Milne Port	N	2017-05-31 - Arctic Bay - HTO Meeting	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
105	Ikajutit	General	N/A	Community member asked for additional information on Milne Port railway, including asking why the line was being built, and if studies had been done to depict where the line would be built. The Project team responded that the updated rail diverts from the Tote Road in one area due to steep topography, but generally it follows the Tote Road.	N	2017-05-31 - Arctic Bay - HTO Meeting	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
106	Hall Beach	Physical Environment	Air Quality	Community member commented that a lot of ore is shipped, and that dust has impacts, followed by questioning if the proposed increase to 12 Mtpa would be completed by trucks, or if the Project is considering a rail because it would be more efficient. The Project team responded that shipping 12 Mtpa via trucks would require many more trucks and would increase use of the Tote Road. It is more efficient to have a few daily trips by train instead.	Y	2018-06-15 - Hall Beach - Workshop	Moving each tonne of ore by train requires far less fuel than by truck, which means fewer emissions are expected to move ore by train, than what is required to move 6 Mtpa by truck.			None

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111	Igloolik	General	N/A	Community member expressed concern for the railway, asked if the proposed route would follow the Tote Road. Project team responded that the rail line would largely follow the Tote Road, with one area of diversion due to the terrain.	N	2017-06-01 - Igloolik - HTO Meeting	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
116	Pond Inlet	Road Access and Crossings	N/A	Community member raised concerns regarding crossing rail line with heavy sleds, and commented that travelling alongside the tote road can be dangerous as there is rocks from the road. Member said it would be better to go under the railway line with loaded sleds than over, and noted that there are hardly any caribou near the mine. Requested that railway slopes are not too steep. The community member also commented that they had observed winter shipping in Labrador, specifically that ships were only present for a few months of the year.	Y	2018-11-21 - Phase II Consultation - Pond Inlet	IQ identified the importance of maintaining the ability for travel across the rail line, and was used to identify ideal locations to establish land user crossings. Most bridges along the Steensby Railway will have the clearance to be passable underneath by snowmobiles. Baffinland will engage with communities on the locations of the land user crossings before they are built. 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.			None

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118	Pond Inlet	Safety	N/A	Community member asked if the train tracks will be build to withstand snow.	Y	2017-05-30 - Pond Inlet - HTO Meeting	The locomotive engines will be equipped to adapt to the cold climate, potentially including special electronic control systems, and supplementary fuel heaters, and other systems to protect the crew, engine and other systems in extreme low temperatures and from snow ingress. The main railway maintenance work equipment to be used on the railway line include snow fighting equipment.			None
119	Pond Inlet	General	N/A	Project team comment: Detailing of 2014 construction activities, including Tote Road upgrades, Ore Dock construction, airstrip upgrades, fuel and supply delivery. Environmental monitoring includes marine mammal monitoring, terrestrial, bird surveys, caribou, fisheries/aquatics, and socio economic monitoring. Environmental effects monitoring are requirements of NIRB Project Certificate.	N	2014-02-17 - Baffinland Community Tour Pond Inlet - Pond Inlet/HTO Meeting	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
123	Pond Inlet	General	N/A	Project team comment: Discussion of why the Rail Project has been put on hold, and an explanation that the current economy has resulted in a phased approach and further development of the Mary River Project. The Project will try to do a better job of explaining this to the communities moving forward.	N	2014-02-17 - Baffinland Community Tour Pond Inlet - Pond Inlet/HTO Meeting	No response required.	N/A		N/A
125	Pond Inlet	General	N/A	Community member commented that their preference is to make as few rail detours as possible, taking topography in to account. Member proposed an alternate route on a map, noting that they would have to go through NPC process to allow for this.	N	2017-05-30 - Pond Inlet - HTO Meeting	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A

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130	Pond Inlet	General	N/A	A community member presented a proposed rail route, and asked the Project team to consider it.	N	2017-05-30 - Pond Inlet - HTO Meeting	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
134	Pond Inlet	General	N/A	Community member asked if Elders had been consulted in planning the rail route, the Project team responded that Elders had not been consulted, but that they are trying to take the easiest route by staying close to the Tote Road.	N	2017-05-30 - Pond Inlet - HTO Meeting	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
137	Indigenous and Northern Affairs Canada (INAC)	General	N/A	Project team discussed updated Project Description submitted to NIRB, and plans for the approval of Phase 2. INAC requested to be kept in the loop as to advise senior staff.	N	Non-Event Communication	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
138	Indigenous and Northern Affairs Canada (INAC)	General	N/A	Project team updated INAC on Baffinland status, with INAC being surprised that NPC did not consider rail in conformity as Amendment 2 to the NBRLUP. Introductions provided to Nunavut Tunngavik (NTI) leadership at PDAC.	N	Non-Event Communication	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
139	Mittimatalik Hunters and Trappers Organization	General	N/A	Multiple community comments and concerns in response to the Phase 2 project description, including narwhal migration response to both cruise and Baffinland ships, coastal buildings vibrating while Project ships passed, questions in relation to rail vs road usage, and clarifications of the NIRB approvals process.	N	2016-11-29 - MEWG - Meeting #9	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A

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142	Nunavut Impact Review Board (NIRB)	General	N/A	NIRB is requesting additional information from the Project in relation to the Phase 2 Proposal, including the proposed location, scale and extent of the railway and ancillary works, the basis for Baffinland's conclusion that there is a need for the rail component, the basis for Baffinland's selection of the rail component as the preferred alternative, and an overview of the extent to which the rail component may interact with, have effects on and/or require changes to existing or proposed project infrastructure.	N	2016-10-28 - NIRB - Letter Requesting Updated Project Description	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
143	Nunavut Impact Review Board (NIRB)	General	N/A	Response to QIA correspondence sent to Baffinland and the Nunavut Planning Commission as it relates to the Public Hearing set to take place in Pond Inlet, Nunavut on December 4-5, 2017. Hearing is to listen to concerns related to Baffinland's request to amend the North Baffin Regional Land Use Plan re: Rail	N	2017-12-04/05- NPC NBRLUP Amendment- Public Hearing- Pond Inlet	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
144	Nunavut Planning Commission (NPC)	General	N/A	Letter to NPC removing winter shipping request from NBRLUP amendment application for Phase II	N	2017-12-04/05- NPC NBRLUP Amendment- Public Hearing- Pond Inlet	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
145	Nunavut Impact Review Board (NIRB)	General	N/A	Response to QIA correspondence sent to Baffinland and the Nunavut Planning Commission as it relates to the Public Hearing set to take place in Pond Inlet, Nunavut on December 4-5, 2017. Hearing is to listen to concerns related to Baffinland's request to amend the North Baffin Regional Land Use Plan re: Rail	N	2017-12-04/05- NPC NBRLUP Amendment- Public Hearing- Pond Inlet	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A

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147	Pond Inlet	General	N/A	Community members expressed concerns about the proposed railway and more ships in Eclipse Sound. A compromise could be reached by shipping through Navy Board Inlet instead.	N	2016-05-08 - Pond Inlet - Workshop No. 4 - Caribou Open House	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
148	Pond Inlet	Effects on Community and Individuals	N/A	Community member commented that Pond Inlet will experience the highest effects, and should have proportional IIBA benefits as a result. Member also commented they do not want winter shipping through Eclipse Sound, and is in favor of winter shipping through Navy Board Inlet.	N	2016-05-09 - Pond Inlet - Verification Meeting	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
149	Pond Inlet	General	N/A	Summary of topics discussed at community meeting: Inuit Employment, Youth Employment, Traditional Knowledge/Inuit Qaujimagatuqangit (TK/IQ), Work Related Training, Inuit Associations, Education and Skills, Narwhals, Marine Wildlife Monitoring, Terrestrial Wildlife Monitoring, Environmental Assessment Process, Shipping Impacts, Marine Physical Environment Monitoring, Communities and Community Organizations, Employment of Women, Ground Transportation Noise, Rail, Inuit Lifestyles and Traditions, Terrestrial Travel, Camps and Harvesting, Food Security, Caribou, Steensby, Road, IIBA, Blasting, Shipping, Direct Benefits, Royalties, Other Marine Mammals, Inuit Organizations, Community Infrastructure, Air Transportation, Community and Social Stability, Contracting Opportunities, Entrepreneurial Capacity, Impacts on Terrestrial Habitat, Polar Bear, Seals, Walruses	Y	2019-06-04 - Pond Inlet - Community Meeting, Community Tour	No response required.	N/A		N/A

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150	Pond Inlet	General	N/A	Summary of topics discussed during radio show : Inuit Employment, Youth Employment, Traditional Knowledge/Inuit Qaujimagatuqangit (TK/IQ), Work Related Training, Inuit Associations, Education and Skills, Narwhals, Marine Wildlife Monitoring, Terrestrial Wildlife Monitoring, Environmental Assessment Process, Shipping Impacts, Marine Physical Environment Monitoring, Communities and Community Organizations, Employment of Women, Ground Transportation Noise, Rail, Inuit Lifestyles and Traditions, Terrestrial Travel, Camps and Harvesting, Food Security, Caribou, Steensby, Road, IIBA, Blasting, Shipping, Direct Benefits, Royalties, Other Marine Mammals, Inuit Organizations, Community Infrastructure, Air Transportation, Community and Social Stability, Contracting Opportunities, Entrepreneurial Capacity, Impacts on Terrestrial Habitat, Polar Bear, Seals, Walruses	Y	2019-10-08 - Pond Inlet Youth - Radio Show	No response required.	N/A		N/A
151	Qikiqtani Inuit Association (QIA)	General	N/A	Multiple community comments and concerns in response to the Phase 2 project description, including narwhal migration response to both cruise and Baffinland ships, coastal buildings vibrating while Project ships passed, questions in relation to rail vs road usage, and clarifications of the NIRB approvals process.	N	2016-11-29 - MEWG - Meeting #9	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
153	Qikiqtani Inuit Association (QIA)	General	N/A	Response to QIA correspondence sent to Baffinland and the Nunavut Planning Commission as it relates to the Public Hearing set to take place in Pond Inlet, Nunavut on December 4-5, 2017. Hearing is to listen to concerns related to Baffinland's request to amend the North Baffin Regional Land Use Plan re: Rail	N	2017-12-04/05- NPC NBRLUP Amendment- Public Hearing- Pond Inlet	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A

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154	Terrestrial Environment Working Group (TEWG)	General		Project team comment: Project team provided an overview of the existing approved Terrestrial Environment Management and Monitoring Plan. Following presentation, member asked if there is a GN initiative for ships coming in to Iqaluit for the monitoring of invasives, Project team member responded that there are no existing invasive species protocols. Caribou crossings additionally discussed.	Y	2013-03-04 - TEWG - Meeting #1	Currently, Baffinland conducts a Non-Indigenous Species and Aquatic Invasive Species (NIS/AIS) Monitoring Program at Milne Port and plans to continue the Northern programs at Steensby Port when it is operational.			TCs 76, 89, 90
155	Transport Canada	General	N/A	Transport Canada asked how familiar the Project was with the alignment trail, the Project team responded that there had been two rounds of drilling, however the biggest unknown is that there are no physical assets that have been built there	N	2019-02-01 - Transport Canada - Rail Design Phase II	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
156	Transport Canada	General	N/A	Transport Canada asked if the railway will be using new locomotives, or if the locomotives are currently operating in G&W fleet. The Project team responded that the locomotives were initial test locomotives used to test Tier IV, and have between 0 and 5000 hours of use already.		2019-02-01 - Transport Canada - Rail Design Phase II				None
157	Transport Canada	General	N/A	Transport Canada asked if the Project was proposing any impact detection equipment on the locomotives, commenting that that gyroscopes are used down South to detect high impacts such as broken rail. The Project team responded that there had been discussions with rail operators in the past, where detectors could be installed on the rolling stock so that an ore cart could collect data. There would be minimal additional cost, but the detector would add a lot of back up data. For rolling stock, a maintenance facility at the port would connect to the rail operating center where personnel would manage day to day operations.		2019-02-01 - Transport Canada - Rail Design Phase II				None

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158	Transport Canada	General	N/A	The Project team commented that the meeting is about rail design and that the future technical meetings will be more about the management plans in the commitment registry.		2019-02-01 - Transport Canada - Rail Design Phase II	No response required.	N/A		N/A
159	Transport Canada	General	N/A	The Project team discussed fuel suitable for Arctic conditions, and monitoring the locomotive response through the seasons		2019-02-01 - Transport Canada - Rail Design Phase II	No response required.	N/A		N/A
160	Transport Canada	General	N/A	The Project team discussed use of pandrol clips and switches in the design of the rail		2019-02-01 - Transport Canada - Rail Design Phase II				None
161	Transport Canada	General	N/A	Consult with potentially affected communities and groups, particularly the Hunters and Trappers Organizations regarding the identification of Project vessel anchor sites and potential areas of temporary refuge for Project vessels along the shipping routes within the Nunavut Settlement Area. Feedback from the consultation should be incorporated.		2019-02-01 - Transport Canada - Rail Design Phase II				None
162	Transport Canada	General	N/A	The Project team discussed the alignment of the rail design, in maintaining locomotives, easing stresses on the tracks, minimizing resistance. 1 curve that is 500m and the rest are all above 500 m radius, 5 degree curvature, the bulk of them are at 700 m radius and bigger.	N	2019-02-01 - Transport Canada - Rail Design Phase II	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
163	Transport Canada	General	N/A	The Project team discussed the geotechnical work that had been completed to date, including bridge design, drilling phases, steel selection. Four bridges to be built with pile foundations, two being adfreeze piles, two being rock bearing.		2019-02-01 - Transport Canada - Rail Design Phase II				None
164	Transport Canada	General	N/A	The Project team discussed the rail operations from the bulk material handling perspective. Front end loading will occur at the mine from small stockpiles replenished by crushers, with a rotary car dumper at the Port.	Y	2019-02-01 - Transport Canada - Rail Design Phase II				None

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165	Transport Canada	General	N/A	The Project team noted that they will need to have 10.2 Mt stockpiled before the shipping season starts, to meet shipping targets.	N	2019-02-01 - Transport Canada - Rail Design Phase II	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
166	Transport Canada	General	N/A	Transport Canada asked for clarification on rail operation speeds.	Y	2019-02-01 - Transport Canada - Rail Design Phase II	The Project team confirmed that early documents stated that the locomotives would be designed for 75 km/hr, but the design has been updated to operate at 60 km/hr.			None
167	Transport Canada	General	N/A	Transport Canada asked for clarification regarding trains and tonnage. The Project team responded that Phase 2 has been designed to achieve 12 Mtpa. This will include a 3 train design, 1 front and 1 back locomotive, distributed power, 64 car length.	N	2019-02-01 - Transport Canada - Rail Design Phase II	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
168	Transport Canada	General	N/A	Transport Canada clarified that the Project is not planning on using different ties on high curvature areas, the Project team confirmed that they are just planning on using wood ties, with additional ballasts installed on curvatures less than 800 m.		2019-02-01 - Transport Canada - Rail Design Phase II				None
169	Transport Canada	General	N/A	Transport Canada asked what the maximum degree of curvature was planned, the Project team responded that the sharpest curve is a 500 m radius, a 5 degree curvature.		2019-02-01 - Transport Canada - Rail Design Phase II				None

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170	Transport Canada	General	N/A	The Project team summarized their design plans, which includes a set of typicals, drawings for grade crossings, tote road deviations, typical rail detail, signage detail, bridge drawings (4 bridges along the alignment), drawings for the rail alignment itself (plan, profile, cross sections), schematic diagrammatic figures showing where the key assets will be. Schematics have been designed for an 80 car train to start, with the ability to expand to a 95 car train.		2019-02-01 - Transport Canada - Rail Design Phase II				None
171	Transport Canada	General	N/A	Transport Canada asked about a section of the rail design, seeking clarification that the design follows the river. The Project team confirmed that the portion runs through a river valley, with areas of fill and cut, avoiding cutting in an ice rich section through km 60-70.	N	2019-02-01 - Transport Canada - Rail Design Phase II	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
172	Transport Canada	General	N/A	Transport Canada and the Project team discussed incorporating sidings in to the model design. The Project team noted that there are three sidings now in the model design.		2019-02-01 - Transport Canada - Rail Design Phase II				None
173	Transport Canada	General	N/A	Transport Canada asked if there would be OCS train control, the Project team confirmed that there would be. The Project team continued that rail control is to be remote, using a rail operator out of Montreal. A rolling stock workshop would be able to do all major repair and replacement work. The intent is to have everything on site, as to limit flying anything to site at a large expense. The Project team will work to develop a comprehensive list of spare equipment with suppliers.		2019-02-01 - Transport Canada - Rail Design Phase II				None
175	Transport Canada	General	N/A	Transport Canada asked for confirmation that the train is designed for 75 km/hr, but would be operating at 60 km/hr.		2019-08-21 - Transport Canada Meeting	The Project team confirmed that the train would be operating at 60 km/hr.			None
176	Transport Canada	General	N/A	Transport Canada asked if the train would be designed for 75 km/hr and operate at 60 km/hr, or if it would be both designed and operated at 60 km/hr.		2019-08-21 - Transport Canada Meeting	The Project confirmed that the train will be designed, maintained, and operated at 60 km/hr.			None

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177	Transport Canada	General	N/A	Transport Canada noted that two planned bridges are end bearing, and two are friction-bearing, followed by asking if any bridges would be using spread footings. The Project team responded that none of the bridges would be using spread footings.		2019-02-01 - Transport Canada - Rail Design Phase II				None
180	Transport Canada	General	N/A	Transport Canada asked what the Project's relationship with GWCI is, asking if the Project owns everything and the GWCI operates. The Project responded that they have looked at multiple configurations, and currently the best configuration is the Project owns everything and GWCI will operate and perform maintenance.		2019-02-01 - Transport Canada - Rail Design Phase II				None
182	Transport Canada	General	N/A	Transport Canada asked for confirmation that the technical meeting is anticipated to be pushed back to April. The Project team responded that, while not official, the meeting would most likely be pushed.	N	2019-02-01 - Transport Canada - Rail Design Phase II	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
184	Transport Canada	General	N/A	Transport Canada advises the Project team to be cautious, as the rail proposal will be the most northern railway and the Project team will continue to receive questions.	N	2019-02-01 - Transport Canada - Rail Design Phase II	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
188	Transport Canada	General	N/A	Transport Canada raised concerns about the operating schedule and the narrow shipping season, asking about the window for rail maintenance, shutdown lengths, and the size of stockpiles. The Project team responded that 80% of stockpiling will occur outside of the shipping season. Slower rail operations are anticipated during the shipping season, and a 12 day shutdown is included in the simulation. Detailed simulation work has been completed.		2019-02-01 - Transport Canada - Rail Design Phase II				None

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189	Transport Canada	General	N/A	Transport Canada asked questions regarding communication between road users and the rail control center. The Project team responded that there would be a significant reduction of road traffic, but there would still be light vehicles, freight and fuel. Currently there is communication between ore haul trucks and light vehicles.		2019-08-21 - Transport Canada Meeting				None
190	Transport Canada	General	N/A	Transport Canada requested access to the Project's CWR practices, to review the preferred rail laying temperature, response to broken rails, destressing methods. Transport Canada is looking for additional details on how operations will be planned.		2019-02-01 - Transport Canada - Rail Design Phase II				None
191	Transport Canada	General	N/A	Transport Canada asked what the impact of snow drifting will be on the track. The Project team responded by summarizing ongoing work, and stating that exercises are ongoing with Operations, Hatch, and rail operators to identify areas of high drifting.		2019-02-01 - Transport Canada - Rail Design Phase II				None
192	Transport Canada	General	N/A	Transport Canada asked to see the assumptions made by the track modulus, asking if assumptions were conservative. The Project team responded that they have had a number of questions about the modelling program, and that previous answers may address the question.		2019-02-01 - Transport Canada - Rail Design Phase II				None
193	Transport Canada	General	N/A	After reviewing preliminary drawings, Transport Canada asked if elevation and profiles would be provided for sections with gradients exceeding 2.5%. The Project responded that there is a detailed set of plans and profiles in 20m intervals, and that a response had been made to a technical request that had been made regarding braking.		2019-02-01 - Transport Canada - Rail Design Phase II				None
194	Transport Canada - Rail Safety	General	N/A	Transport Canada asked if crushing activities would be moved to Port.		2018-10-11 - Transport Canada Rail Safety Meeting	Crushing facilities will remain at Mary River and become enclosed.			None

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195	Transport Canada - Rail Safety	General	N/A	Transport Canada asked if there would be utility crossings.		2018-10-11 - Transport Canada Rail Safety Meeting	The Project team confirmed that there would be utilities at the port and mine, at effluent discharge, power generation, etc. Utility crossings are not expected to be installed along the rail way line.			None
196	Transport Canada - Rail Safety	General	N/A	Transport Canada commented that they would need to get involved in the Project's assessments, noting that TC does not have a research wing. The Project team asked if they would be able to submit a draft design to receive feedback, specifically in relation to 300mm shoulder widths.		2018-10-11 - Transport Canada Rail Safety Meeting				None
197	Transport Canada - Rail Safety	General	N/A	Transport Canada commented that they will receive a Notice of Railway Works, and that if the Project is planning on completing novel work outside of normal practice, TC would like to know ahead of time as it will raise concern. The Project team responded that there is not a specific railway design in Canada, and that the reduction of shoulder width from the CP standard of 700m to 300m was decided during the feasibility study period. The Project team asked if this would be a concern to TC.		2018-10-11 - Transport Canada Rail Safety Meeting				None
198	Transport Canada - Rail Safety	General	N/A	Transport Canada commented that a certificate of fitness must be obtained prior to the submission of a Notice of Railway Works.		2018-10-11 - Transport Canada Rail Safety Meeting	The Project team responded that they will ensure that they have all the correct milestones.			None
199	Transport Canada - Rail Safety	General	N/A	Transport Canada asked if the rail operator company would keep it's own banner, noting that rules go with the ROC, and the ROC goes with the operator. The Project team responded that they are planning on setting up the operator as it's own legal entity.		2018-10-11 - Transport Canada Rail Safety Meeting				None
200	Transport Canada - Rail Safety	General	N/A	Transport Canada commented that it would be a good idea to use a Canadian rail operator.		2018-10-11 - Transport Canada Rail Safety Meeting	Baffinland owns and operates the Mary River Project, however, the South Railway components of the Approved Project will be operated and maintained by an experienced North American rail operator.			None

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201	Transport Canada - Rail Safety	General	N/A	Transport Canada commented that 60 days notice is required for a Notice of Railway, and that an organization or private person may object to railway plans with a safety concern. If there is merit to the concern, TC would get involved and other processes would start. The Project team responded that Pond Inlet is the closest community, 180 km from the Project. There has been extensive consultation, and the land is owned by NTI. The Project expressed interest whether there are consultation requirements, or if objections would go through a review period.		2018-10-11 - Transport Canada Rail Safety Meeting				None
202	Transport Canada - Rail Safety	General	N/A	Transport Canada asked if Hatch is the firm completing the engineering. The Project team asked if TC would be interested in seeing the rail design, and if they had any input.		2018-10-11 - Transport Canada Rail Safety Meeting	Baffinland has procured Ausenco and Systra as engineers for the South Railway.			None
203	Transport Canada - Rail Safety	General	N/A	Transport Canada commented that the railway company's rules need to be approved prior to ROC application submission. Transport Canada offered to send the Project team a draft document which outlines processes and timelines for new rail companies. For rule approval, documents must be submitted to TC for approval, and there is a consultations with unions that must be completed prior to ROC processing.		2018-10-11 - Transport Canada Rail Safety Meeting	No response required.	N/A		N/A
204	Transport Canada - Rail Safety	General	N/A	Transport Canada suggested that the Project team submit a draft Railway Operating Certificate (ROC), as to allow for back and forth communication prior to the final submission. This may reduce holdups in processing the final application. The Winnipeg TC office would be the regional point of contact.		2018-10-11 - Transport Canada Rail Safety Meeting				None
205	Transport Canada - Rail Safety	General	N/A	Transport Canada asked if the Project would be purchasing equipment, and that it would be operated by the railway entity, or if the railway entity would own the equipment. The Project team confirmed that the new entity will own the equipment.		2018-10-11 - Transport Canada Rail Safety Meeting				None

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206	Transport Canada - Rail Safety	General	N/A	The Project team asked Transport Canada if they will need a Railway Operating Certificate (ROC) prior to notice of railway works, Transport Canada responded that the Project team will need CTA approval to build, then Notice of Railway Works. An ROC isn't required yet, an ROC can be requested before the track is built.		2018-10-11 - Transport Canada Rail Safety Meeting	No response required.	N/A		N/A
207	World Wildlife Federation (WWF)	General	N/A	Multiple community comments and concerns in response to the Phase 2 project description, including narwhal migration response to both cruise and Baffinland ships, coastal buildings vibrating while Project ships passed, questions in relation to rail vs road usage, and clarifications of the NIRB approvals process.	Y	2016-11-29 - MEWG - Meeting #9	Some of the key mitigation measures in place to manage impacts from shipping include: <ul style="list-style-type: none"> Ore carriers transiting the shipping route have a modern design that is expected to limit noise. All vessels will maintain constant speed and course, when possible, to minimize the likelihood of collision with marine mammals. Idling of vessel engines will be minimized when docked at Steensby Port The Steensby Railway has been approved by NIRB under PC No.005.			TCs 76, 109, 110, 111
208	Arctic Bay	General	N/A	Community member asked if the Phase 2 increase in tonnage will be sourced from the same pit, and if the Project would be building another loading dock. The Project team responded that the current presentation is focused on the difference between current operations and those proposed in Phase 2.	Y	2019-01-14 - Impact and Mitigation Workshop #1	Greater production and transportation of ore from Mary River will require the development of Deposits 2 and 3, which are located directly next to Deposit 1. To extend the life of mine, Baffinland will need to bring online Deposits 2 and 3 in its immediate future.			None

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209	Arctic Bay	General	N/A	Community member asked when the construction of the second ore dock would occur, the Project team responded that ideally construction would occur over the summer, however it would require fisheries authorization in addition to NIRB approval.	N	2019-01-14 - Impact and Mitigation Workshop #1	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
211	Arctic Bay	General	N/A	Member asked if northern rail route (Milne Port) would be closed once Steensby route is constructed.	Y	2018-06-13 - Arctic Bay - Workshop	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.			None
216	Hall Beach	General	N/A	Community member asked when the Project expected the Steensby Inlet phase to start, the Project team responded that the Steensby project will start once there is financing for it, noting that it will cost \$5B and the northern railway is only \$1B.	N	2017-06-02 - Hall Beach - HTO and Hamlet Meeting	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
217	Igloolik	General	N/A	Community member requested update on Railway Project or Steensby Inlet development.	Y	2014-02-20 - Igloolik - Town Hall	Project team responded that Baffinland is committed to the Railway Project, and that most of the railway projects around the world use rail to transport iron ore. The development is dependant on global economic conditions and the market price of ore.	No follow up action required		None
219	Igloolik	General	N/A	Community member asked for clarification that the Steensby Project is now stalled or off the table. The Project team confirmed that the Steensby Project is set aside due to financing. 12 Mtpa would not be able to be shipped by truck.	N	2017-06-01 - Igloolik - Hamlet Meeting	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A

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220	Igloolik	General	N/A	Community member asked when the railway line would be built to Steensby Inlet, the Project team responded that it is dependant on the regulatory process, and when the Project is able to generate enough capital. Some developments and expansion at Milne Port is taking in to account construction materials for the Steensby Inlet expansion.	N	2018-06-14 - Igloolik - Workshop	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
221	Pond Inlet	General	N/A	Pond Inlet Deputy Mayor stated that they would like to see Steensby get built and Milne Inlet project not go forward, as this would lessen the impact being felt by Pond Inlet community members.	N	2019-07-02 - Community Meetings in Mary River	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
224	Ikajutit	General	N/A	Community member stated they'd heard of the Steensby rail in the past, but not the Milne Port rail, and asked if the Steensby line was no longer planned. The Project team stated that the Steensby line is approved, however given the economy it is not financially feasible. It is not possible to make revenue via trucking on the Tote Road, so the updated plan is to build a railway to Milne Port	N	2017-05-31 - Arctic Bay - HTO Meeting	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
227	Igloolik	General	N/A	Community member asked about the construction of a port in Igloolik.	Y	2017-06-01 - Igloolik - HTO Meeting	The Port will be built at Steensby Inlet.	No follow up action required		N/A
229	Mittimatalik Hunters and Trappers Organization	General	N/A	Community member asked a series of questions regarding the Steensby project, including asking for clarification on the shipping season, and asking which route ships will take. The Project team responded that the shipping will begin in June 2017, subject to NIRB approval. The season will span June to March, 9 months of the year. The ships will travel through Eclipse Sound to the Port. Smaller vessels for transshipping will go from Port to the transshipping location and transfer ore to a larger ship which will then travel to Europe. The difficulty with a northern route via Navy Board is large icebergs.	N	2014-02-17 - Baffinland Community Tour Pond Inlet - Pond Inlet/HTO Meeting	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A

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230	Pond Inlet	General	N/A	Community member asked for clarification on shipping volume approvals- Steensby has been approved for 18 Mtpa, however Baffinland was requesting to ship 12 Mtpa.	Y	2018-06-12 - Pond Inlet - Workshop	Baffinland’s approval included infrastructure descriptions, which could accommodate up to 30 million tonnes per annum of ore production when Steensby is operational. This level of production does not require any additional activity levels or infrastructure that has not previously been reviewed and approved by the NIRB.			TC 179
231	Igloolik	General	N/A	Community member commented that when the Project was first proposed, it included the Steensby rail proposal, however the proposal is no longer financially possible. The community member asked if the rail transportation would be viable once the Project ships out the proposed 12 Mtpa. The Project responded that the expansion to 12 Mtpa includes the construction of a railway, and that if the proposal is not approved the mine will have to close as there is no revenue currently being generated. The Project also reflected on the price of ore, noting that the price fluctuates and has been very low recently.	N	2016-11-24 - Igloolik - Public Forum/Meeting	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
232	Pond Inlet	General	N/A	Community member commented that Pond Inlet will experience the highest effects, and should have proportional IIBA benefits as a result. Member also commented they do not want winter shipping through Eclipse Sound, and is in favor of winter shipping through Navy Board Inlet.	N	2016-05-09 - Pond Inlet - Verification Meeting	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A

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233	Pond Inlet	General	N/A	Summary of topics discussed at community meeting: Inuit Employment, Youth Employment, Traditional Knowledge/Inuit Qaujimajatuqangit (TK/IQ), Work Related Training, Inuit Associations, Education and Skills, Narwhals, Marine Wildlife Monitoring, Terrestrial Wildlife Monitoring, Environmental Assessment Process, Shipping Impacts, Marine Physical Environment Monitoring, Communities and Community Organizations, Employment of Women, Ground Transportation Noise, Rail, Inuit Lifestyles and Traditions, Terrestrial Travel, Camps and Harvesting, Food Security, Caribou, Steensby, Road, IIBA, Blasting, Shipping, Direct Benefits, Royalties, Other Marine Mammals, Inuit Organizations, Community Infrastructure, Air Transportation, Community and Social Stability, Contracting Opportunities, Entrepreneurial Capacity, Impacts on Terrestrial Habitat, Polar Bear, Seals, Walruses	Y	2019-06-04 - Pond Inlet - Community Meeting, Community Tour	No response required.	N/A		N/A
234	Pond Inlet	General	N/A	Summary of topics discussed during radio show : Inuit Employment, Youth Employment, Traditional Knowledge/Inuit Qaujimajatuqangit (TK/IQ), Work Related Training, Inuit Associations, Education and Skills, Narwhals, Marine Wildlife Monitoring, Terrestrial Wildlife Monitoring, Environmental Assessment Process, Shipping Impacts, Marine Physical Environment Monitoring, Communities and Community Organizations, Employment of Women, Ground Transportation Noise, Rail, Inuit Lifestyles and Traditions, Terrestrial Travel, Camps and Harvesting, Food Security, Caribou, Steensby, Road, IIBA, Blasting, Shipping, Direct Benefits, Royalties, Other Marine Mammals, Inuit Organizations, Community Infrastructure, Air Transportation, Community and Social Stability, Contracting Opportunities, Entrepreneurial Capacity, Impacts on Terrestrial Habitat, Polar Bear, Seals, Walruses	Y	2019-10-08 - Pond Inlet Youth - Radio Show	No response required.	N/A		N/A

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231128_Igloolik HTO Steensby Update_Draft_EL.docx	Igloolik	General	N/A	The HTO recommended looking at starting shipping in January instead of February, as they said it should not be much different in Jan vs Feb.	Y	2023-11-28 - Igloolik - Steensby Community Workshop and Radio Show	Baffinland thanks the participant for sharing this information and will take it into consideration.	N/A		N/A
231128_Igloolik HTO Steensby Update_Draft_EL.docx	Igloolik	General	N/A	A community member asked a number of questions regarding shipping routes, the number/size of ships, proximity of shipping routes to islands and bird sanctuaries, the shipping window, and use of small vs large vessels.	Y	2023-11-28 - Igloolik - Steensby Community Workshop and Radio Show	There will be a combination of large, regular, and ice breaking ships, and that the number of ships discussed in previous meetings was in reference to the number of transits (each time a vessel goes back and forth). No icebreakers are used at Pond Inlet or Milne Port, as ice breakers were used in open water but not near shore. The Project completed shipping at the end of October as the HTO did not approve a shipping season extension.			TCs 104, 179
231128_Igloolik HTO Steensby Update_Draft_EL.docx	Igloolik	Safety	N/A	A community member expressed concern and asked for further information about the construction of a tunnel built near Cockburn Lake.	Y	2023-11-28 - Igloolik - Steensby Community Workshop and Radio Show	The Project team responded by displaying a 3D tunnel model and confirmed that the tunnel will be 300m and 1 km, being built using dynamite.			None
231128_Igloolik HTO Steensby Update_Draft_EL.docx	Igloolik	Safety	N/A	A community member commented that they were in favour of the railroad, noting it would be the first railroad in Nunavut. The community member asked if they would be able to see the large machines and drills, or travel south to tour drills and crushers.	Y	2023-11-28 - Igloolik - Steensby Community Workshop and Radio Show	The Project team thanked the community member for the comment and noted they would discuss it further internally.			None

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231128_Igloolik HTO Steensby Update_Draft_EL.docx	Igloolik	Railway noise and vibrations	N/A	A community member asked why an Earth Boring Machine cannot be used during tunneling, noting that it would be less intrusive than blasting.	Y	2023-11-28 - Igloolik - Steensby Community Workshop and Radio Show	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"> The long length of the machines make them unsuitable for the construction of the shorter tunnels along the Steensby railway The TBMs are only suitable for construction of tunnels deep underground (greater than 150m) 	No follow up action required		None
231128_Igloolik HTO Steensby Update_Draft_EL.docx	Igloolik	General	N/A	A community member commented that their opinion of the Project had changed, and that they were now in favour of the Project. The community member noted that there are still many issues to share with the Project, and that they appreciate the Project being willing to listen to their concerns.	Y	2023-11-28 - Igloolik - Steensby Community Workshop and Radio Show	The Project team thanked the community member for the comment.	No follow up action required		None

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231128_Igloolik HTO Steensby Update_Draft_EL.docx	Igloolik	Safety	N/A	A key community concern is the use of explosives. The community also suggested beginning shipping in January instead of February.	Y	2023-11-28 - Igloolik - Steensby Community Workshop and Radio Show	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. The Project team thanked the community member for the comment on shipping and will take it into consideration.			TCs 44, 48, 116, 117
231128_Igloolik HTO Steensby Update_Draft_EL.docx	Igloolik	General	N/A	A community member commented that there had been an icebreaker in the past that wanted to test out a passage with 'land fast ice', and expressed that they want to avoid putting people in danger.	Y	2023-11-28 - Igloolik - Steensby Community Workshop and Radio Show	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.			TC 179

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231129_Sanirajak Hamlet HTO Mary River Update_Draft_EL.docx	Sanirajak	General	N/A	A community member asked when Steensby operations will begin, and asked if there will be two ore carriers at the same time.	Y	2023-11-29 - Sanirajak - Steensby Community Workshop	The Project team responded that the shipping season will begin in July and end in February. It will be possible to have two carriers in the Steensby area as they travel in convoy.			None
231129_Sanirajak Hamlet HTO Mary River Update_Draft_EL.docx	Sanirajak	General	N/A	A community member commented that they were waiting on whale blubber to be delivered from the Project charter plane, but that there had been complications and they were worried the blubber would go bad.	Y	2023-11-29 - Sanirajak - Steensby Community Workshop	The Project team responded that the blubber has to go through Mary River first, and that they have not received the information they needed from the HTO in Arctic Bay. The Project asked the community member to contact the Arctic Bay HTA and then to provide the Project with additional information regarding weight and packaging.	No follow up action required		None
231129_Sanirajak Hamlet HTO Mary River Update_Draft_EL.docx	Sanirajak	Safety	N/A	A community member commented that previous plans had the crusher 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.	Y	2023-11-29 - Sanirajak - Steensby Community Workshop	The Project team thanked the community member for the comment and noted they would discuss it further internally.			None
231129_Sanirajak Hamlet HTO Mary River Update_Draft_EL.docx	Sanirajak	General	N/A	A community member stated that the phase 1 deposit is estimated to last for 30 years, and now phase 2 and 3 are planned. They asked is there was any predictions on total length of operations.	Y	2023-11-29 - Sanirajak - Steensby Community Workshop	The Project team responded that in 2012 they had predicted that deposit 1 would last for 21 years, and that has now been updated to 30 years. The Project will be a multi-generational mine.			None
231129_Sanirajak Hamlet HTO Mary River Update_Draft_EL.docx	Sanirajak	Physical Environment	Marine Environment	A community member asked for clarification regarding the number of ships- will the 121 projected ships include ice breakers, sealifts, or only ore carriers. The member also asked if there was a backup plan for the shipping route, in the event of shallow water complications.	Y	2023-11-29 - Sanirajak - Steensby Community Workshop	The Project team responded that the 121 ships are just ore carriers, there will be ice breakers and sealifts in addition to them. The number of other vessels may shift year to year. Vessels will only use the approved route unless there is a major safety concern.			TC 179

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231129_Sanirajak Hamlet HTO Mary River Update_Draft_EL.docx	Sanirajak	General	N/A	A community member commented that communities would appreciate being updated to any changes regarding the Steensby operations.	Y	2023-11-29 - Sanirajak - Steensby Community Workshop	The Project team responded that there would possibly be changes in operations due to vessels, and that communities would have to be informed prior to making changes.	Baffinland will continue to engage with the communities and stakeholders on the Steensby Component		TC 163
231129_Sanirajak Hamlet HTO Mary River Update_Draft_EL.docx	Sanirajak	Physical Environment	Marine Environment	A community member asked about the use of sustainable fuel on ships.	Y	2023-11-29 - Sanirajak - Steensby Community Workshop	The Project team responded that there is currently attempts to use more clean energy to reduce pollution at Mary River. They are working with different shipping companies to identify potential low pollution and reduced emission options. The Project is using a modern vessel that is fuel efficient.			TC 3
231130_Sanirajak HTO Meeting.docx	Sanirajak	General	N/A	A community member asked if it will be possible to deliver the crushing facility Milne Port to Mary River on the Tote Road, with the concern that the road is narrow.	Y	2023-11-30 - Sanirajak - Steensby Community Workshop	The Project responded that the crusher at Milne will be broken down to smaller pieces before being transported to Mary River via the Tote Road.	No follow up action required		None
231130_Sanirajak HTO Meeting.docx	Sanirajak	Physical Environment	Marine Environment	A community member asked for more detail about the potential Steensby shipping season, The Project team asked the community member when they thought would be a good month to start shipping, the member suggested a shipping season of November to February.	Y	2023-11-30 - Sanirajak - Steensby Community Workshop	The Project responded that while they are approved to ship year round, they plan to limit their shipping, with shipping from July to February.	No follow up action required		TC 179
231130_Sanirajak HTO Meeting.docx	Sanirajak	Physical Environment	Marine Environment	A community member expressed support for the previous comment suggesting the shipping season begins in January.	Y	2023-11-30 - Sanirajak - Steensby Community Workshop	The Project responded that while they are approved to ship year round, they plan to limit their shipping, with shipping from July to February.	No follow up action required		TC 179

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231201_Pond Inlet Hamlet HTO Mary River Update.docx	Pond Inlet	General	N/A	for clarification regarding usage of both Milne and Steensby ports. They asked if Milne Port/Eclipse Sound would be used exclusively for sealifts, if any consultation had been completed as to what changes have been made and if Pond Inlet wants to be involved. Additional questions included asking if there will be an agreement on environmental effects, and commenting that they wanted to hear about Igloodik and Hall Beach.	Y	2023-12-01 - Pond Inlet - Steensby Community Workshop	The Project team responded that there has been ongoing engagement for these projects, and that the final plan for Steensby has not been finalized. Expectations for Steensby are being discussed with working groups, and the shipping routes will be discussed with the seven impacted communities.			TC 163
231201_Pond Inlet Hamlet HTO Mary River Update.docx	Pond Inlet	General	N/A	A community member asked what activities would be completed at Steensby Inlet, with main concerns relating to big equipment and crushing.	Y	2023-12-01 - Pond Inlet - Steensby Community Workshop	The Project team responded that the crusher will be at Mary River, stockpiling of ore will occur on Steensby Island near the harbour where the iron will be shipped.			TC 188

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231204_Sanirajak Radio Show.docx	Sanirajak	General	N/A	A community member called in and asked, regarding shipping route, if it would be safer for ships to slow down near Rowley Island to Steensby. There is no documented Project response.	Y	2023-12-04 - Sanirajak - Steensby Community Engagement Radio Show	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. 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.			TC 179
231204_Sanirajak Radio Show.docx	Sanirajak	General	N/A	A number of community members called in to express support for the Project.	Y	2023-12-04 - Sanirajak - Steensby Community Engagement Radio Show	Baffinland thanks the community members for their comments.	N/A		None

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ltr_response-to-QIA-comments.docx	Qikiqtani Inuit Association (QIA)	General	N/A	The Project team submitted a letter to the QIA thanking them for their feedback on the Application for Approval to Construct a Railway Line with the Canadian Transportation Agency (CTA).	Y	2023-10-06 - QIA Correspondence	No response required.	N/A		None
G.11-Risk-assessment-workshop-report.pdf	Risk Assessment Workshop Participants, Various Community Members	General	N/A	Participants in the Risk Assessment Workshop expressed the following point: Shipping impacts are less likely if limited to the ice free period	Y	2019-01-14/17 - Community Risk Assessment Workshop #1 - Mary River Mine Site	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 in the Southern Transportation Corridor.			TC 178
G.11-Risk-assessment-workshop-report.pdf	Risk Assessment Workshop Participants, Various Community Members	General	N/A	Participants in the Risk Assessment Workshop expressed the following point: Shipping will be safer in inlet and if ships keep to the shipping routes.	Y	2019-01-14/17 - Community Risk Assessment Workshop #1 - Mary River Mine Site	The shipping route to Milne Inlet was developed with guidance from experienced Vessel Masters retained by Baffinland. Ultimately deviations from the shipping route may occur for the safety of the ship, crew and cargo, and the protection of the environment. Baffinland must report on incidences of significant deviations from the nominal shipping routes for traffic to/from Milne Port and Steensby Port, with corresponding discussion regarding justification for deviations and any observed environmental impacts.			TC 120, 178

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G.11-Risk-assessment-workshop-report.pdf	Risk Assessment Workshop Participants, Various Community Members	General	N/A	Participants in the Risk Assessment Workshop expressed the following point: After the mining is completed, there may be consequences that people find out about after the fact.	Y	2019-01-14/17 - Community Risk Assessment Workshop #1 - Mary River Mine Site	Baffinland adheres to an Interim Closure and Reclamation Plan (BAF-PH1-830-P16-0012) which details a Final Closure and Reclamation Plan. Post closure monitoring will continue until closure principles of long-term safety of the site, no long term active care requirements, physical stability and chemical stability have been shown to be met by monitoring results. These activities may be periodic. It is currently estimated post closure monitoring and follow-up inspections will be conducted for a period of fifteen (15) years based on impacts assessment determinations described in the FEIS.			TC 40
G.11-Risk-assessment-workshop-report.pdf	Risk Assessment Workshop Participants, Various Community Members	General	N/A	Participants in the Risk Assessment Workshop expressed the following point: Ships vibrate when leaving port with a heavy load- this is felt by land users and disturbs wildlife and people camping on the land along Milne Inlet. More understanding is needed to assess and mitigate this impact.	Y	2019-05-7/9 - Community Risk Assessment Workshop #3 - Mary River Mine Site	Some of the key mitigation measures in place to manage impacts from shipping during the Steensby Component include: <ul style="list-style-type: none"> Ore carriers transiting the shipping route have a modern design that is expected to limit noise. All vessels will maintain constant speed and course, when possible, to minimize the likelihood of collision with marine mammals. Idling of vessel engines will be minimized when docked at Steensby Port. 			TCs 109, 110, 112

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G.11-Risk-assessment-workshop-report.pdf	Risk Assessment Workshop Participants, Various Community Members	General	N/A	Participants in the Risk Assessment Workshop expressed the following point: Baffinland needs to work with Pond Inlet to understand and schedule their activities (every community is different).	Y	2019-05-7/9 - Community Risk Assessment Workshop #3 - Mary River Mine Site	Baffinland engages with seven Qikiqtani communities, including hamlets, HTOs and the general public in Arctic Bay, Clyde River, Igloolik, Kimmirut, Kinngait, Pond Inlet and Sanirajak. Baffinland engages with these communities on a range of topics, based on the community's interest and impacts, including: <ul style="list-style-type: none"> • Ongoing operations • Terrestrial environment • Marine environment • Shipping • Socio-economic environment 			TC 163
G.11-Risk-assessment-workshop-report.pdf	Risk Assessment Workshop Participants, Various Community Members	General	N/A	Participants in the Risk Assessment Workshop suggested the following comment regarding impact mitigation: Inuit see the changes. Inuit need to be involved in the monitoring.	Y	2019 Community Risk Assessment Workshop Summary	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.			TCs 4, 162

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G.11-Risk-assessment-workshop-report.pdf	Risk Assessment Workshop Participants, Various Community Members	General	N/A	Participants in the Risk Assessment Workshop suggested the following comment regarding impact mitigation: More work is needed to ensure that ships follow the rules	Y	2019 Community Risk Assessment Workshop Summary	The shipping route to Milne Inlet was developed with guidance from experienced Vessel Masters retained by Baffinland. Ultimately deviations from the shipping route may occur for the safety of the ship, crew and cargo, and the protection of the environment. Baffinland must report on incidences of significant deviations from the nominal shipping routes for traffic to/from Milne Port and Steensby Port, with corresponding discussion regarding justification for deviations and any observed environmental impacts.			TC 120
G.11-Risk-assessment-workshop-report.pdf	Risk Assessment Workshop Participants, Various Community Members	General	N/A	Participants in the Risk Assessment Workshop suggested the following comment regarding impact mitigation: Would like to see alternate shipping routes, further to the south	N	2019 Community Risk Assessment Workshop Summary	This comment is specific to the Northern Transportation Corridor which will not be used for commercial shipping of ore once the Steensby Component is operational.	This comment is specific to the Northern Transportation Corridor which will not be used for commercial shipping of ore once the Steensby Component is operational.		N/A
G.11-Risk-assessment-workshop-report.pdf	Risk Assessment Workshop Participants, Various Community Members	General	N/A	Participants in the Risk Assessment Workshop suggested the following comment regarding impact mitigation: Need mitigation and monitoring of pollution (garbage) from the ships	Y	2019 Community Risk Assessment Workshop Summary	In accordance with MARPOL and the Arctic Waters Pollution Prevention Act, no solid waste materials or garbage is to be disposed of in Canadian waters. As no facility exists to dispose of foreign or Canadian ship waste materials or garbage at Milne Port, such materials will either be incinerated or retained onboard and later disposed of in accordance with Canadian and International regulations.	No follow up action required		None

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G.11-Risk-assessment-workshop-report.pdf	Risk Assessment Workshop Participants, Various Community Members	General	N/A	Participants in the Risk Assessment Workshop suggested the following comment regarding impact mitigation: Need Inuit participation in monitoring	Y	2019 Community Risk Assessment Workshop Summary	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.			TC 162
G.6 Community Engagement Workshop	Community Engagement Workshop Participants, Various Community Members	General	N/A	Was consideration given with regard to construction of the railway originally whereby you'd built it by a certain point and truck the rest of the way. What would happen if you built the railway that rejoins the Tote Road, and loads on the railway there?	N	2020-01-28/30 - Baffinland's Phase 2 Proposal Workshop - Mary River Mine Site	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
G.6 Community Engagement Workshop	Community Engagement Workshop Participants, Various Community Members	General	N/A	If the railway was built to Steensby, would you still continue operating the north railway to Milne Inlet?	N	2020-01-28/30 - Baffinland's Phase 2 Proposal Workshop - Mary River Mine Site	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
G.6 Community Engagement Workshop	Community Engagement Workshop Participants, Various Community Members	General	N/A	With the route planned towards Steensby Inlet, I imagine the railway will be year round, and the Milne Inlet North Railway, will be only in the summer?	N	2020-01-28/30 - Baffinland's Phase 2 Proposal Workshop - Mary River Mine Site	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
G.6 Community Engagement Workshop	Community Engagement Workshop Participants, Various Community Members	General	N/A	Is the Steensby line a completely different line? Or will it be part of north line too?	N	2020-01-28/30 - Baffinland's Phase 2 Proposal Workshop - Mary River Mine Site	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the Northern Railway proposed in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A

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G.7 Mary River Phase 2 Proposal Rail Alignment Summary Report	Community Engagement Workshop Participants, Various Community Members	General	N/A	How the rail alignment was selected and why the MHTOs proposed route had not been further assessed by Baffinland	N	2016-18 - Phase 2 Consultations	This comment is specific to the alignment proposed for the Northern Railway in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the alignment proposed for the Northern Railway in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
G.7 Mary River Phase 2 Proposal Rail Alignment Summary Report	Community Engagement Workshop Participants, Various Community Members	General	N/A	It was noted that had Pond Inlet been informed that Baffinland would not build the railway to Steensby Inlet until a railway to Milne was completed, Pond Inlet would not have supported approval of the ERP.	N	2016-18 - Phase 2 Consultations	This comment is specific to the proposed Northern Railway in Phase 2 which is no longer considered in the development of the Mary River Project.	This comment is specific to the proposed Northern Railway in Phase 2 which is no longer considered in the development of the Mary River Project.		N/A
G.7 Mary River Phase 2 Proposal Rail Alignment Summary Report	Community Engagement Workshop Participants, Various Community Members	General	N/A	One participant referenced that an elevated rail line would be preferred	Y	2016-18 - Phase 2 Consultations	The rail for the Mary River Project will be required to move very heavy loads of material and an elevated structure is not a feasible option for safe operation.	No follow up action required		None
Steensby Engagement Report_Final with Appendices	Hamlet and HTO	General	N/A	Are the ore carrying ships (capesize) traversing too slowly? For their size, when I compare it this area of our waterways.	Y	2024-03-12 - Kimmirut Steensby Engagement	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.	No follow up action required		None

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Steensby Engagement Report_Final with Appendices	Hamlet and HTO	General	N/A	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?	Y	2024-03-12 - Kimmirut Steensby Engagement	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.	No follow up action required		None
Steensby Engagement Report_Final with Appendices	Hamlet and HTO	General	N/A	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.	Y	2024-03-12 - Kimmirut Steensby Engagement	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 Igloolik and Sanirajak. Because the mine is inside Nunavut, our path is through Nunavut waters.	No follow up action required		TC 178

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Steensby Engagement Report_Final with Appendices	Hamlet and HTO	General	N/A	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.	Y	2024-03-12 - Kimmirut Steensby Engagement	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.			TC 99
Steensby Engagement Report_Final with Appendices	Hamlet and HTO	General	N/A	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.	Y	2024-03-12 - Kimmirut Steensby Engagement	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.	No follow up action required		None
Steensby Engagement Report_Final with Appendices	Hamlet and HTO	General	N/A	Will the activities related to Steensby infrastructure benefits proceed after construction commences?	Y	2024-03-12 - Kimmirut Steensby Engagement	Once the construction is started, communities will start to receive direct benefits.	No follow up action required		None
Steensby Engagement Report_Final with Appendices	Hamlet and HTO	General	N/A	Dumptrucks that are operated to Milne Inlet, what about the amount of trains being delivered.	Y	2024-03-12 - Kimmirut Steensby Engagement	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.	No follow up action required		None

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Steensby Engagement Report_Final with Appendices	Hamlet and HTO	General	N/A	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.	Y	2024-03-12 - Kimmirut Steensby Engagement	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.	No follow up action required		None
Steensby Engagement Report_Final with Appendices	Hamlet and HTO	General	N/A	There would be ships passing through everyday, and we've been informed that ships will pass through this area every second day?	Y	2024-03-12 - Kimmirut Steensby Engagement	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.	No follow up action required		TC 179

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Steensby Engagement Report_Final with Appendices	Hamlet and HTO	General	N/A	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?	Y	2024-03-12 - Kimmirut Steensby Engagement	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.			None
Steensby Engagement Report_Final with Appendices	Hamlet and HTO	General	N/A	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.	Y	2024-03-12 - Kimmirut Steensby Engagement	We will get back to you on this.	Baffinland followed up, 6 Mt is approximately equivalent to the size of 85 of the 8-storey Frobisher Inn in Iqaluit.		None
Steensby Engagement Report_Final with Appendices	Hamlet and HTO	General	N/A	How is wastewater managed? Is it like here where it is just dumped into a pond?	Y	2024-03-12 - Kimmirut Steensby Engagement	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.	No follow up action required		TC 46

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Steensby Engagement Report_Final with Appendices	Hamlet and HTO	General	N/A	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.	Y	2024-03-12 - Kimmirut Steensby Engagement	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.	No follow up action required		None
Steensby Engagement Report_Final with Appendices	Hamlet and HTO	General	N/A	Baffinland has Inuit knowledge holders for every community except for Kinngait? Is that a consideration?	Y	2024-03-12 - Kimmirut Steensby Engagement	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.	No follow up action required		
Steensby Engagement Report_Final with Appendices	Hamlet and HTO	General	N/A	Icebreakers could open shipping all year round?	Y	2024-03-12 - Kimmirut Steensby Engagement	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.	No follow up action required		TC 179