



Response to QIA Information Request dated October 26, 2017

A. QIA requests that BIMC file with NPC for the public review record any document or record of information pertaining to all community involvement events and activities related to the Phase 2 Proposal, and/or the proposal for a 3rd amendment to the NBRLUP.

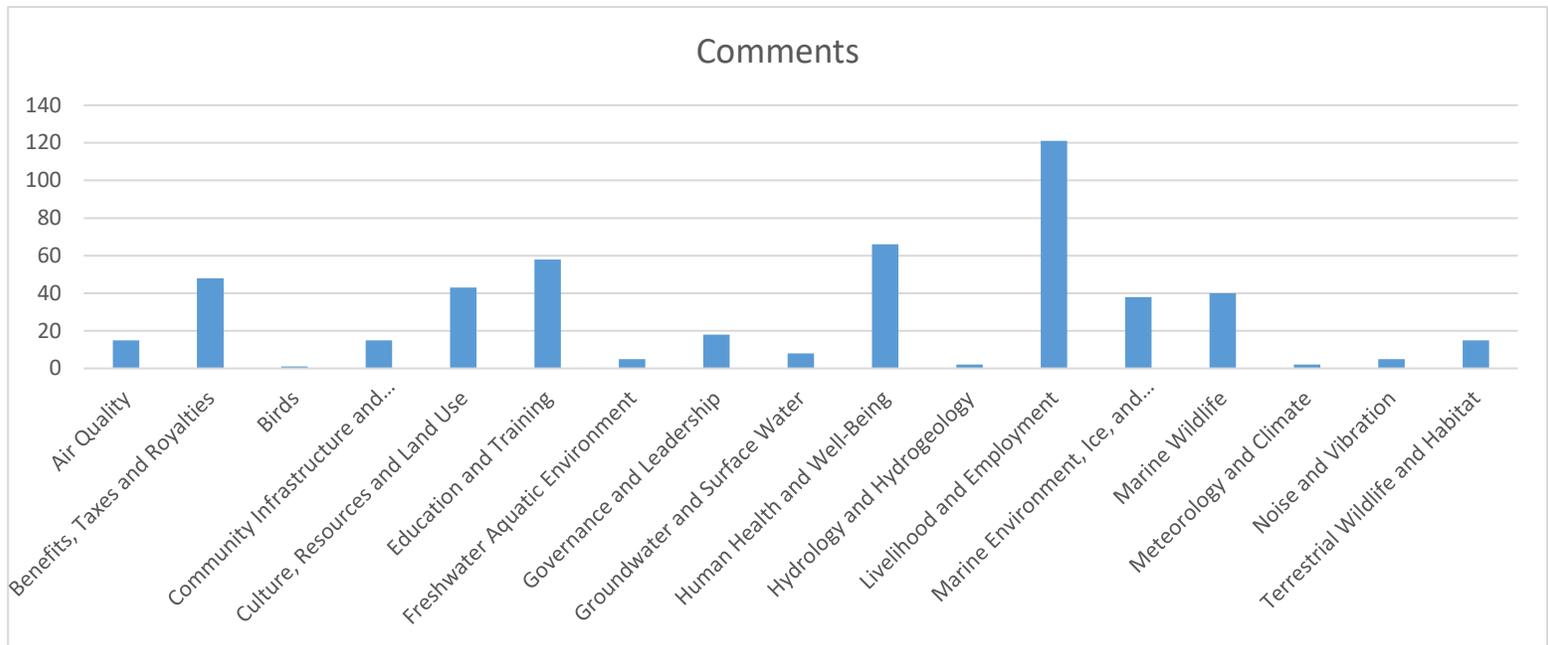
Answer:

Baffinland has been conducting meaningful engagement with stakeholders potentially affected by the Mary River Project, including the five North Baffin Communities, the QIA, Hunters and Trappers Organizations (HTOs), local government, regulatory agencies and the general public.

Baffinland's engagement program has included considerable consultation related to Phase 2 and the proposed amendment to the North Baffin Regional Land Use Plan (NBRLUP), including the identification and discussion of any questions or community concerns. Through its engagement on Phase 2, Baffinland has become aware of a number of issues which are relevant to the planning and eventual implementation of this next stage of the Project. In direct response to community concerns, Baffinland has made a number of operational changes to the Phase 2 proposal. For example, community concerns related to shipping through sea-ice (specifically between March and June) has led Baffinland to modify the operational shipping season to the open water season (July to mid-November).

A similar process has occurred with respect to Baffinland's application to amend the NBRLUP which was filed with the Commission in March, 2017. Since that time, Baffinland has engaged with the five North Baffin communities to provide information related to both the process and scope of the proposed amendment and to discuss any issues of concern. Consistent with its commitment to meaningful engagement, Baffinland has taken community views into account and has modified its original amendment application. On October 24, 2017, Baffinland notified the NPC that it had revised its *Proposed Amendment to Appendix Q of the North Baffin Regional Land Use Plan*. This revision was prompted by concerns expressed by the Hamlet of Pond Inlet regarding the original proposal to allow two annual winter sealifts of freight from December 01 through February 28. In response, Baffinland reconsidered the need for an amendment to allow for annual winter sealifts and formally withdrew this portion of the amendment application. Baffinland will continue to consider and attempt to address issues as it moves forward.

The frequency of community issues and concerns which have been identified as a result of Baffinland's engagement since October 2014 are depicted in the following table:



A community survey conducted in September, 2016 indicated strong community support for the Project as the source of economic benefits and prosperity (see Appendix B). To date, aside from concerns associated with the winter sealift, the few issues associated with the substance of the proposed amendment have related to the potential environmental effects of the shift from road carriage to rail transport, including impacts on employment opportunities, dust and potential for wildlife injuries and fatalities. These matters will be comprehensively considered and addressed in the environmental assessment of Phase 2 and do not bear upon the Commission's determination of Baffinland's application to amend the NBRLUP.

Without limiting the generality of the foregoing, the foregoing information request includes two time periods generally described as follows:

A-1: In relation to the activities described in the Jason Prno Consulting Services Ltd. Community workshops' report (Prno, 2017), QIA specifically requests that BIMC provide copies of all materials from community engagements held by BIMC between or following the workshops described in Prno, 2017, and which occurred between March 3, 2015 and May 10, 2016. For additional clarity, this requests all events and materials presented to or distributed within the affected communities between March, 2015 and the present.

Answer:

The information requested by QIA respecting community engagement since 2015 in relation to activities related to the Phase 2 Proposal and/or the proposal for a 3rd amendment to the NBRLUP is either available on the public record or has been previously provided to QIA by Baffinland. The inventory of

various meetings and other engagement events as well as materials associated with such engagement (minutes of meetings, summary reports etc.) are included in the Annual Reports submitted by Baffinland to the Nunavut Impact Review Board (NIRB) and may be accessed through NIRB's public registry: <http://www.nirb.ca>.

QIA is also represented on three working groups which deal with various issues associated with the operation of the Project -- the Marine Environmental Working Group, the Terrestrial Environmental Working Group and the Qikiqtaaluk Socio-Economic Monitoring Committee -- and also sits on the Mary River Community Group. Project updates, including reference to Phase 2 as well as application to amend the NBRLUP, have been discussed at these meetings.

QIA is apprised of Project updates by Baffinland and representatives of QIA have taken part in many engagement events organized by Baffinland. Through its participation on Working Groups and its attendance at engagement events, QIA has been provided with copies of presentations, minutes of meetings or meeting summaries and associated materials and these materials will not be provided as part of this response.

With respect to Item A-1, between March 2015 and May 2016 Baffinland conducted a series of workshops in Pond Inlet and Arctic Bay to collect information regarding the impacts of increased shipping and icebreaking on marine mammals and Inuit land use, as well as potential impacts from increased terrestrial transport of ore on caribou. Completion of these five community workshops provided Baffinland with valuable community feedback on the Phase 2 proposal and identified a number of potential mitigation, monitoring and research, and compensation and benefits measures. QIA representatives participated at each of these workshops.

The Report entitled *Results of Community Workshops Conducted for Baffinland Iron Mines Corporation's Phase 2 Proposal* (which was provided to QIA) is included in Appendix A. The Report includes the materials which were distributed to participants, a record of participant comments as well as details of follow-up verification meetings. In addition, the Final Report, Nain Site Visit (April 2015) which is related to the subject matters of the workshops is also included in Appendix A.

A-2: QIA is also seeking materials from the community engagements held by BIMC including meeting agendas, meeting minutes, presentations and distributed printed materials, especially prepared in Inuktitut from June 2016 until September 2017. Parties receiving such materials include HTOs, Hamlet members and councils, community groups such as the Mary River Community Group, high schools and the community at large via town-hall or similar meetings or events.

Answer:

A-2 is duplicative in part of A-1 and captures engagement activities which are unrelated to Baffinland's application to amend the NBRLUP. Baffinland's response will focus upon engagement events which are related to the proposed amendment application.

In addition to the materials included in Appendix A, the following materials relevant to the proposed amendment to the Land Use Plan are included in Appendix B:

- **Table: List of Community Engagement Events:** April 2015 – Present
- **Graphic:** Summary of Community Concerns (October 2014 – October 2017) by aggregate and by specific community with reference to the Valued Components identified in the *EIS Guidelines for the Phase 2 Development Proposal (October, 2015)*
- **Invitation, Agenda and Participant List:** Mary River Community Group Tour of Tote Road and Milne Port, September 30, 2017
- **Power Point Presentation:** “North Baffin Regional Land Use Plan: Amendment Information Session”, Pond Inlet, September 19, 2017
- **Power Point Presentation:** “Ice Management Vessel, Voyage Planning”, Pond Inlet, September 19, 2017
- **Staff Notes:** QIA Site Visit and Tour, July 8 – 10, 2017
- **Power Point Presentation:** EIS Community Tour (meetings with Hamlet Council and communities in each of the 5 North Baffin communities), May 29 – June 2, 2017
- **Selected Excerpts from Transcript:** *Annual Project Review Forum, Arctic Bay, May 9 – 10, 2017*
- **Power Point Presentation:** “Pond Inlet Update: Approval process for Phase 2”, February 28, 2017
- **Power Point Presentation and Summary Notes:** “2017 Winter Sealift Workshop”, Pond Inlet, February 3, 2017
- **Meeting:** Participant List for a Series of Meetings in Pond Inlet re: Icebreaking and Winter Shipping (Hamlet and Mary River Community Group, MHTO and Community), December 6, 2016
- **Power Point Presentation and Summary Report:** Baffinland Community Tour, November 2017
- **Community Survey Report:** Report of results of Survey of the 5 North Baffin Communities conducted in September 2016.

B. QIA also requests that BIMC file with NPC for the public review record all technical drawings, data, reports, studies, analysis and information pertaining to the proposed railway use within the territorial component of the existing transportation corridor.

Answer:

The level of information requested will be provided in more detail as part of the environmental assessment review process to be conducted by the Nunavut Impact Review Board in connection with the Phase 2 Project. The general information required for the purpose of the Land Use Plan amendment process has been provided in the application filed by Baffinland in March, 2017.

The use of rail infrastructure in the North Baffin region by the Mary River Mine has previously been considered and deemed acceptable by both NIRB and NPC. On Dec. 9, 2013 the NPC recommended to the federal Minister of Aboriginal and Northern Affairs (as he then was) and the territorial Minister of Environment that the NBRLUP be amended to establish a new "Mary River Mine Site Transportation Corridor," consisting of a portion of the Southern railway and service road connecting the mine site with Steensby Port.

Baffinland's current application to amend the NBRLUP is required in order to permit Baffinland to proceed to the NIRB review of the Phase 2 Proposal. The NIRB review process requires more comprehensive technical information than the land use plan amendment process and further information would be submitted at that time. Consistent with NIRB's mandate under the Nunavut Agreement and as previously completed with respect to the Southern railway, the NIRB review of the Phase 2 Proposal would include a detailed consideration of related safety and wildlife matters.

Without limiting the generality of the foregoing, the request includes any information such as:

B-1: Drawings, technical data, and other information that demonstrates the effect of the proposed rail component on the scope, width and size of the existing transportation corridor.

Answer:

Figure 5.8 of the Mary River Phase 2 Expansion Project Proposal posted to the NPC public registry (the "**Phase 2 Proposal**") shows the relationship between the existing Tote Road and potential Northern rail component within the existing transportation corridor set out at Appendix Q (the "**Northern Transportation Corridor**") of the North Baffin Regional Land Use Plan ("**NBRLUP**"). The route follows the existing terrestrial component of the Northern Transportation Corridor.

B-2: Safety studies, analysis and other information pertaining to health and safety implications of permitting a multi modal use for both railway and vehicular uses that may occur in close proximity within the terrestrial component of the existing transportation corridor.

Answer:

Safety considerations with respect to the potential Northern rail component are set out at Section 5.2.2 and Section 5.5.1.4 of the Phase 2 Proposal.

B-3: Information related to how the development and operation of a railway relates to the current Caribou Protection Measures (January 29th, 2014).

Answer:

On January 29, 2014 Baffinland and QIA filed a joint statement to the NPC and NIRB enclosing the "Mary River Caribou Protection Measures", which were developed in collaboration between Baffinland and QIA and fully considered all provisions of the NBRLUP including those set out in Appendix I, entitled "DIAND Caribou Protection Measures". The Mary River Caribou Protection Measures are attached to this response as Appendix C.

Baffinland confirms that the potential Northern rail component would proceed in full compliance with the Mary River Caribou Protection Measures, which specifically include mitigations applicable to rail. For example, Measure 7 requires that, *"In the event that any Project Protection Zones are established in accordance with the principles set out at Section 2 above, the following mitigation measures could be considered for application in "high probability" areas: ...(iv) Design and modify the road (and rail bed) configuration for caribou approaching the road and rail bed and avoid blind spots"*).

Baffinland is also of the view that conversion of ore haulage operations from road to rail, and construction of the Northern rail component adjacent to the existing road presents a number of advantages with respect to impacts to caribou, as further described in the Phase 2 Proposal (see Section 5.5.1.5, Phase 2 Proposal). Mary River Caribou Protection Measure No. 4 requires Baffinland to implement measures to reduce dust fall onto surrounding vegetation. One of the environmental advantages of the potential rail component would be its potential to significantly reduce dust fall generated by the Tote Road.



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