

Participants

Pond Inlet Hamlet, HTO & Public Representatives	
Joshua Katsak	Mayor
Moses Konark	Deputy Mayor Pond Inlet
Enookie Inuarak	Hamlet
Paniloo Sangoya	Elder's Group representative
Frank Tester	Hamlet & Pond Inlet Mary River Phase 2 Review Committee
Jaykolasie Killiktee	HTO
Jayko Alooooloo	
Sam Omik	Hamlet
Fiona Atagootak	Women's Group Representative
Kaujak Komangape	Women's Group Representative
Dorothy Qamana	
Lee Inuarak	Youth Representative
Dylan Mahlick	Youth Representative
Simon Merkosak	
Jobie Atagootak	
Mathias K	HTO
Elijah P	HTO
Joshua Katsak	Hamlet
Joe Krimmerdjuar	
Leslie Qammanq	
Billy Ray	
Ham Kudloo	
Josie Piteolak	
Ruth Sangaya	
Rhoda Arnakallak	
Abraham Kublu	
Alboloo Atagootak	
Norman Simonie	
Tannika Peterloosie	
Niko Inuarak	
Samson Erkloo	
Joannes Innualuk	
Catherine Inuarak	
Jonah Koonabic	
Rosie Katsak	
Joshua Arreak	
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Boazie Botoona	Hamlet
Meeka A.	
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Participants

NPC: Nunavut Planning Commission	
Andrew Nakashuk	Chairperson
Percy Kabloona	Vice Chairperson
Ovide Alakanauruk	Commissioner
Peter Alareak	Commissioner
Brian Aglukark	Director, Policy & Planning
Jonathan Savoy	Manager of Implementation
Goump Djalogue	Senior Planner
John Maerzluft	Manager of IT/Sound
Ryan Mason	Office Administrator – Executive Assistant
Tommy Owljoot	Interpreter
Annie Ollie	Interpreter
Alan Blair	Legal Counsel

Baffinland Iron Mines Corporation	
Brian Penney	President & CEO
Todd Burlingame	Vice President Sustainable Development
Mary Hatherly	Director, Inuit, Government, and Stakeholder Relations
Joe Tigullaraq	Senior Manager, Northern Affairs
Megan Lord-Hoyle	Sustainability Manager
Andrew Moore	Inuit, Government, and Stakeholder Relations
Joshua Arreak	IIBA Coordination Manager
Christine Kowbel	Legal Counsel

Qikiqtani Inuit Association & Nunavut Tunngavik Incorporated	
Levi Barnabas	QIA Member at Large
David Curley	QIA Community Director, Pond Inlet
David Qamaniq	QIA Community Director, Pond Inlet
Nadine Chislett	QIA Community Data Specialist
Tiivi Qiatsuk	QIA Community Consultation Coordinator
Sylvie Molgat	QIA Legal Counsel
Bruce McRae	QIA Legal Counsel
Miguel Chenier	NTI Sr Advisor Lands Administration Planning & Management

Participants

GN: Government of Nunavut	
Steven Pinksen	Assistant Deputy Minister, Environment
Amy Robinson	Project Manager, Land Use and Environmental Assessment
Erika Zell	Avatiliriniq Coordinator, Economic Dev & Transportation
Krista Johnson	Environmental Assessment Coordinator
Brad Pirie	Project Manager Research & Monitoring
Emily Stockley	Legal Counsel, Department of Justice

Government of Canada	
Lihua Huang	INAC Land Use Planning Coordinator, Iqaluit
Kim Pawley	INAC Manager Env. Assessment, Land Use Planning & Conservation
Anita Gudmundson	Transport Canada, Regional Manager Environmental Services
Bruce Kavanagh	Transport Canada, Manager Rail Safety Engineering
Alana Swain	Transport Canada, Senior Marine Inspector
Simon Gruda	Legal Counsel, Justice Canada

Table of Contents

Day 1 – December 4, 2017		Page
Opening Remarks		6
Context for Public Hearing and NPC Executive Director Summary		8
Summary of Issues Being Considered		13
Introduction of Participants and Their Statements of Interest		14
Proponent Overview of Proposed Amendment to the NBRLUP		18
Questions for Proponent		22
Summary of Views Regarding Proposed Amendment		40
Qikiqtani Inuit Association		41
Government of Nunavut		45
Government of Canada		47
Pond Inlet Hamlet, HTO & Public		51
Introduction to the Public Forum		55
Public Forum		58

Day 2 – December 5, 2017		Page
Continuation from Day 1 of Pond Inlet Hamlet, HTO & Public Summary of Views		69
Comments & Questions from Participants Regarding Terrestrial Component Of the Amendment (Railway)		86
Discussion of Proposed Revisions to the Wording of the Amendment		91
Closing Remarks from the Parties		94

DAY 1: DECEMBER 4, 2017

Opening Remarks

Moses: *(Translated)*: The Mayor is not in the community, so I am representing on his behalf. He had a previous engagement for this hearing. He was not able to attend. Thank you on behalf of the hamlet of this community to the Nunavut Planning Commission for the hearing that is supposed to proceed. Welcome to the community. If it is your first time, welcome. Welcome to our community from the councillors and the Hamlet of Pond Inlet. Thank you.

NPC Chair: Ublaakut. *(Translated)*: Good morning. I'm Andrew Nakashuk. I'm from Pangnirtung. I am with the Nunavut Planning Commission and the Chair of that Commission. I would like to thank the community for welcoming us. Thank you, Deputy Mayor for your welcoming remarks. It is always nice to be welcomed, myself and the Commissioners.

We are here for a certain purpose. Baffinland Mining Corporation is requesting to make an amendment to the Plan. This is the purpose of this hearing. So we are here to hear opinions so that Commissioners can make decisions later on. The Baffinland amendment should be at the front table if you don't know what they are requesting. It is documented, and perhaps short notice.

The Commissioners and staff: To my right is Percy Kabloona, a Commissioner and Vice Chair. Peter Alareak and Ovide Alakanaruk are Commissioners. The staff we have here: Brian is Director of Policy. Jonathan Savoy and Goump Djalouge, and our lawyer is Alan Blair. Our interpreter is Annie Ollie who is down at the front table. Another interpreter is Tommy Owljoot. The technician we have for the next two days is John Ehaloak. Another person from NPC is Ryan Mason.

(In English): My presentation today will cover one role of the Nunavut Planning Commission and a brief overview of how we got to this point. Brian will be presenting to you the Executive Director's Report, and Jonathan will provide an overview of the issue being considered.

(Translated): Before we proceed, Baffinland, I think an introduction is in order starting with Todd. Could you introduce please?

Todd: Good morning. Thank you very much for welcoming us once again to the community. I am here today with representatives from Baffinland, including our Chief Executive Officer, Mr. Brian Penny, Megan, Mary, and Joe will all be here to answer questions throughout the proceedings. We also have staff members Joe, Joshua, Andrew, and our external legal counsel, Christine, so thank you very much for having us.

NPC Chair: Qujannamiik, Todd. (*Translated*): For all of you attending, welcome. Just housekeeping items: We have exits all around the building. The restrooms are to my left. There are snacks provided. They will be brought over around 10:00 for munching. We will start the morning, including tomorrow, at 9:00 a.m. We will be taking breaks at 10:15 and 3:00 in the afternoon. At lunch, it will be from 12:15 and coming back at 1:15 in the afternoon. We will stop for supper at 5:00. At 6:30, we will come back and go on until 9:00 in the evening. It will be the same procedure tomorrow starting at 9:00 a.m. Jonathan, do you want to go ahead?

Jonathan: Thank you very much. My name is Jonathan Savoy with the Nunavut Planning Commission. I'm just going to take a brief moment and overview the agenda that's before us today. So from this morning, there is the welcoming that has already taken place.

There will be some brief opening remarks from the Chairperson, Item #2 on the agenda. Item #3 will be a brief overview of an Executive Director's Report from August that, in part, led to this hearing, Item #4 will be a brief summary of the issues that are being considered, a copy of which is available at the table. We'll have a break. Item #5 will be an introduction of the participants, where everyone can introduce themselves – their name, organization, and a brief statement of interest. We'll follow that with the proponent overview of the proposed amendment. Baffinland will take us through their proposal and respond to some preliminary questions on that proposal at that time, and we'll break for lunch. Coming back, we will go through all the participants here today and provide a summary of the views regarding the proposed amendment. Those are somewhat time limited, but we do have a good amount of time here, so we won't be too strict with that.

Then moving on to #8 later this afternoon, we're going to get into specific comments from everyone regarding the proposed amendment now as it relates to the railway, including questions from any participant to the proponent or any other participant. So this is meant to be more of a discussion that will be moderated by the Chairperson. At that point, it can get into proposed wording for the actual amendment if anyone has specific suggestions, but I'll note there is a further section later on in the agenda to deal with that issue specifically.

We'll break for dinner, and then in the evening from 6:30 to 9:00 tonight, there will be a public forum. That will provide an opportunity for those who are not able to join us during the day today to come and provide their views on the proposed amendment.

Then tomorrow morning at 9:00, we will continue the discussion on the proposed amendment, again a roundtable-style discussion. Then tomorrow morning, still Item 10, we've allotted some specific time to deal with proposed revisions to the wording of the amendment, should anyone choose to bring those forward.

Then after lunch, we have scheduled to close between 1:45 and 3:15. Again, we have lots of time. If additional time is needed, I expect we can go longer. So thank you very much, Mr. Chair.

Andrew: Thank you, Jonathan. Brian?

CONTEXT FOR THE PUBLIC HEARING & NPC EXECUTIVE DIRECTOR SUMMARY

Brian: Qujannamiik Itsivautaq. (*Initial portion in Inuktitut – Translation not provided*). The Nunavut Planning Commission, which we will refer to as the Commission or as the NPC through this presentation, was established in 1996. The Commission is required by the Nunavut Agreement under Article 11, Part 4 to develop the broad planning policies, objectives, and goals for the Nunavut Settlement Area.

Through a comprehensive consultation program, we're working towards the Draft Nunavut Land Use Plan in collaboration with the federal and territorial governments, the NTI, and our sister boards. The Commission developed the NPC's broad planning policies, objectives, and goals, which were approved November 10, 2007. The five broad goals contain with the policies and objectives that support land use planning in the Nunavut Settlement Area are:

1. Strengthening partnership and institutions
2. Protecting and sustaining the environment
3. Encouraging conservation planning
4. Building healthy communities
5. Encouraging sustainable economic development.

This document is available for your review on our website at www.Nunavut.ca. It is available at the information desk in the front. Under the same section of the Nunavut Agreement, the Commission is also required to develop land use plans that guide and direct resource use and development in the Nunavut Settlement Area.

To date, two land use plans have been approved: the Keewatin Regional Land Use Plan, and the North Baffin Regional Land Use Plan. The North Baffin Regional Land Use Plan was prepared during the late 1980s and was originally known as the Lancaster Sound Regional Land Use Plan. That plan was developed due to a high number of concerns with regard to proposed drilling of an offshore exploratory program in the Lancaster Sound. That plan was revised to reflect the provisions of the Nunavut Agreement in June 2000 and was renamed and approved by the Ministers as the North Baffin Regional Land Use Plan, to which we will refer to as the Plan today.

Through both of the approved regional land use plans, the Commission is implementing the land use planning program for all lands, waters, and marine areas, and resources including wildlife outside the municipal boundaries within the approved planning regions of the Nunavut Settlement Area. Jon?

Jonathan: Thank you very much. I'd just like to note that all project proposals or all proposed activities taking place in the North Baffin region must be submitted to the Nunavut

Planning Commission to determine if they conform or agree to the terms of the Land Use Plan. It's the responsibility of the Nunavut Planning Commission to review all of these project proposals and make that determination as to whether the proposal conforms to the Plan.

In addition, the Nunavut Agreement also states under 11.5.9 that upon approval by Cabinet and the Executive Council, the Plan shall be implemented on the basis of jurisdictional responsibility. All federal and territorial governments, government departments, and agencies shall conduct their activities and operations in accordance with the Plan as approved.

The next presentation will include a brief history of the Mary River Project, but I just want to cover quickly some of the more recent events for reference. The proponent, Baffinland, initially submitted a project proposal to develop a railway to Milne Inlet in February 2017 for conformity with the Plan. After considering this submission and correspondence related to the proposed activities, the Commission notified Baffinland on March 6, 2017 that the North Baffin Plan was previously amended to include a transportation corridor associated with the Mary River Project in Appendix Q, but that the previous amendment does not contemplate the proposed works and activities identified in the February 2017 submission.

At that time, it was determined that the construction and operation of a rail line, additional infrastructure at the Milne Port Site, and at the time a proposed winter sealift, constituted the development of a transportation corridor. Baffinland then requested that the review of the February 2017 project proposal be paused, and instead submitted an application on March 17, 2017 to amend the Plan that again, at the time, would allow icebreaking inside the existing marine corridor, and to construct a railroad between Milne Inlet and Mary River mine site, as well as upgrades to the Milne Inlet port site. We should note that Baffinland has since withdrawn the icebreaking component of the proposed amendment that was originally distributed.

The Commission then reviewed Baffinland's documentation, correspondence, and submissions, and prepared an Executive Director's Report, which we will go through briefly next. This was presented to the Commissioners during a teleconference on August 30, 2017, and it recommended that the NPC publically review the proposed amendment and seek comments from all, including most importantly residents of the North Baffin planning region, on the amendment.

The Commissioners reviewed and considered the amendment application and the report, and they made a determination to proceed with a written public review and defer the decision of whether to hold one or more in-person public hearings until written submissions had been received.

Notices were posted in communities of Pond Inlet, Clyde River, Arctic Bay, Resolute Bay, and Grise Fjord, in collaboration and support from the local hamlets, as well as the QIA staff in the communities. The commenting period was given between August 30th and October 2nd of 2017. Following this commenting period, Commissioners reviewed all of the submissions at their in-person quarterly meeting on October 6, 2017, and at that

time determined that only one in-person hearing would be required, which is the meeting we're here at today. I'll turn it back to Andrew.

NPC Chair: This public review process of proposed amendment of the Plan is being conducted pursuant to Section 59 of the Nunavut Planning and Project Assessment Act, Article 11.6 of the Nunavut Agreement, and Sections 3.5.11 and 3.5.12 of the Plan, and to make sure the proposed amendment satisfies the information requirement of the Plan, and to decide whether an amendment should be recommended to the Ministers. We are here today to hear your views on whether the proposed amendment to the North Baffin Regional Land Use Plan should be approved. A list of specific issues was prepared and distributed, and it will be reviewed this morning as well. These documents are available on our information desk.

As part of this public review of the Baffinland proposed amendment to the North Baffin Regional Land Use Plan, the Commission is considering all information provided by Baffinland, the evidence filed in the record of the public review, and the comments that will be made in this public hearing. Again, this material is available to you at our information table.

In addition, the Nunavut Impact Review Board will be providing their views to the Commission on whether the requirements of the North Baffin Plan have been met. It should also be noted that if this plan amendment is approved, and the Phase 2 Project Proposal conforms to the North Baffin Plan, the complete Phase 2 Project Proposal will be forwarded to NIRB for their consideration.

The NPC timeline with respect to our public review of the amendment application includes written agreement on evidence heard by the NPC and the public review received no later than December 12, 2017, and Baffinland can provide any final comment by December 19, 2017. The public record will be closed at 5:00 p.m., except for NIRB's final report to be received by January 5, 2018. I would like to thank regulatory agencies and departments, Baffinland, and the Board for providing their expertise through this process as the Commission completes the task of collecting relevant information on which to base this decision.

I also want to recognize and thank residents of the High Arctic - Grise Fjord, Resolute Bay, Arctic Bay, Pond Inlet, and Clyde River - for their patience and participation in this very important process. Qujannamiik.

Brian: Qujannamiik, Itsivautaq. Brian Aglukark. I want to read to you the Executive Report that was provided to the Commissioners in August. The NPC's Executive Director Report of August 28, 2017 was a requirement of an NPC internal procedure to determine whether a public review of the amendment application was required. The document provides a useful reference for many of the issues being considered, and we would like to briefly review part of that report.

(Translation): The documents I am reading to you are also at the front desk, for your information.

The first section of the Director's report outlines relevant facts, including a brief history of the Mary River Project, which I will summarize with a few additions regarding recent events. In April 2008, the NPC issued a positive conformity determination for the Mary River Project, which included the Mary River iron mine and a railway south to Steensby Port for year-round shipment of ore through Foxe Basin and Hudson Strait.

The NPC and the Nunavut Impact Review Board conducted a public review of the proposed railway corridor to Steensby Port, and the Nunavut Impact Review Board conducted a review of the project and issued a project certificate in December 2012. In January 2013, Baffinland proposed a modification to transport ore north by truck to Milne Inlet, and then by ship during the open water season. In January 2014, the Nunavut Planning Commission carried out a public review of a plan amendment to permit the development of the terrestrial and marine transportation corridor proposed in the Early Revenue Phase Project. Appendix Q of the North Baffin Regional Land Use Plan was approved on April 28, 2014.

In October 2014, Baffinland submitted a new project proposal to the NPC for Phase 2 of the Mary River Project, which proposed to increase the shipment of ore through Milne Inlet, including icebreaking until March. In April 2015, the Nunavut Planning Commission determined that part of the proposal relating to icebreaking did not conform with the North Baffin Regional Land Use Plan. Baffinland subsequently wrote to the Minister and received an exemption from the North Baffin Regional Land Use Plan for the Mary River Phase 2 Proposal. While the Nunavut Impact Review Board was considering the Phase 2 Proposal, Baffinland further modified it to include a railway to Milne Inlet and to limit icebreaking to two shipments of freight between December and February. This modification resulted in a new Nunavut Planning Commission review, and it was determined that their revised Phase 2 Proposal represented further development of the transportation corridor, and a plan amendment would be required. Jonathan?

Jonathan: Thank you very much. Again, picking up on that, in March 2017, Baffinland formally provided a request to amend the Plan to amend a rail line from Mary River to Milne Inlet, additional infrastructure at the port site, and icebreaking from December to February. In August, the NPC initiated the public review of the proposed amendment. In October 2017, the NPC determined that a public hearing in Pond Inlet is required. We are here today. Then on October 24th, Baffinland clarified that they were no longer proposing winter shipping as part of the amendment application.

The next section of the report, Sections 29 to 36, deal with applicable laws. We won't spend much time going through those in any detail, but it includes sections from the Nunavut Agreement, as well as the Nunavut Planning and Project Assessment Act that provides guidance on how the Commission must consider proposed plan amendments. In general, the NPC must consider proposed plan amendments publically, which may include a public hearing, and then make a recommendation to the Government of Canada, the Government of Nunavut, and NTI as to whether the amendment should be accepted or rejected. Again, we're here today to gather your feedback to inform the decision on whether the amendment should be accepted or rejected.

The next sections deal with applicable land use plans. These are items 37 to 41, in this case, where the NPC receives a project proposal that proposes to develop a transportation corridor within the North Baffin region. The North Baffin Regional Land Use Plan requires a detailed application to amend the Plan and a public review of the proposed corridor. It includes Item 3.5.10, which reads:

“While ensuring the respect of applicable Canadian international obligations in the region, the NPC shall implement the concept of a transportation or communications corridor as a land use policy, having general application and applying to land and water routes throughout the region based on the processes identified in Appendices J and K of the Land Use Plan.”

Item 3.5.11 requires that all parties wishing to develop a transportation corridor shall submit to the NPC a detailed application for an amendment. This application must include an assessment of alternative routes plus the cumulative effects of the preferred route. It shall provide reasonable options for other identifiable transportation and utility facilities.

Item 3.5.12 requires that the NPC and NIRB publically review the proposed corridor to determine whether the proposal adequately meets the guidelines set out in Appendices J and K. Once it is determined that a proposal does meet the guidelines, the NPC may request the Ministers to amend the Plan to include a new transportation corridor.

It should be noted that the North Baffin Plan was previously amended under the Early Revenue Phase to allow Baffinland to build a haul road from Mary River Mine to the port at Milne Inlet, as well as a marine component that allows open water shipping.

Baffinland has now applied for a Plan amendment to the existed Appendix Q of the North Baffin Plan to add a railway of approximately 110 kilometers in length, to the list of transportation permitted between Mary River and the Milne Inlet Port site, generally following the routing of the existing tote road.

It should also be noted that a 2011 proposal by Baffinland to build a railway from the Mary River Mine site to the southern boundary of the North Baffin region along the route to Steensby Inlet was reviewed, but to date has not proceeded. Brian?

Brian: Thank you, Jonathan. The next section summarizes a number of rules, procedures, and policy documents that also guide the review of the proposed amendment. They include many factors that the Commission must consider before making a recommendation regarding a proposed plan amendment, which I won't review in detail.

The initial assessment of the amendment application noted concerns, in particular with the icebreaking aspect of the proposal that has since been withdrawn or removed, and recommended that the public hearing in Pond Inlet would be appropriate. On August 28, 2017, it was recommended that the initial written public review be conducted to determine the level of concern with the proposed amendment and the need to hold one or more public hearings.

The Commissioners determined that an initial written review should be held, and based on the feedback that was received, it was then decided that this public review would be held in Pond Inlet. That's the Executive Director's Report. Qujannamiik.

NPC Chair: Thank you, Brian. Jonathan?

NPC SUMMARY OF ISSUES BEING CONSIDERED

Jonathan: Thank you very much. Just to clarify, this is the last issue for this morning. We're on Item #4 of the agenda: Staff Summary of the Issues Being Considered. As part of the process leading up to this hearing, a draft list of issues to be considered was distributed for comment. Comments were received, and on October 27, 2017, a revised list of issues was distributed. The intent of this was to assist participants to focus their comments made during today's public hearing. I'll just briefly run through the few issues. Again, the list is available at the back for reference.

The first issue that was identified is that anyone that wants to develop a transportation corridor must provide the information listed in Appendix J of the North Baffin Plan. Based on the comments made in the public review and this hearing today, the NPC will then decide:

- A) If Baffinland is required to provide the information listed in Appendix J of adding a new railway to an existing transportation corridor, which was initially for a road, and
- B) If the answer is yes, has Baffinland, in fact, provided that information?

The second issue is that anyone who develops a new transportation corridor must meet the planning guidelines listed in Appendix K. Again, based on the comments made in the public review and the hearing here today, the NPC will decide:

- A) If Baffinland must follow the guidelines listed in Appendix K of adding a new railway to an existing corridor.
- B) Again, if the answer is yes, have those guidelines been met?
- C) Does the NPC need to make a decision to determine the physical width of the existing corridor that is to safely encompass all components of compatible linear infrastructure of the corridor?

The third issue: Is the proposed amendment consistent with the Nunavut Agreement, the Nunavut Planning and Project Assessment Act, and the NPC's broad planning policies, objectives, and goals? If they are not, are revisions to the amendment required?

The fourth issue that was identified: Do the caribou protection measures listed in Appendix I of the Plan need to be revised in connection with the proposed amendment of Appendix Q and prior to a conformity determination on the proposal to construct the railway? If so, what revisions are necessary or advisable?

The fifth issue that was identified: Should the NPC create corridors that allow proponents to carry out any type or mode of transportation project and avoid restricting transportation by any project proponent?

The sixth and final issue: Will the addition of a proposed railway or multimodal use to the existing transportation corridor in Appendix Q unduly interfere with the existing public right of access for the purpose of transportation to the Milne Inlet tote road, easement under the Nunavut Agreement, or not? Part B: Are the proposed multimodal uses – meaning road and rail – compatible pieces of linear infrastructure within the corridor together with the existing public easement?

Those are the six issues that have been identified for consideration today. Thank you very much, Mr. Chair.

NPC Chair: Qujannamiik, Jonathan. (*Translation*): Item 4...I think we should take a short break, but I don't think condiments are in yet, so let's proceed with another agenda item. Then we can take a short break.

Under Item 5, we would like to hear the concerns of the group in summary so you can be noted, your organization. Who will start before we take a short coffee break?

INTRODUCTION OF PARTICIPANTS & THEIR STATEMENTS OF INTEREST

Enookie: (*Translated*): Good morning. Welcome to Pond Inlet. I'm Enookie Killiktee, resident of this community. I'm with the Hamlet Council. In Pond Inlet, we have a committee within the council, specifically geared towards Baffinland concerns, especially the proposed railroad track, which we have heard so much about. We also have our own concerns as North Baffin communities. I will indicate and ask people who are just as concerned as I am.

First of all, I have introduced myself and the organization. I'm with the steering committee. The concern is what is emerging. We have concerns as a group and how we should plan for the future to see if there are any alternative plans that should be proposed, because this would directly involve and impact us in this region. Just so you understand, as an organization planning commission, this is not QIA's view. This is strictly local opinion.

I am a Chair of the Pond Inlet, Mary River Phase 2 Committee. This is our title. I will ask one by one to the group who is concerned. We have specific sections that we want to press to you. We have many concerns, and I don't think it would do justice if I speak on the items by myself. Each of us has been concerned in certain sections. First of all, I would like the HTO spokesperson to speak to you.

NPC Chair: *(Translated)*: Before we proceed with Item 5, could you just briefly mention your name and your organization so we can have it recorded? In your speech, could you say your name and organization?

Jaykolasie: *(Translated)*: Thank you, Chair. Thank you for coming into the community. I'm Jaykolasie Killiktee, HTO member. As Enookie mentioned, I'm with the group. I just want to supplement his presentation in the proposed amendment from the mine to the port. I just want to let you know who I am with. I will call in another person just so you can distinguish a face. Mittimatalik, and the families of Mittimatalik have a group as well. I will ask Fiona to come up.

Kaujak: *(Translated)*: Thank you. Thank you, Chair, that I am able to participate. You are very welcome to Pond Inlet. I'm Kaujak Komangape. I am representing the Women's Group in Pond Inlet. I have concerns of a social issue. I work for the Government of Nunavut in the Social Department, but I'm concerned right now for the social issues in this community not related to my job. I'm concerned about the impact it will have to the community of Pond Inlet and Pond Inlet Women's Group.

Fiona: *(Translated)*: Fiona Attagootak. I have been appointed by the Women's Group to participate as their voice. I'm from Pond Inlet. It's not just a women's group but includes social concerns in general. Many social concerns have emerged to the mothers and to the grandmothers and great grandmothers. I would like to try to be a voice to these people I have just mentioned. I will voice my concerns. There are many unseen problems, and over the years I have helped assist many women in difficulties. It is not the first time we are dealing with problems like that.

We have gotten together to say our concerns, especially women's concerns. It is not a local problem, but there are many problems related to Nunavut. I need to be heard. I need to exercise what is in the Agreement with my concerns. Thank you.

Enookie: *(Translated)*: I will continue. We have an Elder's Group I will ask to speak.

Male? *(Translated)*: I am the community Elder of this group. The topics and concerns we have are voiced and emerge from the community concerns. I am part of this group. We have been designated by the hamlet councilors, including myself as their Elder. Jayko Aooloo is also our member, and the two ladies before me. We are the group. We have been informed by the hamlet council because there are genuine concerns. There were groups before us, but this is the community-enacted group.

As I said, people who will present to you have genuine concerns, and many things we have problems with for the Baffinland amendment. I don't think it has fully covered everything, for instance the railroad track that they want to use and how well it is constructed on the terrain. It's rough. We need to know exactly how much land will you occupy for the total track. For those of us who live in this community, this is our land. We have used it for a long time. We walked on it. Today now, if you haven't walked the land, you won't understand. I think for those of us who used it, you have no idea how much devastation it will have. So for those of us who live here, it's a big concern. I will leave it at that for now. Qujannamiik.

NPC Chair: Thank you.

Enookie?: *(Translated)*: The task we engage in our group is, I think a monumental task to this community.

NPC Chair: *(Translated)*: It's okay. Just introduce them to see what their concerns are, but try to keep your presentation brief.

Enookie?: *(Translated)*: The Youth Committee is in this group, the dog team owner, Lee Inuarak.

Lee: *(Translated)*: Thank you for allowing us to make a presentation for those of us who live a traditional life, dog team mushers, hunters...I don't have much to say to the group. I just thank you for listening to us, Mittimatalik, Pond Inlet, the public members.

Jayko: *(Translated)*: Thank you. Welcome. Jayko Aloo, Pond Inlet. I have seen many of you, and I know some of you. Thank you for coming into town. My main concern is for the community people who live under the QIA lands, Inuit Owned Lands, since it started. I just wanted to do a brief statement on it.

Sam: *(Translated)*: Sam Omik, community member at large. Thank you for organizing this public hearing. I know some of you, and we expect a great deal from your group. Delegates to the public hearing, thank you for coming. I'm Sam Omik, resident of Pond Inlet. I'm a local hunter, and I've been appointed by the hamlet councilors to sit with the steering committee who is concerned with the railroad track. We will have many concerns, about 11 points with varying topics.

First of all, there are the animals we hunt in that general area, and also the transportation corridors that we use, not just for me or locally. It goes as far as Kivalliq. Baffinland, the information that they have given you and that we have heard from Baffinland related to the amendments, I will also mention. The railroad track will completely block some of our travel routes. Again to the railroad track, I think we all know that south railroad tracks operate in southern Canada and the difference related to what they want to do.

The proposed track, the route it's going to take, how do they propose to mark the path it's going to take? To QIA and Pond Inlet residents, they are not fully documented what Baffinland proposes to do. I have 11 points ending with caribou and how it will impact this herd. We need to be understood, the points that we will present to you later. Thank you.

NPC Chair: Qujannamiik. Others?

Levi: *(Translated)*: Thank you, Chair, the Commissioners, and the Nunavut Planning Commission. I represent QIA. My name is Levi Barnabas. I work with QIA in a subcommittee and also a Chair on major projects in relation to Baffinland. QIA representatives are David Curley elected official; Bruce McRae, QIA General Consultant;

Sylvie Molgat, QIA external Counsel; and Nadine Chislett, QIA Community Consultant Coordinator. We are here to participate and to give you the brief information we have.

NPC Chair: Qujannamiik. Other groups?

Steve: Good morning and thank you, Mr. Chair. My name is Steve Pinksen. I'm the Assistant Deputy Minister for the Department of Environment, Government of Nunavut. With me today are Erica Zell, Coordinator; Krista Johnson, Environmental Assessment Coordinator; Brad Pirie, Project Manager Research and Monitoring; Amy Robinson, Manager of Land Use Environmental Assessment; and Emily Stockley, Legal Counsel. Thank you.

NPC Chair: Qujannamiik. Go ahead.

Miguel: Ublaakut, Mr. Chair. Thank you very much. I'm Miguel Chenier. I'm with NTI. I live in Cambridge Bay. I'm a Senior Advisor of Lands Administration, Planning, and Management for NTI. We are here to listen to the concerns of the community and to support the proposals put forward by the QIA. Thank you.

NPC Chair: Thank you.

Lihua: Ublaakut. Thank you. My name is Lihua Huang. I'm a Land Use Planning Coordinator working in the Nunavut Office for Indigenous and Northern Affairs Canada in Iqaluit. Here with me today are my colleagues from Transport Canada. Anita Gudmundson works on environmental surfaces. Bruce Kavanagh works on rail safety. Alana Swain works on marine safety. From the Department of Justice Canada is Simon Gruda of Quebec. He is our legal counsel. Also from Indigenous and Northern Affairs Canada is Kim Pawley, who works on land use planning and environmental assessment.

We are here today to listen to the interests and concerns raised and to answer questions that you may have regarding our submission to the Nunavut Planning Commission on the proposed amendment to the North Baffin Regional Land Use Plan. Thank you.

NPC Chair: *(Translated)*: Thank you. Thank you. I think all the groups have made known their intention to participate. Although the snacks aren't in yet, I think we'll go ahead and take a break and resume shortly. We'll take a break of 20 minutes.

BREAK

(Recording started at this juncture):

Male? *(Translated)*: ...taking pictures, and it will be presented to probably the Pond Inlet residents so people can see it. Thank you.

NPC Chair: Baffinland, please? Please also note they will have a 30-minute presentation. Baffinland?

PROPONENT OVERVIEW OF PROPOSED AMENDMENT TO THE NORTH BAFFIN REGIONAL LAND USE PLAN

Brian P: Thank you. As Todd introduced earlier, my name is Brian Penney. I'm the President and CEO of Baffinland Iron Mines Corporation. I would like to thank the NPC and its staff for organizing this hearing. I would like to thank the community of Pond Inlet for welcoming us here today. I would like to thank all participants and community members who travelled to be here today. It's greatly appreciated. We value our relationship with the Northern Baffin region, and we appreciate the opportunity to discuss the Mary River Project.

As it was stated many times today starting with our Chairperson, today we are here for an amendment to the North Baffin Regional Land Use Plan. If approved, it will allow Baffinland to enter into the environment assessment process for our Phase 2 Project Proposal. This proposal will introduce rail to our operation and is the reason why we are here today.

Phase 2 Project Proposal will see Baffinland expand to 12 million tons per annum. This expansion is critical to the survival of the Baffinland Iron Mine. I've worked in mining for over 25 years, and 20 years working in iron ore. I can tell you that the Baffinland iron ore deposit is the best iron ore deposit in the world. It is a high-fixed cost operation. That means it costs the same amount of money to produce 1,000 tons a day as it does to produce 30,000 tonnes a day.

At a production level of 4.2 million tonnes, the revenue generated does not offset those fixed costs. An operation of 12 million tonnes per annum will offset those fixed costs and position Baffinland to be successful in a very variable iron ore price environment. That means in situations when the iron ore price falls, we will continue to operate. That combined with the tremendous asset – the in-ground iron ore that's available at the Baffinland iron operation – means we're not going to be operating for 10 years, not 20 years, not even greater than 30 years. This is a multi-generational operation that will be here for our children's children, assuming that we can get our cost structures straight.

I think it's important to understand that we're not here today to approve a railway. We're here to approve an amendment to the Land Use Plan. This will allow us to start a process in which all aspects of this expansion will be considered and provide opportunity for stakeholders to provide opinions and input. We look forward to that opportunity, because we feel the Phase 2 Project Proposal offers the most environmentally sensible proposal to expansion in the area. We look forward to constructing it and building an operation that will be sustainable and profitable for all of North Baffin region and the territory of Nunavut.

Again, I thank you for listening to us today. I will now turn it over to my colleague, Joe Tigullaraq to go through a short presentation. Thank you.

Joe T: Qujannamiik, Itsivautaq. (*Translator*): Thank you, Mr. Chairman and the Board, and also to NPC staff. I am Joe Tigullaraq. I'm working with Baffinland in Iqaluit. I'm going to briefly make a report so you guys will have a better understanding, because we're requesting expansion of the road tote. We work with other communities on behalf of Baffinland, and usually from the North Baffin. We've been working with Nunavut, and it's going to help Nunavut create jobs. I'm going to present the presentation now.

I can speak both in English. I'm bilingual. The Baffin Mary River Mine has been operational for three years, and we would like to thank North Baffin residents, because we have been working a lot with them. Within three years, we have continued to provide benefits to the communities. Baffinland must increase production and lower cost. There have been 259 employees within Baffinland, and in 2017, the salary was \$6,300,000... the amount I have just given is not... \$11,843.

We have been working with...It's to make money and to help with the people of Nunavut or North Baffin region. 431.9. We have help with business and also in the year 2017, we have given no contract, \$156 million dollars with Inuit who have their own business, as there were signatures, and that would relate to Mary River Mine. Baffinland has paid \$41 million dollars to QIA. There was an agreement to the ore mine. Right now it has decreased. Even though the ore...the road tote that we would like to amend on is already on the approved, it has already been approved under the Baffin Land Use Plan, but we just want an extension on the... If we would continue, we would have \$12 million dollars. It's kind of expensive to...(*long pause in translation*)

It would be much improvement from the road used. The railroad track, it's not new to North Baffin. I think we need to have this approved. Originally it was approved for Steensby Inlet, but money was a problem. That's why it was worked on in the first place. That's what is happening with the Steensby project.

(*Translator requested speaker get closer to the microphone*)

Tommy: Can you get closer to the mike? We cannot hear you. Thank you. Sorry.

Joe T: (*Translator*): Here's what we're talking about. You can see the diagram to your left. It has been approved previously and the tote road is approved as well. The route, marine traffic routing has been approved as well. The project has been approved all along for North Baffin projects traveling northward. The Plan has been approved. It's under Item Q on the approved Plan. To the right also indicates that the road we have used for hauling the materials. The railroad track as proposed would be approximately to this road. The railroad track would just be on the side of the tote road where the road already exists. If you look at parts of the proposed railroad track, there is a bit of difficulty. Some curves are quite sharp in the first part. Perhaps the routing might have to be altered slightly just to make it safe. Ten kilometers is a corridor that we use. Five kilometers to the either side. That's how it is at the moment.

The railroad track – the gravel would be had from approved land where QIA has approved the location for gravel hauling. This particular gravel is on Inuit Owned Land, so it has been approved and proposed to be used to do the construction. We had

workshops in the past on this matter. The gravel site has been researched. We have brought in maps to indicate where gravel would be. There are some maps here, and the routing. There are maps on the wall for your information, and there are some in the lobby area, just for your information.

North Baffin Land Use Plan already has an existing transportation corridor, and the site indication has been approved. The Plan amendment is not yet fully discussed. I know we have a tote road that we are using right now where the railroad track would be, in the same route. The amendment is self-explanatory. It is very clear why we have chosen the sites adjacent to the current tote road. The railroad track has been submitted for approval to the Nunavut Planning Commission, and there will also be a secondary regulatory approving agency to look at it as well to see if it impacts wildlife, the environment, and social life to the communities closest to the area. There has been considerable research. You are the first ones that we are making this proposal to. There will be another secondary agency to whom we have to explain as well.

This explains the process as we progress, as it is now. First of all, the proposal – Mary River, Baffinland has submitted to the Nunavut Planning Commission on the amendment to the railroad plan. If it is approved by the Nunavut Planning Commission as it is presented, I think that would be progress. Then it goes onward to the Nunavut Impact Review Board along with other regulatory agencies, QIA and such. This would also be an intense review. If it is approved, then a license allowing us to work on this Phase 2 would go ahead after perhaps a NIRB hearing about the proposed railroad.

As our CEO mentioned, the railroad proposed plan, if approved through the Nunavut Planning Commission, it would not necessarily go ahead. The Nunavut Impact Review Board would have to be involved. They would proceed to hear the proposal again. If it's not approved, if the railroad proposal is not approved as presented by the Nunavut Planning Commission according to your jurisdictional progress, I think we won't be able to proceed. I don't think NIRB would even bother to do a hearing on it. This is just for a reference.

This application is seeking to establish a new transportation corridor. This is not a new proposal. The railroad track proposal to the Nunavut Planning Commission is just being proposed to you. The Nunavut Planning Commission, you work under Appendix J and K. Back in 2014, the first application was amended. This is just an additional application to J and K to the North Baffin Regional Land Use Plan. It's a sound proposal for the railroad track.

The amendments under Appendix J and K have also been passed on as information to NIRB just for their information. The amendments we had that we proposed last time, we believe the amendments under J and K as written and proposed, it is very sound. The Plan, I think, went beyond what we have proposed.

Hunters and Trapper Organizations and others have indicated that it is obstructive if constructed. I think this topic will continue as a concern, but we are here to work with organizations. We strongly believe as proposed that it is very sound. It conforms to the Nunavut Planning Commission's mandate. We also believe that the Nunavut Planning

Commission in their daily course of work with the regulations mandate they work under, I believe our proposal conforms to it.

We also discussed caribou protection measures and how the railroad track would impact caribou herds. Having heard through the communities through meetings on caribou management concerns, Baffinland has very extensive policies working with QIA in protection of caribou. We have submitted how we view caribou protection to other regulatory agencies back in 2014. We understand and we adhere to the regulations to caribou. There have been a lot of ideas of how protection could be ensured if the railroad track was approved as a transportation corridor. We understand. We understand the railroad track, if it is approved as a proposal, it is for the better improvement of transportation.

Our proposal complies to all the regulations that we know, especially when it comes to caribou herds. The railroad track, if it is approved, will adhere to regulations for caribou protection. Baffinland would follow in the caribou protection regulations. I think the North Baffin Regional Land Use Plan would be in accordance with land regulations if we continue this project. We look at pros and cons. We work with Nunavut communities, QIA, and government regulatory bodies. They are kept informed just so the Plan will be ideal for all concerned, and through the Nunavut Planning Commission.

The proposed railroad corridor as planned is a multimodal transportation corridor. It is not just used for hauling. Although it is not yet approved by the Nunavut Planning Commission, it has been sent as a draft proposal. I know this organization is looking at it and to see if there are other things they may be considering. It conforms pretty well to even environmental standards and other regulations according to the Baffin Land Use Plan.

The Nunavut Planning Commission knows it would be good if Baffinland has a sound Plan and I'll mention that the transportation corridor is very wide. It is 10 kilometers, 5 either way. I think what we have is sound - a tote road and a railroad track would be best in terms of sound operations. The transportation corridor, as I mentioned, is 10 kilometres. The Nunavut Planning Commission is aware of this as proposed. 10 kilometres, I think you would approve that.

The rail transportation will not interfere with public access. It would be accessible anytime to the public for crossing or otherwise. It also conforms, and it's not outside the boundaries of the Agreement. The Hunters and Trappers have been consulted, and two people who have come to the mine site, they have looked at the site at times. We have a security system where everything is safe. People who have come to the camp, they are welcome. The hospitality of the mine is always open, even in terms of people who might get hurt while up there. Our medical services are there if this would be the case.

It is just very important to let security know whereabouts the public travelers are going just for safety purposes. It is not to restrict. It's not to tell people you can't travel there. It's strictly for safety purposes, whatever transportation mode you are going, even by snowmobile. This has always been the case even if the railroad tracks were made and approved. If the railroad track is constructed, it still would be very, very safe for hunters

and caribou to cross. There would be no danger in how high the railroad track would be from the ground. It's nothing higher than 1 metre from the ground, so it's not very high. This would be the case of all the railroad construction. But the grade perhaps, the grading would be a little steep in certain areas, though not through the length of the track just because of the terrain.

The safety of the road is always a concern of Baffinland. It's very important to Baffinland that no one gets hurt within the road, mine sites, or near to it. We think safety, and anyone who crosses our road, we think of their safety. The hunters as they get closer to the mine site, they are always assisted and will be assisted in crossing. I think this would still be the case if the railroad is built.

Just to summarize the presentation, the railroad track as proposed, if it becomes a reality, we could transport more conveniently, whatever it may be, even to the workers and the materials we have to transport. Wildlife is a concern, and it will be looked after even if the railroad track is built. The hunters should be looked after. With this project, it is always safety first. Baffinland always has worked with the communities and Inuit in their mineral production for the North Baffin region. Not only Nunavut, but to the country as well.

Thank you. Thank you for allowing us to make this presentation for your group for your consideration and information. We strongly believe that we can work together very well. Thank you, Nunavut Planning Commission.

QUESTIONS FOR PROPONENT

NPC Chair: *(Translated)*: Thank you. Before I open the floor to the public, I would like to ask first the Commissioners if they have any questions for the Baffinland delegation.

(Pause)

If there are no questions, I have one for myself for the continuation of discussion. I think you mentioned that there is an existing road, and you are proposing to build alongside the existing road. Are you still planning to stay close to or adjacent to the existing road? Thank you for your question.

Joe T: *(Translated)*: The transportation corridor allows us 10 kilometres wide accordingly, and you are aware of this. The bend along the 10 kilometres of the railroad track, I think it would go outside. But it is still within 10 kilometres, though it would be a little out of the existing road right now. The sharp curve where we propose to build the railroad track, how far is it from the mine?

Todd: Seven clicks

Joe T: *(Translated)*: It's seven kilometres from the mine where the bend is.

Todd: Yes, just for clarification, as Joe said, the proposed rail line would follow next to the tote road with the one exception that is shown on the map, where because of high topography and the grade being too steep for a railroad, it would have to divert to the south. The maximum distance from the existing tote road is seven kilometres for that section.

NPC Chair: Thank you. The way I understood him, it was going to be the road and nowhere else, but there is a diagram there saying that's not going to be on the road that already exists. That's why I asked. Thanks for the clarification.

(Translated): Make your way to the microphone please.

Jaykolasie: *(Translated):* I have five questions. I'll try to keep it short.

NPC Chair: *(Translated):* When you come to the mike, please mention your name for the record. The proceedings are being recorded. We'd like to know who is talking. Just keep this in mind. Mention your name.

Jaykolasie: *(Translated):* Thank you. Jayko from the hamlet. I've been asked by the hamlet councilors to make a presentation. I have five questions. I'll try to keep them short. I would like some questions when I'm done.

The first one: The CEO has mentioned – perhaps it's just a question – if this proposal was approved, how many jobs would you lose because of transportation? The railroad track would become efficient. Do you anticipate any lost jobs? If this is approved, could you indicate the loss? I'd like to know.

The second one: You also mentioned that as the project starts, I was made to understand that there are currently 259 employees. Is this from Pond Inlet, from Baffin communities? How many would be added to the workforce from here?

Third: You also mentioned that you have given \$41 million dollars to QIA in royalties. Is that money given back to the mine in terms of subsidies?

Fourth: With caribou protection, you mentioned QIA has been informed, and they have worked with you with this question. Although I have heard this being mentioned, it was never brought up to my community in terms of caribou protection. We have not been informed. We should fully participate when it is being discussed. QIA at times is pretty quiet. Information is not coming to us, especially when it comes to protecting caribou herds. Pond Inlet are not aware.

The last question: I think it was also mentioned – maybe I misunderstood the question or presentation – you mentioned the existing road and the construction of the railroad track. Crossing and safety were emphasized. I think for those of us who live in this community, we hunt in that area. We shouldn't be told this area is out of bounds. We need to be told clearly where we can go in terms of hunting in your vicinity. Thank you.

NPC Chair: Qujannamiik.

Todd: I believe I heard a total of 5 questions and perhaps we'll start collectively trying to address each one. If we miss any, we rely on you to correct us, and we'll answer those as well.

The first question was - if I understood correctly - if a rail line was constructed, what effect would that have on the jobs currently held by Inuit people, and in particular Pond Inlet? I believe that was the question. Do you want talk about that, Brian?

Brian P: Sure.

Todd: Our CEO will respond to that question. Thank you. Sorry, I should have identified myself. Todd Burlingame, Baffinland.

Brian P: Thank you. Brian Penney responding to the question on potential lost jobs: There will be no lost jobs as a result of this expansion. There will be transition of jobs. The transition will be from a truck-hauling route, so we will add more trucks to our mine. We're now moving three times the amount of product, so there are going to be different trucking jobs. There are going to be lots of equipment operations jobs. As well, from an Inuit perspective, we have very few Inuit currently driving our tote road in terms of hauling material right now.

That being said, responding to question number two and 259 employees, we plan on increasing that dramatically as we progress this operation, as per our obligations under the IIBA. I'll turn it over to anybody else, any other of my colleagues to address that if they wish.

Mary: I'm Mary Hatherly with Baffinland. Maybe if I could just follow-up on Brian's remarks. With respect to jobs, Baffinland is putting a very heavy emphasis on increasing the rate of Inuit participation in the project workforce. We have commitments under the IIBA that we are taking very seriously.

We work with QIA on a number of initiatives. One is the Q-step Program, which is a four-year program for training to employment. We have also introduced an apprenticeship program, 26 Inuit apprentices in a variety of fields. This will be a program that will be run every year. Finally, we are revamping and reintroducing our Work Readiness Program. It will be a 12-week program that will be run in every one of the five North Baffin communities.

We think these are important first steps to increasing our rates of Inuit in the workforce. It is something we take very seriously, and as Brian said, we see Phase 2 as providing a very good opportunity to diversify the available jobs and to increase our Inuit workforce.

Todd: Thank you. Now the second question...

NPC Chair: Just state your name before...and turn the mike on.

Todd: Todd Burlingame with Baffinland. The second question was specific to jobs in Pond Inlet, and you heard some of the comments from our CEO, and Mary talked about some of the programs. People can come to Joe's office here in Pond Inlet to be able to find out the current numbers of employment. Pond Inlet is currently at 47. The additional jobs that will come as a result of the expansion, of course, could be expected to be incurred in Pond Inlet. You look at the ratio of jobs, and Pond Inlet currently has the highest number of Inuit employed at the jobsite.

I would like to then move on to the third question, please, which was respect to the effect of payment of royalties. Our CEO may wish to follow-up on that, but the short answer is there are no subsidies being gained by Baffinland as a result of paying these royalties. I think that addresses that question. If there are any follow-ups, we'll be happy to try and address them.

The fourth question that I had written down was regarding caribou protection measures, and I may ask Megan to help us answer that, but it's important to note that the HTO has been involved on our various committees and has been engaged throughout the development of these caribou protection measures. I'll ask Megan to give a little more background on what some of those measures are and the process in which they continue to get revised.

Megan: Thank you. My name is Megan Lord-Hoyle with Baffinland. So if I understood the question, it was in regard to the caribou protection measures that are currently in place, and these have been developed with the QIA and clarification about the development of these measures.

So it is correct. We do have caribou protection measures that are in place currently and are implemented for our current operations. Those were developed in agreement with the Qikiqtani Inuit Association. I note the comment that the community of Pond Inlet should be in full participation with the development of these measures. So I would like to follow-up on what Todd has provided.

We do have environmental working groups currently active on the program, which advise on all of our monitoring programs ongoing, both in the marine environment and the terrestrial environment. Those working groups have a number of different government agencies, as well as representatives from the Mittimatalik Hunters and Trappers Organization.

The caribou protection measures that we do have in place currently will be revisited as part of the environmental assessment process for Phase 2, and certainly engagement with the QIA, as well as the environmental working groups and the HTO would be a process for the development and consideration of revisiting those caribou protection measures. So thank you for the comment. It is certainly noted, and it is at our attention if these are to be revisited, to do so in full collaboration. Thank you.

Todd: The fifth question I wrote down was the effect of the existing road, construction and safety, and related to hunting – that the hunters should not be restricted and should be

clearly informed on the areas where there are safety issues and there might be a restriction as a result of that. There are a couple of comments to try and address that.

One is the existing tote road and the traffic that currently transits or moves back and forth on that would be more excessive than the amount of traffic that would be on that road or in that corridor if a rail is approved. The measures regarding caribou and hunting, and safety specific to a railroad were looked at extensively during through the approval process for the original project and are shown in the final Environmental Impact Statement.

They include things such as working collaboratively with hunters to identify areas of crossing and to make sure that the structure of the rail bed is designed to allow for passage not just for caribou, but also for hunters.

There is a significant amount of material that would be involved in building a rail bed. That material would be drawn from existing quarries and quarries that would potentially be approved through the expansion if it is to go forward. Things such as areas where the grade is too steep for caribou or for hunters to transit, would be identified very clearly with the Hunters and Trappers Associations before construction even commences. So I hope that addresses those questions. If I missed anything, I request that you just let us know, and we'll do our best to answer them.

NPC Chair: Qujannamiik. (*Translated*): Are there any questions?

?Male: (*Translated*): Thank you, Chair. Baffinland, I have a short question. I expect short answers. Frank, if you could come up. I will speak in Inuktitut. The 10-kilometre transportation corridor if approved, there is no need to go through another transportation corridor, so I understand that. The proposed railroad track, I don't think there has been any railroad in Nunavut to date. You mentioned one section, and you said 7 kilometres from the camp, it will go out of the tote road in order to avoid obstacles. You mentioned it was within your 10-kilometre corridor. So would that expand your transportation corridor from 10 kilometres to wider? Frank will ask you more questions. Frank?

Frank: Frank Tester. I'm acting as a technical advisor to the Pond Inlet Mary River Phase 2 Review Committee. I'm concerned about the way in which both Section J and K are understood. In addressing it, I'm thinking in particular about the way these sections are worded. Section J uses the word "develop," and it requires that the proponent produce for the Nunavut Planning Commission certain information.

Our argument is that section does, in fact, apply. If you read it carefully, it says "development of a corridor." It doesn't say, "development of a new corridor." I'll use this example. As you know, if I build a house and I put an addition onto the house, in most jurisdictions – in fact, almost every jurisdiction I'm familiar with – you need a permit to do that, because you are developing your house. You already have the house, but you are developing it further.

The wording of Section J is “development of,” and what the proponent is proposing to do by adding a railway is develop; that is, further develop a corridor that admittedly they already have. So I think the wording of Section J is really important here, and that’s our understanding of what is meant by the wording, “development of a corridor.”

With respect to Section K, things are a little more, I guess, opaque or complicated. The corridor doesn’t just consist of the corridor. In fact, associated with the corridor is a buffer zone. If you move the railway in the section that is being proposed, you affect the buffer zone. In other words, the buffer zone, which is part of the corridor, has to be redefined, because the railway is now right up against the western boundary of the existing corridor. So that, in effect, we would argue constitutes a redefinition of, i.e. the definition of, what amounts to a new corridor in that it is significantly changed as a result of the proposal to move the railway in order to avoid an area I gather, of considerable grade.

So our argument is very clear. Section J and Section K, because of what I just mentioned and given the wording, both of them apply.

NPC Chair: Thank you.

Todd: The first question was would we be looking to expand the corridor wider because of the bump-out over that hill, that seven kilometre bump-out. Our position has been documented that we believe that infrastructure would fall within a 10-kilometre footprint of the corridor.

Regarding the application of J and K – the requirements of J and K - we’ve documented that while we don’t believe it applies, we believe we’ve met those requirements. We also acknowledge that one of the objectives of these hearings is for the NPC to view all of the evidence and information put before them to make their determination on if that’s correct.

NPC Chair: Thank you. Qujannamiik. Question?

Jaykolasie: (*Translated*): Thank you, Chair. I don’t mind presenting. It is difficult for me with the interpreters. Their dialect is different, although they are trying their best. I misunderstood some words. Hunters and Trappers Organizations belong to a group as well with Inuk. I have a question to the Baffinland delegation.

First of all, thank you for coming and your presentation. My question is the railroad track proposal if it is approved. From the mine to the wharf site is quite a distance. The land terrain is uneven, rough and high at times. There are ditches and valleys. I don’t think we have discussed it yet fully by Baffinland. Once you have constructed considering the terrain, I just want a clarification again of how high the railroad track would be from the virgin ground – the valleys, the ditches, and the inclines where you proposed. What effects would the incline be? Would you increase your gravel use in the low valleys when you reach ditches? I’m just asking given the unevenness of the terrain for the railroad. Qujannamiik, Itsivautaq.

NPC Chair: Qujannamiik. (*Translated*): I've been told we are trying to get a local interpreter so you can fully understand the proceedings. We're doing our best. One will be hired. Go ahead.

Todd: Todd here. Again I'll see if I got the questions right. If I missed them, then please correct me. Very good questions related to the construction of a rail bed. Now the design criteria that we are proposing and that would be taken forward through an environmental assessment for a thorough review, looks to be about a metre or three feet above the existing level wherever possible.

You mentioned the areas where there are valleys and hills, because it is uneven. In those cases, there has to be material removed from the high areas, and it would be located into the lower areas to maintain that smooth grade. So there are areas in that terrain where the actual level of the road would be higher than one metre.

If there are any streams or drainage course ways that would be interfered with when it is being constructed, those have got to be identified in advance, and approval has to be obtained through Fisheries. Culverts and other measures have to be put in place so that it doesn't interfere with the natural drainage. I hope that answers the question.

NPC Chair: Qujannamiik.

Jaykolasie? (*Translated*): Thank you, Chair. I have some clarification. Some of it is clear to me, but I need clarification. I mentioned if there was a steep incline or deep ditch, you would have to move a lot of ground just to have a level track. That divergent land, if it was too deep, would you have to build up just to have an even rail? Would you be using less gravel on flat areas? There is a lot of earth movement to be used. That was my question. Thank you.

Joe T: (*Translated*): Todd has explained. I will try to clarify. The ditches and uneven ground: some gravel and some land would have to be leveled off. This was explained in your answer. I'm just trying to clarify that some earth has to be moved.

NPC Chair: (*Translated*): Thank you. Go ahead.

Sam: (*Translated*): Sam Omik. The hamlet has asked me to be their delegate. I have just a simple question. I don't want to complicate what I ask so I can get a clear answer. To the Baffin delegation, in your pamphlets and documents, I have a question related to what you have documented here. It says in the beginning about the 10-kilometre buffer zone even to today. This I have participated in identifying the buffer zone for transportation. It cannot be increased or decreased. I just want to clarify that 10 kilometres.

The people of Pond Inlet have to be mentioned and made to understand, especially QIA and Nunavut Tunngavik should work with the Planning Commission. They should communicate more clearly so clear information can be had before a decision. We are here right now, and I can also say I would approve the tote road from the wharf to the mine site, even to Steensby, and even as far as Yellowknife and Repulse Bay. I would

approve it. So how can we work and clarify if we have never been in that area? How can you decide?

Pond Inlet is the one that should have a clear say, because it is their land. They use the land. Do you know what they are up to? Who are you going to ask? Are you going to ask us? Are you going to ask the company? You should be aware as regulatory agencies the cost involved to get these projects accomplished. That's my first question.

Second question: As a North Baffin community, we asked to have this hearing and requested this to the Nunavut Planning Commission. I'm glad you are here. If it was held anywhere else, it would be pointless. You wouldn't truly represent the North Baffin communities. Since the 1980s you mentioned when you started and what you had done, how you started in the Lancaster Sound Land Use Plan. I've been there. I was there in the early stages. I have worked with groups. I have inquired and participated in many places.

So today's hearing and today's subject of the hearing – the public hearing in Pond Inlet is good. It could be bad in one area. The Baffinland delegation's proposal at hand, how do you know how QIA...how would you understand us, because QIA is not representative to us. We don't work with them that well. According to the Agreement, the beneficiaries are the priority. We should be identified in this Agreement as beneficiaries. I have been there 27 years ago when it was negotiated. At the time, the Pond Inlet community was in full agreement with mining potential – at that time, and hence Mary River. My question: as it stands today, the North Baffin communities, do you feel us? Some people were concerned about the number of people working at the mine. I had a rough idea it would be around 60. Maybe it's decreasing. I think now it's 40. As a community, is this your help to us in decreasing?

One more question: It's almost lunchtime, so one short question: Our life is protection of the wildlife anywhere. It also states in this book that these are Inuit. They can hunt anywhere regardless of land designation. This includes a mining company. Here it was said this morning that security was mentioned. The tote road and assistance in crossing was mentioned. The caribou: the caribou will not take any sites for crossing purposes. There will be a fast train, slow to stop, with 80 cars perhaps. The stopping distance, 70 to 80 kilometers perhaps, maybe as little as 60... I was made to understand the large ship - a large cargo ship - will take 10 miles to stop dead. Now what about the rail? How long would it take to cross or come to a dead stop if caribou were spotted on the railroad tracks? Thank you.

NPC Chair: Thank you. Go ahead.

Todd: Thank you. Again I'll try to capture the questions that I heard, and if I need to expand later I shall. The one comment or question that I heard was how can we know the needs of Pond Inlet as Baffinland and make sure that those concerns are incorporated into our planning?

Through the approval of the initial project and the Early Revenue Phase, several committees and working groups have been established that involved representatives

from Pond Inlet, the HTO, the Mary River Working Group, and other organizations. We have tried and will continue to come into the community and provide information on a regular basis and listen.

We've changed our project on more than one occasion as a direct result of what we've heard from some of those meetings. I do know people are frustrated with the changes that Baffinland makes, and not all of them have been a result of community concerns, but some of them have been....that's okay. Go ahead.

(Translator requested microphone to be turned on).

Male-Sam? *(Translated)*: Baffinland, you mentioned there would be ongoing community consultation.

NPC Chair: Go ahead, Todd. He'll ask after.

Todd: Todd again. I'll be brief. The other question that I heard previously related to caribou protection, in particular with a railroad instead of the trucks. How long would it take for a train to stop? Where would the caribou be crossing? Issues like that. Two points I would like to make: A lot of the issues that we're talking about now were looked at during the review process of the Steensby line. So a lot of thought has gone into what if a rail is put onto Baffin Island because as was very appropriately or accurately stated, there has never been a railroad here. It'll be a first.

So building on top of those discussions, we now have three years of actual operational experience. In addition to that, we have continued to revise and refine caribou protection measures. If we move on to environmental assessment, all of that will be revisited again. So we're going to need to continue to work with the community. We're going to need to continue to focus on those specific questions – how long does it take for a train to stop? How are we going to ensure that it doesn't interfere with the hunting and the caribou?

But I would like to make a point that if in fact, a railroad is built, it would have less interaction or chance of interfering with hunting and caribou than what we currently have on the tote road with the number of trucks that are transiting that tote road on a daily basis. So the short answer is I don't have the specific answer to your question, but if the process does go forward, those questions will be answered. Thank you.

NPC Chair: Qujannamiik.

Elder (?): *(Translated)*: Baffinland mentioned that they would train some people to get some jobs with Baffinland. Are you guys going to establish readiness to the people who are interested in getting a job? It's going to affect our life if the railroad is going to be. In the summer we saw a ship coming here. It's going to impact our lives and our wildlife. Baffinland should think of Pond Inlet people, especially us Elders from Pond Inlet. We only eat traditional food, and it has been our food.

NPC Chair: Qujannamiik. Go ahead.

Todd: I'll try and address the latter part of the question, but with respect to the training, I'm going to ask Mary to be able to respond to that. It's with the greatest respect that I hear the comments about the effect on traditional foods, and the Elder speaks very sincerely about a concern that is real. It's something that we have looked at, and we continue to try and improve our operation to reduce effects on the wildlife and on traditional activities.

In our three years of operation, we have only had I think one – I think it's one claim, maybe two – from hunters which have been interfered with as a result of the operation, which have been addressed. I would also like to say that one of the largest concerns that we've heard with concern to the effect on the environment and wildlife is dust. I'm not trying to do a sales job here, but if we are able to go to a rail to transport ore, we are going to be able to eliminate a significant amount of that impact as well.

Whenever you have a development, there is going to be an effect. There's no question about that, and that's why these mitigation plans are developed and revised. Monitoring programs are in place to see if there are unpredicted effects, and we have to adaptively manage our operation. We're very, very aware of the potential effects on the traditional food sources and the activities associated with lifestyle. I'm going to ask Mary to talk about the jobs and training, so over to you, Mary.

Mary: Thank you, Todd. I think the question was specifically about work readiness. What I can tell you is, as many of you in the room may be aware, several years ago Baffinland offered a five-day work ready program, which was intended to prepare people to work in a fly-in, fly-out environment. We looked at that five-day program – sorry, I believe it was a 10-day program. We looked at the 10-day program, and we felt that it was not sufficient to give people a sense of what it was like to work in a mining environment two weeks on and two weeks off.

We have revamped the program, and now on a go-forward basis, we will be offering a 12-week course in each of the communities beginning in Igloolik. We already started to advertise for applicants to the program in Igloolik. Our ultimate goal is to offer this course twice a year in each community. It's a very comprehensive course. It will address things like how to cope with the stresses on family life, because we do appreciate that a fly-in, fly-out environment can be very difficult for family life; how to manage money; give a history of mining in Nunavut; and give some idea of what the regulatory regime is.

We're currently running this as a pilot program in Igloolik. We will evaluate the program and make whatever changes are necessary to respond to particular needs of each community. So this is something we're quite excited about. We think that the program will be very successful, not only in encouraging Inuit to apply to the mine, but keeping our employees.

The other program I mentioned, which is also being rolled out this year is the new apprenticeship program with 26 positions. It's a 2- to 3-year program depending on the nature of the trade, and this is something that we will keep offering on a rolling basis. I

think one of the comments mentioned earlier had to do with the employment levels. We do understand that while we are improving our employment record, right now it was set earlier.

There are 259 Inuit employees. We want to do much better than that, so we're putting a lot of emphasis on pre-employment training, and as well training at the mine site. This is part of the initiative I referred to earlier – the Q-step program, which we are working in collaboration with the Qikiqtani Inuit Association. This will include things like supervisory training so that we can promote our existing employees through the ranks. We are also looking at targeted training: heavy equipment operations, upgrading literacy and numeracy... There is a lot that we have in the works that we're going to be rolling out over the next one to two to three years. We're hoping that this will have a positive effect in improving our performance. It is improving now, and we're hoping that we'll get better and better as time goes by. So I hope that answers your question, and thank you.

NPC Chair: (*Translation*): There was another question. We'll deal with it this evening. We will be back at 1:15 and break for lunch. Thank you.

LUNCH BREAK

(*Recording began mid-sentence with the following*):

?Male: (*Translated*): ...for those of us in this community, that was a lot of tonnage and money passing through our shores, pretty much over \$200 million dollars. Inuit Organizations such as QIA and NTI are receiving royalties, and we are being left out. So we want some resolution for the good of this community from all of this. The locals have to be participants in benefits.

In 2007, it has just started to emerge that there are about...another problem is dust, about 4 kilometers beyond the corridor. This has to be resolved as well. What about this proposed project of the train? Will it leave dust behind, dustier than what we normally have now? Over in the summer, this dust could be a radius of perhaps 400 kilometers, so the train, I think would create more problems dust-wise. Qujannamiik.

NPC Chair: Qujannamiik. That sounds like more of a comment than a question. Go ahead.

Todd: Todd Burlingame with Baffinland. I have just a quick response to the dust comment. The dust you've correctly identified as being an issue. The zone that comes off right now from the tote road is extensive, and it is measured regularly by monitoring. The source from the dust in the road is largely from the wheels on the roadbed, and that's what is causing the liftoff. Then it gets taken by the wind.

If we're able to proceed to the environmental assessment, we will be able to provide more details on the analysis, but our findings and what we would put forward, is that there will be a significant reduction in the dust as a result of the railroad, because that would be six-seven trips a day, as opposed to the 100-plus trips by truck daily.

Another source of dust is the crushing at the mine site. If, in fact, Phase 2 is approved, we're proposing to move that crushing down to Milne at the port and put it in an enclosed structure, which would also benefit cold weather operation and also reduce the amount of dust significantly. Thank you.

NPC Chair: Thank you. Any questions from the floor?

Fiona: (*Translated*): Thank you, Chair. Thank you for allowing me to make a presentation. I'm Fiona Atagootak. I've been in Mittimatalik for some time. I am also a resident of Nunavut. I'm here to make a speech. I just want to say what I would like to say. It does say I should not be discriminated because I am a woman. I want to voice my concern as a woman and for women. I'd like to say to you I speak as a woman, not just me but for other women as well. A woman should be able to sit anywhere, do any job as a mother. We all know what our mother did for us. This is for the future of our children.

The projects that are ongoing – there is forgetting of many other issues. You are now discussing what effect it may have as a child. The children still can be affected. If you are a concerned citizen, a concerned corporation, what has been done for the community for the mothers, daycares, and for women who will be able to be employed? Nothing has been done. Many women have quit, and there was not a great deal of concern.

Sometimes being a woman when these things are ongoing, it's a big concern to us. There are many concerns that should be addressed by many people. As a mother, like before me, my mother participated in these sort of discussions and the concerns of women in the communities. I could say her name. Her name is Rhoda Katlak (*last named spelled phonetically*), and after her, Joanna Agatootak (*last name spelled phonetically*) as well. It seems that we will be following these women in our walk of life. We are forgotten people. We are like orphans. I say this. I need to be protected under the Nunavut Agreement.

These organizations say they are for the people. The QIA – it appears that they just are interested in royalties. The public is forgotten. This is wrong. This is very much in evidence. In the beginning, where are the daycares? There are none. Nothing has been done. I'm not speaking for me. I am talking from the past experience where our participation was very marginal. It affected our life, so I'm trying to make my voice heard, because Phase 1 was not completed I believe. It went on and allowed to take Phase 2. Phase 1 was your base, which was incomplete. It wasn't well planned – fish and polar bears, and despite it you are continuing on to the next step. People, wildlife, women and many of us – especially as women – we are lacking country meat now. We are becoming eaters of vegetables, and our land yet again will be affected by dust all around the corridor. You are working with them despite what the impacts might be, and it's very much in evidence.

Not only is it the dust, it's cigarettes, drugs, and I believe that any one of those are abuses and these substances should be able to resolve. It's for the money. The money will dictate. Never mind the local needs. We are still being oppressed for the money. I sit here. I sit here. I used to work at Tim Horton's. I was a cleaner. I asked how is everything

going to affect me? Am I going to be at the level of a regular cleaner all my life? We have to look at changes, not just partially resolve concerns.

I don't want you to forget. As you work, think about women and the wives. I have been through all of this, and it's not the best. It hurts many of us. I have many problems, and not just me: our mothers, our grandmothers, great-grandmothers. It has a lot of impact because of money. It's too much, too much.

I'm a grandmother. I wish I could find resolution. I don't want you to forget what we have heard. I could tell you in person. My son – my only son – and my only daughter. I have a house, 255, and I live there. I used to fish right on the shore next to the house. Now over the years, the fish have gone. Why would that be? The water? Pollution of the land? Now I yet hear again that the land will be polluted and devastated. It's just a total complete control of what they want to do. You are there to ship, and notice this in person that it has been devastated. I know.

I have seen many things broken – families – and some people are working up there, some cleaners. There are mothers leaving the one or two to look after the house. There are no daycares provided. My partner has been sent out. I went through this being gone for long periods of time. People have been very abusive. We don't have any alternatives of where to go. Yet trying to pay for food, there is absolutely no benefits in rotations. I've seen people in income support, and they are totally dependent. Sometimes it is an entire generation of families, and the family is in the home.

You always speak of jobs. Government has programs where jobs can be created. Jobs are created through Baffinland. Many of these have impacts on families when the job is terminated or the term is up and they go home after a rotation. Sometimes there are small earnings that are completely cut off. Women go without, and it's pretty hard. It was mentioned this morning by a representative. I disagree, because women have no support in the workforce. They quit. It's very much in evidence, and the benefits are not given. I could compare myself to a Toronto Inuit sometimes if we compare that to Toronto. I know we are educated. We can calculate. We can think about people in Nunavut – not very many by the way. So as you continue, I had to make this speech. Remember, remember don't leave anything out. That's why I tell you, because I represent my fellow women. Thank you for allowing me to speak.

NPC Chair: *(Translated)*: This will be analyzed in the very near future. That's why it is being recorded – for our information purposes. We hear you. So we'll stick to the agenda and proceed as it is written. If you have any more questions from this morning's presentation, feel free to voice your concern. We are still allowing ourselves time tonight to go through this hearing thoroughly. We are here, and we're listening.

Jaykolasie? *(Translated)*: Shortly, this morning my question to Baffinland – I would like to understand more if there is a problem or not. What you said this morning about the railway, it will be better for the caribou, or rabbits, or fox, or ptarmigan, or anything else. What I said about the railway – if you see the other side and it's just a hill and caribou cannot go up there. The question I asked was how would it be better if it goes this way, because they go that way. The question I asked will have 70 to 80 attachments.

It will be close to places such as Mount Herodier, and we talk about caribou. In Inuit Qaujimagatuqangit, they head in one direction. How would it be better with the railway? Thank you.

NPC Chair: Qujannamiik. Go ahead.

Todd: So if I understand the question correctly, it's how can we say the railroad would be better than the tote road, I believe? So the planning of putting a railroad alongside the existing tote road will definitely cause a larger footprint within that corridor. So you are correct in that there will be now – well there won't be. If in fact we get approved, there would be two barriers: the tote road and the rail. So you're absolutely correct. If this were to proceed, there would be another pathway railroad beside the tote road.

What we are looking at and what we would present over the course of an environmental assessment is the analysis of reducing the amount of traffic within that corridor. So instead of having 100 or more vehicles travelling back and forth in a single day, you would have a total of less than 10 trips by a long railroad car – a rail train. When you look at the amount of dust that would be generated, the amount of dust that would be coming from less than 10 train trips, it would be less than the current number of trucks travelling the tote road and the dust lifting from that. So that would be an improvement.

The less amount of traffic going down the road, we believe – and we would try and provide the evidence to have other people make their own determination if they agree or not – the less amount of traffic would result in less chance for a caribou or a ptarmigan or a fox to get hit or killed by a trail. That's our rationale. We hope we have an opportunity to provide more detailed evidence in an environmental assessment, and it's not our purpose here to try and convince you one way or another. I am just explaining what our current thinking is.

NPC Chair: *(Translated)*: Thank you. Another question asked by the lady over there – did you want to ask a question?

Kaujak: *(Translated)*: Can you hear me? Thank you, Chair. I apologize for putting my hand early. My name is Kaujak Komangape. When they were talking about the railway, I want you to talk about...I think I can say it better if I had time provided. I'll talk better later. Right now, when they are talking about the railway, I don't want to be in the way. Thank you.

NPC Chair: *(Translated)*: Thank you. Right now we're answering questions that people may have. You can ask Baffinland. Later on this afternoon, you will have a chance to speak what you want to say. Brian said that this is being recorded. We are here, and we do have a hearing, but what was said this morning about Baffinland, this is a question period about that. Yes, you will have a chance.

Kaujak: *(Translated)*: I'll move my time to speak later closer to 5:00, coming from the women.

NPC Chair: *(Translated)*: Thank you. The person who has his hand raised?

Jobie: *(Translated)*: It's very sad that you came here to make a railway. I don't want a railway made. My name is Jobie Alyootak. I'm from Pond Inlet. I came to Pond in 1984. I was born in Iqaluit. It is very regretful for me that you want to make a railway. I don't believe in you.

NPC Chair: *(Translated)*: We're just asking questions about what was said this morning. You will have a chance to say something later. Do you understand?

Jobie: *(Translated)*: I say no to the railway. I don't want you to make a railway. I regret QIA. We've been trying to get benefits from Baffinland and have never gotten approved ever since they got Baffinland. They have a lot of money, and you say you still don't have money.

NPC Chair: *(Translated)*: Do you have a question, or are you just going to talk?

Jobie: *(Translated)*: Who will be working when there is a railway being made?

NPC Chair: *(Translated)*: Are you asking us? We are here for a hearing only for what needs to be done. Are you asking Baffinland?

Jobie: Baffinland.

NPC Chair: You want to answer the question?

Todd: Sure. Todd here. If I understand correctly, the question was who will be working if a railroad is built? Is that correct?

(Pause)

Okay. Earlier today, I don't know if you were here. We mentioned currently there are people from the North Baffin working on the Mary River Project. The question that we were asked is if a railroad does get built, what will happen to those people? Our CEO provided some response, and we also followed-up. But what I will do is I'll be happy to give the Commission some better detailed information on the current number of jobs, and I will try to answer your question now.

So right now from Pond Inlet there is actually about 56 people working at the Mary River site. The majority of those people are not driving the haul trucks down the tote road. The last three years have shown that is not a job that a lot of Inuit have wanted to take. They are working in other jobs at the mine site and down at the port.

If a railway is approved, a number of those trucking jobs will go down, but the other jobs associated with a higher level of production as well as jobs with the railroad, will increase. The programs that Baffinland is putting into place this year are trying to address the shortfall that we have under the IIBA for Inuit content. We've not been successful in reaching the target level.

So this month, we've initiated an apprenticeship program, and how many people are from Pond Inlet? Four candidates from Pond Inlet are starting that apprenticeship program out of a total of 16, I believe?

Mary: Twenty-six.

Todd: Twenty-six. So the short answer to your question, sir, the people that would be working on Phase 2 if a railroad were to get built, would be those who are currently working and the other individuals who successfully complete apprenticeship programs and are interested in working at a mine, but not everyone is.

We have been very aware that we have to improve our Inuit employment numbers and that people from Pond Inlet need to be the center of our efforts. So I hope that answers your question. It's the best I can do.

Jobie: (*Translated*): When you don't have money, how do you built a railway?

Todd: That's a very good question. The Baffinland project is funded by investors from the south. Those investors have put in about a billion dollars into this project so far with the belief that the iron ore deposits of the North Baffin will supply the world for generations to come. The cost of developing such a huge undertaking is substantial, and the change in the world iron ore market prices from 2014 when this project was first approved to do 18 million tonnes down to Steensby, have really destroyed the economic model.

In order to survive, Baffinland has had to change its plans. That's why the early revenue phase was taken off, because it was too expensive to build a railway down to Steensby. That still is the long-term plan, but the cost of doing that is beyond the ability of the investors to finance.

In the last three years, Baffinland has produced iron ore and shipped it through Milne Inlet. Although it's hard for even me to understand the economics, the company right now is investing more every year than it makes. A downward price in iron ore – I think today it was around 70 bucks a tonne US – if it goes down, at the current rate of 4.2 million tonnes, Baffinland would continue to lose money and would go bankrupt. That means all of these discussions are for nothing. There wouldn't be a project.

To be able to survive the changes in the iron ore prices, the investors, out of necessity, - and this is another reason why plans have changed, - are proposing to increase production to 12 million tonnes. The last three years have proven that you can't truck efficiently or economically down a 100-kilometre tote road built on permafrost in the High Arctic, with temperatures that plunge below -50. You can't do it economically. That's why it has to be rail.

So for Baffinland to be able to finance this, we have got to have the economic model, the engineering, the support of the communities, the approvals, to gain the confidence of the investors to provide the money to build this. Without expanding, the economics just don't hold up when you look at a lower iron ore price. And I know it's hard to believe

when you see Baffinland flying in big trucks in the middle of winter and all of this equipment when you go up to Mary River, but the fact of the matter is these investors have told us as staff and the Executive of Baffinland that we've got to prove that it's viable.

We've got to prove that we can make this work and get this iron ore to the markets to be able to attract the investment to be able to grow. If we fail in that, we cannot...we can't guarantee that the company will continue to put money into this. I hope that answers your question. It's the best I can do.

Jobie: *(Translated)*: As Pond Inlet people, if we approve the rail, will there be more white people?

Todd: Our CEO mentioned that the difference between the 4.2 million tonnes and the 12 million tonnes is not that different when you look at it from investment, and when you look at the overall number of people working. So for discussion purposes, let's assume that there's just a minor increase in total workforce if we're allowed to go to 12 million tonnes. If we believe that, then look at the commitments that Baffinland has made under the IIBA for Inuit workforce. Look at the programs that we have underway right now and the investment that we're making in people. If you believe those two things, the amount of white people on that site will go down when we reach our targets.

Jobie: *(Translated)*: I don't believe you. I don't believe you at all. I don't want a railway made.

NPC Chair: *(Translated)*: Is that all?

Jobie: Qujannamiik.

NPC Chair: *(Translated)*: Are there any other questions? You can come forward.

Moses: Chair, thank you. I am Moses Konark from Pond Inlet, Deputy Mayor. Will you tell us about the wind direction from Baffinland? I believe there is more than one wind direction at Baffinland. Will you speak of that? Thank you.

Todd: Thank you. The wind direction question, I believe is directed probably related to the spreading of the dust from the operation, so I will try and answer it in that regard. You're right the wind direction varies. The modeling that we do for dust dispersion from the tote road, from the crushing at the mine, and from the loading at the ships accounts for the varying wind directions.

In the EIS, in the Environmental Impact Statement, we will provide modeling that shows the measurements of the wind direction that we've been recording since we started the construction of the operation. It shows...well, you can fly over the place, and you can see the prominent wind direction because of the dust in the winter. I mean the snow is red, and it's red for quite a ways. But it does change. We can provide in detail more information on the direction of the wind when we get to an environmental assessment, if we're allowed to proceed.

NPC Chair: Thank you. Before I ask another question from the floor, I'll ask this in Inuktitut for my own information: *(Translated)*: You were saying about 1 metre? I don't know how to say percent. It's 110 kilometres from start to finish? How much percentage from what you said...

(Lapse in translation with silence for about 30 seconds)

Todd: There was some translation delay, if you could bear with us for a moment please.

NPC Chair: Okay, I can ask this in English, but I was referring to his presentation earlier. He kept saying about 1 metre, and there was a time he was talking about hills that are higher, and there are valleys, and you were going to have to cut some hills to make it more level. Out of that 110 kilometres, I'm just trying to think what percent of that 110 kilometres is going to be that 1-metre height that he kept referring to. Does that make sense?

Todd: I don't have that exact number right now, but we will get that back to you before the end of these hearings. So just to restate, you would like to know how much percentage of the road would be – what we refer to or our engineers refer to - as “cut-and-fill.” Is that correct?

NPC Chair: No, that 1-metre that he talked about...it's going to be one metre of that. That one metre that he talked about. Thank you.

Todd: Okay, so the question that we will get back to you is how much percent of the road would have a height of 1 metre?

NPC Chair: Yeah.

Todd: We'll get that back to you.

NPC Chair: Thank you. Brian?

Brian A: Qujannamiik, Itsivautaq. A question for Baffinland: As we all know, there is a public right of access on the tote road. Can you tell us how many times that railroad track will cross that tote road and impede the rights of folks that are on the road, and if so, how long will it take for that train to cross from one side to the other to impede the access? Qujannamiik.

Todd: Thank you. We do not believe – Baffinland does not believe - that we will interfere with any rights of individuals on the road. There are between 7 and 9 of what we would call level crossings where a rail would cross the existing tote road. The transit time of a rail through a crossing would be a matter of minutes, several minutes. The procedures for level crossings outlined in the final Environmental Impact Statement will be revisited and informed by consultation throughout the course of the environmental assessment. I hope that answers your question.

NPC Chair: Qujannamiik. Are there any other questions for Baffinland?

Enookie: *(Translated)*: I'm Enookie Inuarak. It's not a question but more or less of a comment. The railroad: I'm quite opposed to it. The country food, caribou for instance, we've been hunting in that area for many years. At the same time, investors kind of get nervous, so it doesn't appear to be viable. I'm opposed to it. I just wanted that on the record. Qujannamiik.

NPC Chair: Qujannamiik. Sam?

Sam: *(Translated)*: There is no question. After hearing from the floor, I don't think your equipment is operating too well. I'm not hearing at times. Sorry.

SUMMARY OF VIEWS REGARDING PROPOSED AMENDMENT

NPC Chair: *(Translated)*: It appears to be okay from here. I appreciate your concern. Before we break, we will get back to our regular agenda for a while. Perhaps we will start from Enookie, just so we can continue from this morning. Sam, I believe we had some people waiting a comment or presentation from this morning. Enookie mentioned how they were. Each group made a brief presentation, so Enookie if you could proceed and take the lead.

Enookie: *(Translated)*: Thank you. Thank you, Chair. To the delegates, thank you. People who have also requested to make a presentation for those who are coming to this particular hearing, if I could perhaps put them in before us to give us an idea of what their concerns are - QIA, NTI, GN, Federal Government. Perhaps you and I prefer to hear them right now where they stand.

NPC Chair: *(Translated)*: Yes, we can do this. If it's your preference to make a presentation at a later time, you are welcome. QIA?

QIKIQTANI INUIT ASSOCIATION SUMMARY OF VIEWS

Levi: *(Translated)*: Good afternoon. Good afternoon, Chair, Commissioners, Nunavut Planning Commissioners, staff and delegates, federal, and GN, and other organizations representing Pond Inlet. I'm happy to make a presentation on behalf of QIA and QIA in general. I have a few comments. I'll just make a prepared statement

As we made some mention to you previously, we represent the people and what they want in this region. QIA is a body according to the Land Claims Agreement, and we are authorized to deal with jurisdictional hearings on behalf of Inuit. QIA is in partnership with Inuit and what their needs are and to ensure the Inuit needs are looked after. I'll switch to English.

(English): We seek to strike the right balance between protecting the land so we have access to wildlife, and to allow development that will provide employment for our youth. QIA as a designated organization also enters into an Impact Benefit Agreement when there are major development projects like Mary River. Qikiqtani Inuit Association

saves financial benefits it receives from Mary River in the Legacy Fund to pay for programs delivered to Inuit now and for the future generations of Inuit.

But benefits for Inuit must also seriously weigh against the concerns of Inuit about project impacts on the environment: hunting, access rights, cultural, and lifestyle. Qikiqtani Inuit Association always places Inuit interests and the views of affected communities at the forefront of its work on the Mary River Project. Qikiqtani Inuit Association insists the Commission hold its public meeting in Mittimatalik so you could hear community members, and we thank you for agreeing. This meeting is important.

Qikiqtani Inuit Association has been actively involved in the environment assessment process of the Mary River Project since 2008. Qikiqtani Inuit Association puts weight in every hearing of the Nunavut Planning Commission, the Nunavut Impact Review Board, and the Nunavut Water Board. Qikiqtani Inuit Association participates in each and every step of the Commission's assessment of this Phase 2 proposal, from the initial commission in October 2014.

Qikiqtani Inuit Association invested a lot of human and financial resources into understanding the perspective of Inuit and providing an Inuit voice throughout Mary River regulatory permitting. Qikiqtani Inuit Association worked closely with the government agencies and departments as well as Baffinland to ensure that Inuit perspectives are clearly heard and understood.

Qikiqtani Inuit Association works closely with the communities affected by Mary River. Qikiqtani Inuit Association established Pond Inlet Mary River Committee group to maintain a strong link with the Hamlet and HTO of Mittimatalik, the Hunters and Trappers Organization, as well as women, Elders, and youth. This group allows direct interaction with Mittimatalik during the environmental review and regulatory process. The group members met regularly to discuss issues with the community regarding Mary River. They are a way to get information from Mary River into the communities and give advice to QIA. Their meetings are open to the public. The Mary River Community Group was established in early 2015 for the Phase 2 proposal.

Recently the group has met on a number of occasions, including in preparation for these hearings. Qikiqtani Inuit Association supports the group by providing information, responding to requests, and hosting in-person meetings. Qikiqtani Inuit Association has a full-time QIA employee in Mittimatalik, and part of their job is to assist in the operation of the group. Significantly, QIA leadership, senior staff, and project managers have attended seven meetings.

Qikiqtani Inuit Association also engages in open community discussions beyond its work with the Mary River Community Group. In many cases, the Mary River Community Group meetings were supplemented by community meetings, community radio, social media, and direct meetings with Mittimatalik Hunters and Trappers Organization and the Hamlet Council. Qikiqtani Inuit Association's submissions for this hearing are informed by these various interactions with Inuit.

Beyond consulting the community, Qikiqtani Inuit Association also hired technical experts on marine biology, freshwater biology, terrestrial biology, socioeconomics, and several geotechnical engineers to review the information, assumptions, and statements contained in the formal project proposals. It is difficult for any party to participate in these hearings when there is confusion about what is or what is not being discussed.

Qikiqtani Inuit Association does not believe that Baffinland's approach to permitting Mary River has been helpful. Significantly, the different projects change before, during, and after regulatory proceedings. This uses time, resources, and patience of all parties. It also puts the Inuit who are not affected by the changes under significant pressure to reach proposals or changes often without popular supporting evidence.

For this amendment application, Baffinland has not submitted appropriate third party evidence in support of its own claims about the likely impact and significant project changes. This approach is not consistent with how Inuit think development should take place on their land.

Today nobody can question how important caribou protection is. Caribou is so important for Inuit, and now there are so few. When we gave Baffinland an information request for data about community meetings and caribou protection, the data they provided from before the Phase 2 expansion and addition of the North Railway, communities were already concerned about impact on caribou and wildlife, hunter safety, barriers to travel on land, and noise before the North Railway was part of the project. Inuit expressed concerned, and Baffinland does not seem to want Inuit to hunt around the mine site.

The Phase 2 expansion activities are different than those in the Early Revenue Phase. The current caribou protection measures were developed for different project activities. The Commission should review the information Baffinland provided, and the caribou protection measures need to be revised to address activity being contemplated in its latest application. The Nunavut Impact Review Board also added this as a key topic for the Commission to consider.

This transportation corridor includes the tote road. Qikiqtani Inuit Association asks the Commission to limit the public access easement created by the Nunavut Agreement. Would multimodal uses permit the North Baffin Regional Land Use Plan to include both road and rail? What about the specific mixed use that is proposed, where there would be public use of the roadway and active mine use – the same roadway and construction and use of the railway within the same general area?

Qikiqtani Inuit Association believes the Commission should establish clear and well-defined limitations on permitted uses of transportation corridors to resolve these issues. Much of Qikiqtani Inuit Association's insistence on the public hearing in Mittimatalik was due to proposed icebreaking to allow the community members - bear with me, Mr. Chairman – to voice their concerns on this issue. This is a very serious issue that could potentially have major impacts on Inuit.

Baffinland has since abandoned the marine component of its amendment application. As Baffinland realized, the proposal to do winter icebreaking raised very serious concerns, particularly for the community of Pond Inlet. Icebreaking would have significant environmental and social impact beyond those previously considered. Proposals for icebreaking have consistently been met by opposition, including filings and public statements from the Mittimatalik Hunters and Trappers Organization. Despite several years of discussion on the topic, there is no agreement about possible monitoring plans, mitigation measures, communication, or safety systems that would satisfy community concerns related to icebreaking. Icebreaking is a serious activity that would require a separate amendment of the North Baffin Regional Land Use Plan. But unfortunately, further discussion is necessary now.

Railways have different and significant potential impacts. In its Phase 2 expansion proposal, Baffinland described the proposed North Railway, and said its route generally follows the tote road. Baffinland makes unsupported assertions regarding the effects of the railway route to Milne Inlet. Baffinland did not provide any road versus railway studies, data, or expert analysis. Baffinland's railway will have five train locomotives and 76 cars. The proposed railway will be over 100 kilometres long. There will be five to six trips loaded each day. Each trip will be two locomotives hauling 70 or 80 open-top ore cars at the speed of 60 to 75 kilometers per hour. That's a lot of traffic.

The North Baffin Regional Land Use Plan says developing a new corridor requires an assessment of alternative routes. The project proposal and supporting document does not contain an assessment of alternative railway routes. It makes us wonder whether this assessment of alternative routes was even conducted. Community members of Mittimatalik have recommended some alternative routes. I'm nearing the end of my comments.

Other parties have and will make similar submissions to Qikiqtani Inuit Association. The Commission should take note of these. For example, the submission of Pond Inlet Mary River Phase 2 Committee emphasized the lack of evidence and support of Baffinland's representative concerning. Railway impacts, the studies they cited in their submission, may not be specific to Mary River, but they suggested the detrimental impacts from rail can be quite significant.

These are the conclusions of my general comments. QIA provided a written submission on this application on November 17th. Qikiqtani Inuit Association urges the Commission to consider concerns and issue we raised on behalf of Inuit. With the following Commission decisions on the amendment application regarding the outcome, there needs to be continued coordination and collaboration from Baffinland throughout the permitting process and all aspects of the project to address Inuit concerns described in the Qikiqtani Inuit Association submission. Thank you, Mr. Chairman.

NPC Chair: Qujannamiik. (*Translated*): Before I open the floor to questioning, you mentioned that icebreaking has been taken off the Plan. Now we are strictly speaking about a railroad track, just to clarify. You say you understand that the icebreaking proposal is off. You mentioned that in your presentation. Just so we understand, we'll leave it out. We will leave it out in any discussion. Just to let you know, the icebreaking proposal is off. This

is just for my information that you understand me as well. I just need a position of where you stand on this new proposal.

Levi: *(Translated)*: I cannot say if we are in support of it. We will go with the general population, what your opinions are. As elected people, we have committed ourselves to the peoples' need. If I could answer, I would. If I can answer them, I will.

NPC Chair: *(Translated)*: Thank you. Any question from the floor? No? Baffinland, any questions? Go ahead.

Todd: Thank you. A couple of comments if I may for clarification: One comment we heard was that Baffinland does not want hunting around the mine site. For clarity, Baffinland has welcomed and continues to welcome Inuit hunters coming to the site. We have policies in place to assist hunters in transporting equipment up and down the tote road, and policies in place to ensure their safe utilization of the tote road. This is a fact. There are areas where hunting cannot be permitted as a result of safety, because of ongoing mining operations.

Additionally, we recognize that the QIA has spent considerable effort and money on technical experts analyzing the various plans, and we acknowledge that out of necessity – and sometimes just because of simple disorganization – Baffinland has changed the plans. We understand the amount of effort that QIA has put in to trying to keep up with this. We know it has been a lot of money, because quite frankly we've ended up paying for it literally.

We are committed to working with the QIA as our partners, and we appreciate the improved relationships that we believe have emerged in the last year. We would like to ensure that we continue to have meaningful and effective dialogue with the QIA, and it is our expectation that through the QIA as well as our own efforts, that the community members in the North Baffin, and in particular in Pond Inlet, are kept informed of the developments of the project. Thank you.

NPC Chair: *(Translated)*: Qujannamiik. Any questions from the floor? It appears none. Any other questions from Baffinland? No? Thank you. Perhaps Brian has a question.

Brian A: Thank you, Chair. Brian Aglukark, Planning Commission. I'm wondering. We've heard a few comments from the floor today and this morning from the residents of Pond Inlet about money. If I may ask Baffinland and QIA to provide sometime in the near future, the amount of resources or funds or money that they provided to the communities of Pond Inlet, Arctic Bay, Resolute Bay, Grise Fjord...in whatever form it may have been, that has seen any kind of improvement to the residents of Pond Inlet and the North Baffin communities, through IIBA or through other forms, just so we can see and review that as the Commission goes through the process. Qujannamiik.

Todd: Certainly, we can provide the funds which Baffinland has provided through community support outside of the IIBA. With respect to IIBA reporting on their expenditures, the QIA must provide that. We can't weigh in on that. Thank you.

Levi: Thank you, Chair. We can give you the expenditure list, what expenses have transpired. We have assigned funds to savings accounts and other available funds have been put to use in projects, such as Q-step, in development of education at the elementary level. We can provide to you how funds are expended. Thank you.

NPC Chair: Qujannamiik. Go ahead.

Brian A: *(Translated)*: Just so we can be clear, we've heard that royalties through your organization are not dispensed to the communities.

Levi: *(Translated)*: We can provide you that information as well.

GOVERNMENT OF NUNAVUT SUMMARY OF VIEWS

NPC Chair: *(Translated)*: Questions? It appears none. Levi, thank you. GN? Steve, if you may?

Steve P: Thank you, Mr. Chair. Steve Pinksen, Government of Nunavut. I'm pleased to provide our very brief introductory comments to the Commission on the Baffinland proposal to the amendment on the North Baffin Regional Land Use Plan. The Government of Nunavut has made our written submissions to the Board in a letter on July 28th, as well as written submissions on October 2nd and November 17th, so we're not going to go into detail about our comments, but we will make further comments in the next agenda item.

We would note that the existing North Baffin Regional Land Use Plan requires an amendment application in the case of transportation corridors being developed. But in our interpretation, the transportation corridor being proposed is an amendment of an already approved corridor.

Further, many of the concerns we're hearing, particularly from community members, are relating to actual impacts of the possible project itself, as opposed to comments on the proposed amendment. We submit that project impacts are best reviewed through the Impact Assessment process, should the project go down that road. We are looking forward to the remainder of the hearings, and that's it. Thank you very much.

NPC Chair: Steve, before you go...I know it was nice and short, but there might be some other questions. So sit there and just relax.

(Laughter)

Any questions from the floor? Commissioners? Since there are none here, I'll ask the same question as Levi. Are you in support with their plan to amend the Land Use Plan or are you not, just for my own clarity? Thank you.

Steve: Thank you. Steve Pinksen, Government of Nunavut. In the next agenda item, we'll provide our specific comments on the proposed amendment, but I can conclude that we do not have any concerns with the wording proposed by the proponent. Thank you.

NPC Chair: Thank you. Just don't leave yet. Baffinland, are there any questions for Steve?

Todd: No questions from Baffinland.

NPC Chair: Thank you. Questions from the floor?

Jayko: I would like to ask, as of this morning we've been hearing positive comments. Is there any negative that would affect the wildlife or the land, especially the small rivers? There is a river coming from there, and the river is from Mary River going up. Would it also impact? I would like to hear about it. Thank you. I am Jayko Alooooloo.

NPC Chair: Go ahead.

Steve: Thank you, Mr. Chair. Steve Pinksen, Government of Nunavut. We submit that it's a little early to be identifying specific project impacts, because should the Nunavut Planning Commission agree with the amendment and the project goes down the regulatory process, it's through the Nunavut Impact Review Board that specific project impacts would be identified and mitigation measures would be proposed. So I don't think it's possible at this time to say if we agree with possible impacts. Thank you.

NPC Chair: For us, it would be nice to hear whether or not that's going to make decisions...those kinds of questions are for me, relevant, for our information to make decisions. It may not sound like a good question for you, but for us, we would like to hear if that's okay. Thank you.

Steve: Thank you, Mr. Chair. I have to jump ahead into the comments for the next agenda item to get into that, but I can.

(Laughter)

NPC Chair: Okay, we'll hear it later then. Any other questions? Before you go, Sam?

Sam: *(Translated)*: I'm Sam Omik. I am from Pond Inlet. We really want to hear from GN or other organizations because they also affect the Mary River Project. I would like to hear what they think about it, if they are for it or not. Thank you.

Jobie: *(Translated)*: Thank you. Jobie Atagootak from Pond Inlet. The railroad train, the comment is right now that it would affect the water and also the mammals will be affected. There are about 72 different cods in our area. Has there been research done on the sea mammals, especially on cod issues? Thank you.

NPC Chair: Qujannamiik. *(Translated)*: We're only concentrating on the GN right now. What you said is sort of off topic, but we can get back to it later this afternoon or this evening. Any questions to the GN? Thank you, Steve. INAC? Lihua?

GOVERNMENT OF CANADA SUMMARY OF VIEWS

Lihua: Good afternoon, Chair, Commissioners, and representatives of interested parties and community members. Thank you for the opportunity to present the views of...

NPC Chair: Before you continue, can you say your name for the record? Thank you.

Lihua: My name is Lihua Huang. So thank you for the opportunity to present the views of Government Canada regarding the proposed amendment to the North Baffin Regional Land Use Plan today. The Government of Canada views land use planning as a tool to provide directions on types of land use that are allowed or not allowed in an area. For example, mining can occur in some areas, while a restriction on mining would apply in other areas. The strength of the land use plan is that it provides up front guidance on how land can and cannot be used.

So it's our consideration that the proposed activities that we are discussing today appear aligned with the 2014 amendment to the Plan, which permits a corridor that allows for multiple types of transportation, multiple types of ground transportation, and it's captured in Appendix Q. This land use planning approach is already evident in the North Baffin Regional Land Use Plan.

We realize that this understanding is not shared by all parties. Therefore, we see value in this process to amend the Plan in order to provide clarity on the land uses allowed within this transportation corridor. It is Government of Canada's preference that if the amendment is to be considered, it needs to focus on the land use in question, and all the specific activities being proposed by an individual proponent.

Our opportunity here is to answer a bigger question of what land uses are acceptable under the Land Use Plan, and in particular this transportation corridor, not whether this activity can proceed. This is not to imply that the activities being proposed are not important. Rather, the activities need to be subject to review of impacts and regulatory permitting. Activities are to be reviewed by the Nunavut Impact Review Board to assess impact and determine if they are acceptable, and if so, under what conditions and terms they allow in order to mitigate impacts to the environment and enhance socioeconomic opportunities. If the project advances to the Impact Assessment stage, federal departments will participate and provide expertise for the impact review process. Thank you.

NPC Chair: Same question from me. Are you in support or not in support?

Lihua: So the Government of Canada has viewed the amendment request and its supporting documents provided by Baffinland and believes that the content provided is satisfactorily comprehensive to allow the Commission to consider the application and make a recommendation on whether to amend the North Baffin Regional Land Use Plan, so that's our position. I think it's just up to the Commission to decide.

NPC Chair: Thank you. Any question from Baffinland? No? Any questions from the floor?

Female?: *(Translated)*: Thank you for this opportunity. I live in Pond Inlet. I would like to ask INAC: In the Arctic, the mining in oil and gas exploration is not only this Mary River Project. INAC, have you thought, for example, in Pond Inlet there is a mining exploration, and it is very close to the community, and it would really impact our community, our wildlife, our land, and our social wellbeing. Has Canada Government...you know it is going to be so affected to our community, and it will be touched by the social life and the work and the wildlife and the hunting. Have you ever...how much have you thought about this? Thank you, Mr. Chairman.

NPC Chair: Qujannamiik. Go ahead.

Lihua: So any project will have to go through the impact assessment process, so at this point, we don't have a specific project. We are thinking we will follow the process, assessment process, and we will participate in the impact assessment, review process.

NPC Chair: Additions to your questions please?

Fiona?: *(Translated)*: Thank you, Chair. Do I understand the organizations or the Nunavut Review, are they going to be the organizers, the boss? Will they be the ones organizing? You, INAC, are you just the approval process? That is my question. For example, Pond Inlet is impacted by mining. I will make you understand more later coming from a woman. Thank you.

NPC Chair: Qujannamiik. Go ahead.

Lihua: Sorry, I don't understand the questions. Could you...

NPC Chair: I can't hear what they are saying. I'm not sure what the translation is. *(Translated)*: I don't think they understand your question. Please ask again. I don't understand what you are saying either. I don't understand your question. You said you were going to say it again to make us understand later when you talk. The question now you have?

Fiona? *(Translated)*: The INAC employee, I thank you for coming. The question I have is you represent INAC and I welcome you to Pond Inlet for coming to this hearing. The question is you represent Ottawa, the government. We are here for a hearing about our impacts. The question I have for you is you said the Commissioners up there will be the only ones running? Will you be the boss? Are you the voice for INAC? Are you just here to approve the review panel? Are we believing them only? The addition for mining when they come in, they have a big project to do. The communities close to the mine are affected through social, animal hunting, economically, and even childbearing and families are affected. Because of the Commission or your panel, are they the only boss, even when there are concerns, even if there is wrongdoing? Will you not have ears? Maybe I'm not understandable anymore. Thank you.

NPC Chair: Qujannamiik. Do you want to say something to that? Brian will try to explain, just hold on.

Brian A: *(Translated)*: Brian Aglukark, NPC. If I don't have your question right, let me know. I will try to say it in English. If I have it right or not, let me know.

(English): What I think she's trying to ask you is whatever decision this body makes – the NPC – you as a representative from Ottawa for Canada, will you trump whatever NPC is attempting to move forward with? I think that's the question. I think that's what I'm picking up, unless I'm losing it somewhere. She's basically asking whatever the decision this body might make, whether you like it or not, what will Canada do?

(Translated): Is that right?

Fiona?: *(Translated)*: Yes, that is the question.

Lihua: Thank you for the clarification. According to the process...so based upon the advice of the Commission, the Government of Canada, the Government of Nunavut, and NTI will make a decision to approve the amendment. That's the process. Then that decision...the ultimate decision is up to the Minister to make. It's a joint decision.

Sorry, I have to clarify. So it's a joint decision by the Government of Canada, the Government of Nunavut, and NTI.

NPC Chair: *(Translated)*: Okay, were you answered, or would you like to ask again. The answer is they wouldn't be the decision-maker themselves, but they would work with Government of Nunavut and NTI. That is the answer. Thank you.

Fiona?: *(Translated)*: Thank you for your good answer.

NPC Chair: Qujannamiik. Jayko had a question.

Jayko: *(Translated)*: I have a short comment. I'm Jayko Aloo. You asked what do you think about Baffinland's plan. Are you in support or not? I only understand the approval. Is that it? Thank you.

NPC Chair: Go ahead.

Brian A: If I've got to translate this one, I would like the rate those folks are getting for payment.

(Laughter)

Lihua: So I want to point out today, we will focus on the amendment to the Land Use Plan. So the Government of Canada's review of the amendment requests and...I think the supporting documents satisfy and are comprehensive to allow NPC – the Commission – to make that decision to consider the application and make recommendation on whether to amend the North Baffin Regional Land Use Plan.

NPC Chair: Sam?

Sam: *(Translated)*: Thank you, Chair. We have said this before. I would like people that can answer properly using the Agreement. This is an important event, this hearing. We came here to talk to you. I'm not happy with no answers. What you want to use, you won't be able to say it. Thank you, Chair. I'm sorry I didn't say my name. My name is Omik. My question is to the Government, to INAC. What was said earlier, how will it affect us, the project you have with the land we are using? It is run by the Government of Canada, and the river we are using is run by the Water Board. NIRB can work on this also. For a 110 kilometre project, we know it's flowing towards Igloodik, not to Pond. Will you work with the Water Board? Will you help me? Thank you.

NPC Chair: Qujannamiik.

Lihua: So we think that like the details of the project, the activities of the project – of the proposed project – should be assessed...assessed through the Impact Assessment review process. So at this point, we don't know. We don't have all the details to do an assessment, and that should be done if the Commission decides that it should move to the next stage. That's when we can make the assessment.

We also have colleagues here from Transport Canada that can help. They are available to answer questions related to rail safety, marine safety, and environmental assessment.

NPC Chair: Thank you. Brian, you want to add something?

Brian A: Qujannamiik. I'm just going to add to your response in Inuktitut, so he'll understand why you are responding that way.

(Translated): You are asking too far ahead. The answer is environmental assessment. They will know more then when the environmental assessment is done.

NPC Chair: Qujannamiik. *(Translated)*: Are there any more questions?

Enookie: *(Translated)*: Thank you, Chair and INAC. My name is Enookie Inuarak. I came here to the hearing to say INAC says in their report that they don't have concerns and can continue with the railway. That's what I saw. That is what I understand from what they said. You don't have concern because they live far away. If it was their land, they would be concerned too. I think you are tired with...we're just here for you to make money off us. It was never for us, and we were affected. Just in a short way, I'm saying this. Thank you.

NPC Chair: Qujannamiik. Yeah, go ahead.

Lihua: We want to clarify that we are not saying that we support the railway. What we are saying is that the Land Use Plan is a multimodal transportation corridor. So Canada submits that the Commission, if the Commission decided to amend the Plan, it's our preference that we will provide more clarity that the corridor...what type of land uses are allowed, and for this particular corridor. We also want to point out that like, it doesn't mean that all the transportation infrastructure will be built in any manner in this corridor, because they are subject...All the project activities will be subject to

individual review by the Nunavut Impact Review Board before they can go ahead. Thank you.

NPC Chair: Thank you. (*Translated*): We will break first, and after break the other ones will start. We will take a 15-minute break. Qujannamiik.

BREAK

POND INLET HAMLET, HTO & PUBLIC SUMMARY OF VIEWS

Enookie? (*Translated*): Thank you, Chair. Translators are here. They are very important. Chair, I will be asking people to come. I will let you know who they are. They will share their concerns in short comments. Before I ask them to come, I would like you to acknowledge you are here and what is being asked. This needs to be learned, what is used at North Baffin, what is inside. You are working on that. You came here for the hearing to hear concerns. This is very important. It's very important to us. We'll talk about that.

We believe Appendix J and K - you have to know the details. If you don't know them and you came, you would just be working on it and the amendments. You could've worked on that instead of coming, but you have to hear the impacts from us. That's why you came. It's in the Nunavut Agreement. It states what you need to work. If we had to go to court or legal battle, we would use these. That is what I wanted to say. What you are using, the details of Appendix J and K need to work and need to be communicated. What Baffinland is wanting, the impacts will be stated by us. We will talk about the details of that.

To start, I will say something myself, but I will follow the plan, the place of the railway. He will say the impacts of the railway. I ask you to come.

NPC Chair: (*Translated*): Before you start, please introduce yourself. Thank you.

Sam: Qujannamiik. (*Translated*): I am Sam Omik. I represent the hamlet. I am asked here to say something about the railway, where it will be going, how it is not good. First thing, I have been talking and talking before, because I want you to understand, but sometimes you can't understand me. Please stop me, Chair.

About the proposal from Baffinland to have a corridor for the railway, some of it is outside the road. The ones outside the road, I will let you know how much we are using that. From Tununiq we use that. We use the path. Some of the terms that we use, the first one is we are impacted in our path when we're driving, skidooing or dog team. You already closed four roads for us. It was mentioned by Baffinland that the length is 110 kilometres. You have closed four pathways for us. We can't use them anymore. Us Inuit can't use them.

If you use the railway, the benefit is to carry more ore for Baffinland. The Inuit impacted are not the only ones here. What I will say goes beyond. I know Pond Inlet is not the

only community who will be affected. The map provided is too small. I like what Baffinland set up. What was mentioned I will talk about. It will not be good for Pond Inlet. The land is very small. Some of it is 1 foot; some of it is 4 foot. It is mentioned. I know the land very well. I can picture it in my head, where I need to go and where you need to go through the river. A bridge, where it will be, I can see it. The road that we use will be closed again for us Pond Inlet people. Fifty-two kilometres, we'll have a turn that will shut us out, the river. From Mary River, the railway turn reaches there, and it's not all. Some of it is going to Igloolik, to **Amittuq**. If it is built, we will be impacted. In addition to those four, there will be two more that will affect us that we will not be able to pass. The turn is very high. It's not low. We will not be able to reach up that high, even for **Amittuq** and **Kivalliq**, for those travelling to family, so that you will know even though like that.

It will stop us again for annual dog team race. It will stop them too. It will block. We will be blocked with the railway. That's the first thing I'm saying about the turn that is going through the land. They know how high it is also.

It will also impact Pond Inlet residents and Arctic Bay residents. It's our last hunting place, Mary River. It was used before in the past, and now up to this day it is still used for hunting. This river is on the edge, and some of it is on the other side. This dust created by the railway will affect more the current trucks there - the current trucks there and the dump trucks or trailers.

There are lakes, two of them with fish from Mary River to Milne Inlet and beyond. I have checked all the lakes, the small ones, the big ones. They all have fish, even the small rivers. The small creeks have fish. You can see it in the summertime what kind of fish there are. **Amittuqmiut** waters will be affected, and I know they are affected already with this dust. We will be told not to drink sometime in the future from that area, from that water. That's the end. I have something else to say.

Baffinland Iron Mine what they have said, the railway that is going through is used. Some of it is outside the road. It's 10 kilometres wide. We know as Pond Inlet residents that path. We have used it before. These plans, these proposals for the corridor are not clearly defined. I say it's not defined in the agreements for IIBA. We will be affected that it's not there. The Impact Statement is not there.

The Inuit could do whatever hunting they needed. They were never stopped. We are told we are not stopped. You told us, but we are stopped. If we find caribou, we can't get it. That is what is missing from the benefits for hunters. Mining is good. It helps people. We can't help, and we are the most touched from the Baffinland operation. The impact is the greatest at **Tununiq**.

The fifth one: The stuff that we can't do since 2004 for transportation for safety precautions so no one will be hurt. We have to let them know. That's uncomfortable. There are not a lot of people, and we can't go up through skidoo. We can't do what we want anymore. Why are we like that now as Pond Inlet? It's the only place where we can get caribou, some of it. I think you know there are high areas, and the one we are able to use, we are no longer able to use it.

And the fifth one I will say in short as well. Six times in one day they are going to transport when they have the railway fixed. The speed would be 60 to 75 kilometres an hour, and the load would be 70 to 80 if there will be what is called Phase 2. We will be impacted by the operation, the animals and wildlife. In the springtime after having babies, at Arctic Bay region over there near the lake, they go through that. They move along, and the little caribou don't know where they are going. We will be impacted by that. When there is blockage, they go this way. We are already impacted by that.

Also, the path of the railway was mentioned. I would like to talk about it. The railway, we were told there is less impact, but I have been on these railways before. People in here have been on railways before. What they said is not going to be impacted by the Baffinland proposal. They will be louder. What I've said before, there is a hill or a mountain. The caribou go in a straight line. Will they be killed, or will the rabbits be more?

What's also impacted is the land that is constructed. It is happy thing, but there is also a not-so-happy thing. That bridge that will be constructed, I know the rivers, the turns. I have seen bridges built before. They will impact the little fish and the animals that eat animals. It's not written down here. I know it's not written here. For example, the rabbits are not usually on the ground, only on cliffs. They will be impacted. There are lots there. What's also said is the railway where it's indicated, most of them are missing. It doesn't really affect us. It doesn't really affect Pond Inlet. The only use is damaging – our social life, our food, our waters.

I only have a few left for you. Right now, we don't know what we are getting. The pathway of the railway constructed again and use the road again, we don't know if there are any benefits for us. There is nothing. There is nothing in the Agreement. The railway will be in the way as well for all animals, for land walking animals, for fish, for birds. There are ptarmigan caught by the planes, the brown ones. That's an impact. Baffinland does not understand the good benefits that are good for residents.

What's written down, they didn't give anything to the Planning Commission how it can be approved for Tununik. The Commission looking at the planning, I want you to see what we think. If it's approved, it would be a big deal. That is why we want to be heard. Thank you for listening a long time. Chair, if you have questions, you can ask questions. If I can't answer about animals, I can have the HTO come here. Thank you.

NPC Chair: Qujannamiik. (*Translated*): Are there questions? I want to ask are you in support, or are you not in support with their proposal?

Sam: (*Translated*): Thank you, Chair. I don't have anything to support, but I do have something in not-support and what is missing. Thank you.

NPC Chair: Qujannamiik. Government, Baffinland, you have any questions? Go ahead.

Todd: Certainly, thank you. This is Todd here. I have a couple of questions, if I may please. Were you involved with the review of the original EIS, the original environmental

assessment down to Steensby? Did you have any insights into the protection measures that were proposed for the rail if you were?

NPC Chair: *(Translated)*: Go ahead.

Sam: *(Translated)*: I don't understand. I don't understand the assessment. I think you are asking assessment about the environment. I didn't see letters. I didn't see that person that was doing the research.

Todd: That's okay. I'm not making myself clear apparently. We have been closely monitoring and reporting any wildlife interactions over the last three years on the tote road. We have no evidence of any interference with caribou. If there are other instances where people know of caribou being affected by the current operations, it would be extremely helpful for us to know.

Sam: *(Translated)*: About the caribou issue, you're saying that they are not in danger. I can say caribou are smart. That I can say. They would be in danger if they tried to go up the hill to get to a different route or something. For the Amittuq region I know they had made the caribou migration route turn, and we've also worked on it before. Thank you.

NPC Chair: Qujannamiik. Todd?

Todd: I have just one final question, and thank you very much for your responses. You refer to mining - if I understood the translation correctly - as being a positive thing or can be a good thing. Maybe I misunderstood, but that's how it came through. If in fact, I understood that correctly, you then referred to benefits and the need to have them in Pond Inlet. Are there any examples of the kind of benefits that you would be seeking for Pond Inlet from mining if it is to continue? Again, that would be helpful for us.

NPC Chair: Go ahead.

Sam: *(Translated)*: Thank you. This morning, I've already mentioned. There has been a lot of support to the Pond Inlet residents. That's why there is still Baffinland Iron Mine, but we are not in support anymore, because it is affecting us now. People will be talking about it more, and I'm not in support of it. There is not even a penny. It would be good, too because of our wildlife – it would be good if Baffinland is no more.

Baffinland is in support of some businesses in our community, and there is no in support of people who are not working. I can answer too, for those people who are employed by Baffinland. Even though their staff level should be higher, now they're working as laborers now. Is that what I would support it? No. I've seen it, and I've heard it.

Also, I don't support Baffinland because you guys talked – the purpose that you guys had said that this much will be employed from the people of Pond Inlet. I say it, and I say it again. I go up. Every year I go up, and I know the people who are working. They had a decrease since Baffinland started. That's why I don't support it. Thank you.

NPC Chair: Qujannamiik. *(Translated)*: Is that all? Go ahead.

Fiona?: *(Translated)*: As you said, you know. Who are they? Can you remind us apparently who they are? Are you talking about people of Pond Inlet, because in Pond Inlet there are about 2,000 people living here. There are less than 2,000 Igloodik residents. Are you talking to Pond Inlet along with Kangiqtugaapik, or are you talking on behalf on Nunavut? There are 26 communities in Nunavut, and there are communities. There is no more two communities, Nanasivik. Are you talking about on behalf of Nunavut? There are only 25,000 Aboriginal people in Nunavut. We are way less than Toronto residents. Are you speaking on behalf of Nunavut residents, Sam?

Sam: *(Translated)*: Thank you for your question. I am saying in Nunavut communities, the ones that Baffinland had said that are affected to the communities closest to Mary River. I'm not sure if I answered your question. Thank you.

NPC Chair: *(Translated)*: Thank you. Are there any questions to the floor? Thank you, Sam.

?NPC?: *(Translated)*: Thank you, Sam. We're going to continue with the small communities we have here, HTO representing hunters and trappers.

(Audio recording ended at this juncture)

DAY 1 EVENING SESSION

NPC Chair: *(Translated)*: We're falling behind. Enookie was to continue his presentation. I think there was a question from the last individual before supper. So we'll get to that question tomorrow and continue with Enookie and his group tomorrow morning. There was a question before dinner that will have to wait now. I think we'll work up to around 9:00. Brian will take the lead.

INTRODUCTION TO PUBLIC FORUM

Brian A: Qujannamiik, Itsivautaq. I guess just for clarity, we're going to save the discussions for Item 7 and 8 and move them to tomorrow morning, and start with Item 9 tonight for the public forum. I'll start off with a quick presentation – a summary of my presentation this morning, and Baffinland will do the same. Then we'll open the floor for discussion.

(Translated): Enookie, we were waiting for you. We will resume with your presentation tomorrow morning. Before we conclude tonight, Item 9 will take place. We'll go into a discussion. Sorry for the mix up.

(English): So this is just a quick summary of my presentation and Andrew's presentation that we did this morning.

(Translated): First, Pond Inlet, thank you for your hospitality. We felt very welcome. Many parties are in attendance and participated, very focused. Thank you. We are being

recorded for future reference for the Commissioners. Anything recorded here or documented will become public property. Although it is not being transcribed now; our transcriber is not available, but it will be sent to her to be completed. The Commissioners, as we said this morning, our Chair is Andrew Nagashuk, Pangnirtung. Commissioners are Percy Kabloona of Whale Cove, Peter Alareak, and Ovide Alakanauruk. Just before 5:00, there was a bit of an emergency, so we were cut short. We will resume tonight.

(English): The Commission is required to develop land use plans that guide and direct resource use and development in the Nunavut Settlement Area. To date, two land use plans have been approved

The North Baffin Regional Land Use Plan was prepared during the late 1980s and was originally known as the Lancaster Sound Regional Land Use Plan. That plan was developed due to a high number of concerns with regards to proposed drilling on offshore exploratory projects in Lancaster Sound. The Lancaster Sound Regional Land Use Plan was revised to reflect the provisions of the Nunavut Agreement in June 2000 and was renamed and approved by the Ministers as the North Baffin Regional Land use Plan.

All project proposals in the High Arctic must be considered for conformity against that Plan. It is the responsibility of the NPC to make the determination whether a project proposal conforms to that Plan. Jonathan?

Jonathan: Thank you very much. I'll just provide a brief summary of the history of the Mary River Project up to and including this hearing. So the original Mary River Project from 2008 to 2012: Back in April of 2008, the NPC issued a positive conformity determination for the Mary River Project including the mine at Mary River and a railway south to Steensby Port for year-round shipping of ore through Foxe Basin and Hudson Strait.

The NPC and the Nunavut Impact Review Board conducted a public review of a proposed railway corridor south to Steensby, and NIRB conducted a review of the project and issued a project certificate in December 2012. In January of 2013, there was a proposed modification to transport ore north by truck to Milne Inlet, and then by ship during the open water season as part of the Early Revenue Phase.

In January 2014, the NPC carried out a public review of a plan amendment to permit the development of the terrestrial and marine transportation corridor associated with this Early Revenue Phase. Appendix Q of the North Baffin Plan was approved in April of 2014. Then in October 2014, a new project proposal was submitted to the NPC for Phase 2 of the Mary River Project, which proposed to increase the shipment of ore through Milne Inlet Port, including icebreaking until March.

In April 2015, the NPC determined that part of the proposal relating to icebreaking did not conform to the North Baffin Plan. Subsequently to that, the Minister provided an exemption from the requirements of the North Baffin Plan for the Phase 2 Proposal. While the Nunavut Impact Review Board was then considering the Phase 2 Proposal, it

was further modified to include a railway to Milne Inlet and to limit icebreaking to two shipments of freight between December and February.

This modification resulted in a new NPC review, and it was determined that the revised Phase 2 Proposal represented the further development of the transportation corridor, and a plan amendment would be required. In March of this year, 2017, Baffinland formally provided a request to amend the Plan to allow the railway line from Mary River to Milne Inlet, additional infrastructure at the Milne Inlet Port, and icebreaking from December to February.

This summer in August, the NPC initiated a public review of the proposed amendment, and in October determined that a public hearing in Pond Inlet was required. Then on October 24th, Baffinland withdrew the proposal for winter shipping from the amendment application, and here we are today to discuss the amendment. Thank you.

Brain A: Qujannamiik, Jonathan. So we're here today to hear your views on whether the proposed amendment to the North Baffin Regional Land Use Plan should be approved. The list of specific issues was prepared and distributed. They are also available at the front at the information desk.

(Translated): This is what we'll be discussing tonight.

(English): As part of the public review of Baffinland's proposed amendment to the North Baffin Regional Land Use Plan, the Commission is considering all information provided by Baffinland, the evidence filed in the record of the public review, and the comments that will be made in this public hearing. This material is available to you at our information table. It should also be noted that if this plan amendment is approved and the Phase 2 Project Proposal conforms to the North Baffin Plan, a complete Phase 2 Project Proposal will then be forwarded to the Nunavut Impact Review Board for consideration. That's a quick summary of the presentation we did this morning, Itsivautaq. Qujannamiik.

NPC Chair: Qujannamiik Brian, Jonathan. *(Translated)*: Perhaps I'm going to switch over to Baffinland. Thank you. Proceed please.

Todd: Good evening. My name is Todd, and I'm with Baffinland. My partner, Joe here gave the presentation this morning. We've been asked to make a brief summary, which I will try to do very quickly, if it pleases the Commission.

As the Commission and staff have said, Baffinland has requested an amendment to the North Baffin Regional Land Use Plan to allow the use of rail within the established corridor that goes from the Mary River mine site to Milne Port, as shown on the screen up there. Where we are in the process is very important for us to restate.

The amendment to the Land Use Plan is not an approval. If the amendment to the Land Use Plan proceeds, that will only allow Baffinland to go to an environmental assessment with the Nunavut Impact Review Board where many of the questions and issues we've

heard today would be addressed in the proper process and in great detail. So this is one step in a long journey before Baffinland gets any approval to build a rail line.

Baffinland believes that if a rail is constructed within the corridor, it won't interfere with Inuit rights. The process for this amendment...we also believe the process for this amendment would meet the requirements under NuPPAA, and it's also aligned with the policies, objectives, and goals of the Nunavut Planning Commission.

We believe that the caribou protection measures previously established and that would be refined and revisited through the environmental assessment process will ensure the protection of caribou. We also believe that the rail will not interfere with the existing rights of access, and that the road that is there currently and a rail would be compatible activities within that established corridor.

Baffinland needs to increase the production on the site, and the only way to do so would be to introduce a rail line. After three years of production, we have determined that we cannot economically continue hauling ore by those trucks. There are times when we go through over 40 tires a day on that road when the conditions are bad.

We have and will continue to engage meaningfully with the community of Pond Inlet. We will own our mistakes, and we will learn from our conversations, and we will try and continue to make this project succeed. We want to thank all of you who have shared your thoughts and comments, and we're here to answer directly face-to-face any of the questions you may have. Thank you, Mr. Chair.

NPC Chair: Thank you, Todd. We'll go to Brian. Go ahead, Brian.

PUBLIC FORUM

Brian A: Qujannamiik. So the quick summaries were for the benefit of folks that weren't here during the day to allow a quick picture as to where it is we are at this moment. We are now opening the floor for general discussions on the issues that have been identified. Again, that list is in the back at the information table, and we want to open the floor for any public residents of Pond Inlet that want to provide comments to the issues that have been provided. If you like, we can go through them quickly in a summary, or if you prefer to get right into discussing it and you have questions or comments of those issues that were provided and identified, we will open the floor. Qujannamiik.

NPC Chair: *(Translated)*: You may ask. Please introduce yourself first before you start. These are being recorded so we'll know your names. Thank you.

Ham: *(Translated)*: Thank you. My name is Ham Kadloo from Pond Inlet from Tununiq. Thank you. What is being said from the committees, I see them as individuals. I have to help them. They only have names from different organizations – HTO and hamlet – they are just names. Do you understand? They are just as much individuals as yourselves as white people, because of the seating. We have names. Am I lying? No.

I have said something to Baffinland before. They recognize me now, because I have had things to say before. I feared the white man when I was a child. I'm not lying. I'm telling the truth. I don't want to say too much. It scares me. Back then when white people were few, I was a child. I wanted to mention that first. My father and grandfather did not say much because they were scared. The next generation like me was scared, but we are now able to say something because we were told. I am telling the truth. To all of us, this is what I think and what I want to say.

The caribou, they only mentioned the caribou because they are part of the land. Also there are rabbits and ptarmigan. When I was a child back then, they tried to get more food. Now there are none. We are not going for them anymore. They only talk of caribou.

The railway that is being made, I know and I have been in the south. I have heard hammering. That is how the life is. The sound is not being thought of and how fast it is. Now it is being used by Baffinland, and it stops all of a sudden. I've been on these railways in 1951 before some of you were born. When I was on the railway, it had a sudden stop. I was thrust against the seat towards me. There were others that happened to them as well, the white people that were sitting with me. I know it. I have heard of it, the loud noise. Even if you are inside and the conductor is in front, the noise comes from behind. Am I lying? I need an answer.

I'm working hard on this as well. We, the people of the North, it seems like we are being broken into pieces. That is how our culture is now. That is what I wanted to say to help those that aren't here, the residents of Pond Inlet. This will be remembered even when I am gone what my grandfather said, even though it is not written what they have said to me.

I would like to say also when I was a child, I was told there would be more white people. Now here it is. It is like that now to fix up life in the north. What I want to say is that what I heard today, they have to learn. They need a certificate to get a job. I want to make an example of myself. When I was a teenager, I worked at the powerhouse. I did not learn of the generators. I was told to work at NPC. Before that, I was working with wires without a certificate, and I can work on them. There is too much work to do if you are white. That is how it is. That is how it is today, a lot of work to do.

There was a lot of work to do back then for Inuit for hunting. I have grown from country food, not from produce. I know the white people eat off the land. We also as well live off the land. We are different like that. We have tried to protect ourselves as Inuit. The food we ate growing up, we don't want to lose it or make it not usable. Only caribou is being mentioned today. The caribou, it's a big noise. On a hillside or mountainside, it must be even louder because of the echo. It can seem like it is coming from there instead, from the echo. That is what I wanted to say to help my fellow Inuit that I know, because I know of this. The Elders know of this.

I'll say something again. I'm trying to be truthful. I'm not lying. Ever since I was a child, I have grown up from the land. My father worked hard on hunting, and me as well, I

worked hard on hunting. But right now, I'm not doing so much. I am now living on produce just like a white person. I'm telling the truth. Thank you.

NPC Chair: *(Translated)*: Thank you. If it can be answered, the question that was asked? Go ahead.

Todd: Thank you. I appreciate very much the presentation. If I understand, a couple of the questions I will try to respond. One question was why we were only talking about caribou here. Caribou have been an issue that has been brought up today during our discussions. The other animals, the vegetation, the fish, the air, the other effects that the operation currently has on the environment, are studied and involve Inuit in those studies. We did not intend to diminish the importance of them in our discussions today.

With respect to the comment on noise from the train, it sounds like there was quite a startling experience in 1951 on a train with the sudden stop, and I can appreciate the concern of operating a rail given that experience. I can only say that the noise that would come from a rail operation will be studied if we are able to go to an environmental assessment. More information will be provided to the public, and your participation if we are able to proceed in that, will be extremely important. I can promise you that your experiences and opinions will be heard.

Regarding the cultural effects of the Mary River Project, that is one thing that the Nunavut Planning Commission looks at when looking at their Land Use Plan, and it is our hope that through these discussions, the information provided will be sufficient for the Nunavut Planning Commission to determine if an amendment to this Land Use Plan is warranted. That's all. Thank you.

NPC Chair: Qujannamiik.

Simon: *(Translated)*: Thank you, Chair. My name is Simon Merkosak. I grew up in Pond Inlet. I have travelled for school. That happened before to others as well. I am a business owner for 30 years now. I want everyone to know that you have a nice hat.

(Laughter)

I have been a member with hearings before. When they first started with environmental assessments with NIRB, I said something at that time when Baffinland was being approved. Today when I am listening to the comments, I understand the railway was going this way, and now it's going another way. That's why we are here now. It was to Milne Inlet and now it's another way. That's why we are here, and looking at the map, if they are going to Milne Inlet, it would double the length from Milne to Mary. It would be double the length.

The concerns that were brought up at that hearing, I still hear them today when they are talking. From that, I want to say how was the operation today, and how has it impacted the communities? We were told this morning that Baffinland altogether has 260 employees right now. It goes up. It goes down. It has received \$6.3 million. It has come to our community that was not here before and employees today. They did not work before, because there was no work before. There were 47 mentioned to be

working for Baffinland. The most employed is from the hamlet. I worked there for 11 years. I know the operation. I think Pond Inlet residents are less...I think it's like that.

What I am saying to you, you'll have to set this up for an approval or not approval. You will try to find out more, even though it's like that. If it shuts down, if you don't approve, you might stop. What is commented is true. As a businessperson trying to make money, when you lose money, you can't stand up.

If it is like that in the future with employment that should have gone up, when there was going to be pre-employment learning... If it closes, it would be a big deal. It's a big job to do thinking about that. We might lose something big. Even though it would have been a good future, I know Baffinland. They don't like Baffinland. They say they are not good. They say they are not good to Inuit. If it closes, what we were trying to fix might be lost. This is an important issue for us for the future. I am thinking it has to go to this environmental assessment. The things and concerns said today, they have to work from that. You have to set it up that way. We can work with Baffinland if we do it this way. It has to improve. That is what we want to be able to say.

We need more of a chance to fix this. It will be for many years, the operation. It will mine. Even though when we are gone, it will continue. It can continue. When things are moving ahead in the world, we will still be impacted. Even though there will be other issues arising, will they be better? Will they not? We don't know. That is what I'm saying. When it is possible now that we look at the details in what was said and what I believe, when they don't use trucks, they say a railway is better. Trucks would not be going back and forth. There would be less dust.

Yes I'm thinking about the future. If it were to close, the employees would not be working anymore, and in North Baffin, there is no work. There is nothing to do. There is nowhere to find a job. They try to bring up fishing or tourism, but there's a line. They cannot grow bigger. This mine can grow bigger, not to just our community. It's affecting other communities as well and their lifestyle. The Northern store has been improved. If you didn't come, Baffinland would not have done that. These are the benefits of thinking about the future. I think this environmental assessment should continue with all the comments heard. We need more chances for our future employment and more learning. We have to think about these things. What you are saying about the environment and impacts of lifestyle are true. We have to work on it.

As a community and Baffinland, we have to work together. I think they understand today – Baffinland – that there are people in the communities that have something to say, and they need to fix it. I believe they understand that. I think they understand that. They will not ignore our comments. They can't continue. That's what I am thinking. The employees and the Inuit that are in support, they are not here, and there is no one here of what they say. They are informed. I know from what they say, they are informed from this morning and this afternoon. I am only hearing one side. The other side needs to be heard as well.

As a final comment, I think we might lose when there might have been a better-fixed plan for employment, job, and contacts. They will be gone, and that is not good for our future. Thank you, Chair, Nunavut Planning Commission.

NPC Chair: Qujannamiik. Go ahead. Your comments are pretty straightforward. Perhaps you could briefly summarize the comments in English?

Simon: I will summarize very briefly what I said. It was kind of lengthy, but I'll just go point by point. I expanded quite a bit on each item. I've been involved with NIRB hearings, and I made a presentation as well. The way I see it, there are no significant changes from the already previously approved NIRB on Baffinland's license last time. The only difference now is the location of the railway.

When I look on the map, if you go the other direction, it's almost twice the distance compared from Mary River to Milne Inlet. All the issues related to this were already discussed at the last NIRB hearing. There is a very significant risk of the mine shutting down if the amendment proposal is not approved and goes to the next level of a full-blown NIRB hearing.

Having said that, this will have a significant or very heavy impact – negative impact – for the loss of present employment, business opportunities, and future opportunities for the North Baffin communities. The people that have benefitted from this and all the communities have now showed up tonight so far, and having talked to them, they are very aware of the situation and what this NPC hearing means.

All the issues that I've heard today, whether it be environmental issues or social impact issues, the majority of them were dealt with at the last NIRB hearing. But again, since we have a high risk of losing a very good opportunity to benefit the communities – the North Baffin communities – I believe that we need to go to the next level of a full-blown NIRB hearing, and then at that point in time all the issues that were brought up can be raised. A lot of the concerns that I heard this morning and this afternoon, the majority of them are not necessarily the responsibility of the NPC.

Again, I'll say that we're in a significant risk of losing something that could have been really good for the communities, the North Baffin communities. I believe that since our last NIRB hearing and after Baffinland has been operating a mine, I have learned that they cannot ignore the North Baffin communities and the people as well, that we are high stakeholders in whatever they do.

I also believe that at the next hearing, they will be more open-minded to our concerns, and together we can come up with mutually agreed arrangements in any of the areas, be it environmental or social impact. We have seen significant changes with the disposal of \$6.3 million going to the communities in the last few years. I would say that we cannot afford to lose this at this point in time when there is no other alternative for employment or business opportunities at the present time. Thank you.

NPC Chair: Qujannamiik. Is that all? State your name please.

Abraham: (*Translated*): Thank you. Abraham Kublu, Pond Inlet. I just want to learn – I think it was discussed today by Baffinland – the application of NBRLUP, Appendix J and K. I think last year Baffinland had posters during public hearing. I don't see any this time. I wonder why this has not taken place under J and K, what the discussion is. Qujannaimik.

NPC Chair: Qujannamiik. Jonathan?

Jonathan: Thank you very much. So one of the issues that is being considered by the Commissioners is whether these two appendices of the North Baffin Regional Land Use Plan apply in the case of the amendment that has been proposed by Baffinland. So for clarity, it is being considered whether the appendices apply in this case, and if so, whether they have been met.

Appendix J of the North Baffin Regional Land Use Plan is for marine and terrestrial transportation or communications corridor alternative route assessment. There are a number of criteria within that appendix that set out different considerations that need to be factored into a proposed amendment for any proposal that comes before the Commission.

Appendix K set out a number of guidelines that need to be considered for the actual location of the corridor - so the width and minimizing impacts on community lifestyle, for example. All of these criteria are set out in the Plan, and again the issue for the Commission to decide following this hearing is whether they need to be met for amending an existing corridor that already met those two appendices, and if it is required to meet it again. Have they done so in this case? Thanks.

NPC Chair: Thank you, Jonathan.

Abraham: (*Translated*): Thank you, Chair. Abraham Kublu, Pond Inlet. First, Baffinland has started to work in the Pond Inlet vicinity. For a long time now they perhaps should have been quiet - Inuit Qaujimajatuqangit, wanting to understand the culture and social conditions of the communities. In your newsletter, I think it was discussed at the time, the map indicates such an area. Inuit Qaujimajatuqangit was followed when the routing was discussed and placed there where caribou herds are and wildlife.

We are not worried as North Baffin communities. We have no caribou, including the whole island. The caribou appear to have vanished. We now are working on the quota system just to harvest. For instance, a very good area for caribou calving grounds is also shown not too far from the work areas. I worried about my concerns according to what I have heard from Baffinland. Thank you.

NPC Chair: Qujannamiik. Go ahead.

Dorothy: Qujannamiik, Itsivautaq. (*Translated*): I will not discuss social affairs. Dorothy Kamorabik (*phonetically spelled; name not on roster*), Pond Inlet. I have two short questions. The mineral, the ore bodies that you want to transport through train cargo, would there be any danger of the dust to humans and wildlife? The dust particles – has there been any research of how dangerous? What is the status of this? I need to know if

you have done research. The train, the ore body cars, are they open or with a lid? I've seen some pictures in some documents with ore bodies, and minerals being mined usually travel in an open car. What preparations have been done for safety in transportation?

I know Baffinland has said they have to construct in order to earn more money to stay afloat. How much would it be of an improvement if you were to construct this project? For instance, I'm looking at will you be able to increase jobs if this project was approved, say in 12 months, if it is a daily operation? Now if you were operating this rail car in 12 months, how will you pick up your cargo in winter? I'm also concerned about our marine mammals.

NPC Chair: Go ahead.

Todd: Todd here with Baffinland. Let's see here. The first question, I believe was related to the dust and what we've researched on that, and if there is a risk to human health. This is a good example of the kind of question that we would be looking at in detail and provide a lot of information for discussion in the environmental assessment, but I will try to summarize very succinctly here for the purposes of this hearing.

Our studies now collect dust and look at the size of the particles. The only location where we have detected that the particles would be small enough to cause human harm would be around the crushing facilities, not as a result of dust from transporting ore down the tote road or loading it onto the ship. As a result, workers around the crusher must wear the proper protection to make sure there are no adverse effects on their health.

Another question focused on whether the train cars would be covered once they are loaded with ore, if we get a rail approved. Again in the environmental assessment, we can provide more information if we get there, on what we looked at for the amount of dust that would come off. What we have found is it's significantly less than the dust that is being raised now by the trucks, but we're not proposing that the ore cars would be covered. They would be open like you have seen in other ore transport pictures by train.

I believe I understood you correctly when you asked about the rotations for workers, if we are to go and expand. I can share with you now, we are currently looking at different rotations to try and address some of the family concerns that we've heard from the worker surveys that have been completed by the workers that are onsite. So we are trying to be flexible and responsive to the issues that we're hearing from the workers and from their families. I hope that answered your questions. And Mr. Chair, I do hope tomorrow I'll have an opportunity to follow-up on the previous presentation? Okay, thank you.

NPC Chair: Thank you. Yeah, we already talked about that, about tomorrow. So you guys will have a chance to talk about it tomorrow, and same with Brian. I think the last question of hers was about all-year-round shipping. I don't think you answered that question, if you will. Thank you.

Todd: I apologize. I missed that. The Phase 2 Proposal does not look at year-round shipping. If we are able to move to the assessment, what we are proposing is shipping from the first of July to the 15th of November only. We previously had asked for consideration of having a winter sealift, not to ship ore out but to bring in freight and materials – not fuel – in the early winter.

We have come to the community many times, and we've listened to the concerns expressed by the people. We realized that was a nonstarter, and that's why – I think it was on October 27th or thereabouts – we pulled that piece out of the proposal. We knew it was a nonstarter, so we are listening. People may not want to believe it, and they may not be saying it, but we're doing it. I hope that answers your question.

NPC Chair: Yes. Qujannamiik.

Dorothy: *(Translated)*: Thank you. Thank you, Chair. The answers are very satisfactory. Thank you.

NPC Chair: Please state your name.

Jaykolasie: *(Translated)*: Jaykolasie Killiketee. It's a common name now. Thank you, Chair. I'll briefly mention that we're clear today. I would like to clarify to Baffinland. Baffinland's progression, I'm not worried right now with how you are progressing. We're not worried if you're going to continue operating. There's one question in regards to Baffinland from the mine site to Milne Inlet Bay and the railroad track that has been indicated, the routing. I'm not concerned about if you're going to stop your operations. Previous plans have been approved over the years. I know where you're coming from when you have a concern, and it's mostly monetary or lack thereof.

I had concerns today in many things but from HTOs and the motion they have made today, I don't think there would have been any motion made if you were to go ahead and proceed with your original plan to Steensby Inlet. This is the only reason why I have concerns now because of the amendments you are proposing on your railroad track project. We understand that people employed by Baffinland are quite numerous.

Knowing the facts and how Baffinland is operating, we're not trying to shut you down. Keep that in mind. From the mine site to Milne Inlet is the only concern. Even your original proposal to Steensby was very easy to approve. This amendment has been discussed, because it had been in a public hearing. Regulatory body concerns with your amendment are gathered here. Even at one point you mentioned that the money would be tight without this project not being approved. We have learned a lot today, that the financial situation is critical at points. I have no further questions. I just wanted to let you know that we have to come to some conclusion to resolve the topic in question, Mr. Chair. Thank you.

NPC Chair: Qujannamiik. *(Portion not translated. Enookie's and Sam's names were mentioned)*

?Male Qujannamiik Andrew, Itsivautaq. *(Translated)*: I have a question. The project in question of the railroad track: I'm wondering what your opinion will be. We are

expecting no less than two months for you to decide on today's topic. I think even two months is a bit too long. We want to hear what NIRB and the federal government have in mind. At the same time, if you reply and make your decision early, we could hear responses from other regulatory bodies. Perhaps for everything to go through the system, it may be a year, maybe a little more. We would expect that everything would be a go. Suppose it goes through the regulatory bodies and it's approved, and the project goes ahead. The train tracks are installed from Milne Inlet to the mine site. The project itself would take a considerable amount. Would Baffinland be able to give a timeframe when construction would actually start?

NPC Chair: Go ahead.

Todd: Sure. Todd here. As you stated, no construction can start with respect to the laying of railroad tracks, building another ship loader – everything we're proposing to do to increase production to 12 million tonnes – until the approval processes are completed. So when would we be able to start? Well we would have to, as you pointed out, get an amendment to the Land Use Plan, get a conformity determination from the NPC, go to the Nunavut Impact Review Board, and go through an environmental hearing.

If, in fact, the result of the environmental hearing allows us to proceed with conditions, then we would need to get a project certificate amendment, get a water license amendment, get a Fisheries authorization for components of it, and then we would be able to do whatever work is required to get those tracks down and start producing. I'm at a loss to say when that construction would start, because we don't even know if we're going to get an amendment to the Land Use Plan.

NPC Chair: Go ahead.

?Male: If I understand correctly, you don't know how long it would take for the construction to finish? Is that right?

NPC Chair: Go ahead.

Todd: Thank you. If, in fact, we were to start construction, what is it? About a 2-year total for construction? When that starts, I couldn't tell you.

NPC Chair: *(Not translated)*

?Male: *(First portion not translated)*. Two years actual proposed actual construction is what you are saying?

Todd: Yeah. That's correct.

NPC Chair: Qujannamiik. Sam?

Sam: *(Translated)*: What Jaykolasie said, I want to add. We are not trying to stop Baffinland. We are not doing that. It was approved back then. From Milne Inlet, we have not said no. We said our concerns about Mary River, the negative impact. What is planned, I'm

okay with it. We are okay with it. I think everyone in Pond has approved. We are okay with the employment. What we approved before from Baffinland wanting to make money from Milne, we are expecting that. We still want it. All the animals have been studied, even the mountains. We know that. The water is narrower. It is a little narrower. We're not working on that.

If we approve from what I heard, us hunters – there are not a few. No, that's not true. There are a few of us still. There are still a few hunters. I'm not doing this not in support, but the railway we are not in support. That is what we said today. What Jaykolasie said, I'm just wanting to add in short.

NPC Chair: Qujannamiik. Jayko?

Jayko: (*Translated*): Thank you for the opportunity for us to ask questions. My name is Jayko Alooosoo. I will talk more tomorrow from Qikiqtani of what we are talking about. I'm not understanding anymore what Todd was stating at first. Now when Kaujak was asking questions about the railway – the making of the railway – you mentioned there are no plans changed from July to load. Now it will not continue. When Jaykolasie or Omik was asking, and what Kublu was asking, you were saying the railroad path will be approved.

Everything will be bigger. From that I understand. The loading site would be bigger. For nine months or over, if the railway was finished...I was hearing two things, that there will be no changes, and then they will have bigger loads. I want that clarified. Thank you.

NPC Chair: Qujannamiik. Todd.

Todd: I apologize. I'm struggling with the translation here guys. Can someone paraphrase, please? Thank you.

Brian A: Jayko's question, I believe, is in regards to if the railroad is constructed, then the Milne Port proposal to increase infrastructure in the port also increases? He doesn't see the connection between the existing shipping timeline and the amount of shipping. You're going to increase all that from the mine site at the port, increase storage of ore and what have you, but the shipping doesn't change? So he would like to get some clarity on that. Does that make sense?

Todd: Thank you. I apologize. I think the glycol fumes have me a bit confused here. Bear with me, and I'll try to provide you with the answer.

It's a good question. Again, if we are able to go forward, we will look at it in detail and provide more information in an environmental assessment. But in short, we've recognized and come to understand that the community of Pond Inlet doesn't want us to be breaking ice to ship ore through the winter. The only solution that we can come up with to achieve enough volume to make this a sustainable project from an economic perspective is to increase that production to 12 million tonnes and get it out between what we're proposing would be the first of July until the 15th of November. So how are

you going to do that? We can't even get 4.2 million tonnes out in a shorter shipping season now.

So there are a whole bunch of engineers who are a lot smarter than I am and that are paid a lot more than I am too that looked at this and said, okay the only way we can do this if we propose to expand the ship loading abilities at Milne by putting in a second ship loader. That second ship loader would be able to load up larger ships. In doing so, you would then be able to load two ships at the same time, and the larger ships can take almost double the capacity I believe.

I'll let someone correct me if I got that wrong. That way, you can get more volume out in a shorter period of time. So I apologize if there was confusion, but that's how the proposal that was currently in front of the Nunavut Impact Review Board and is now the subject of the amendment for the Nunavut Planning Commission, that's what that says.

NPC Chair: Yep. Go ahead.

Jayko? *(Translated)*: I just want to say from what I heard, I have had heard today one ship is now loading, and one day it will turn. If the railway is built or not, would the one ship start loading once or twice? Thank you, Chair.

NPC Chair: Qujannamiik.

Todd: If the rail is constructed, if I understand the question correctly, then we would propose to have the ability to load two ships at the same time - so two ships at the dock at the same time with two loaders filling up those two ships. I believe that is the question that was asked.

Brian A: That's part of his question. Then the following question is then would the two ships be departing at the same time.

Todd: Gotcha. Thank you. Not exactly the same time, because one ship would be smaller than the other ship. They would probably be staggered, as opposed to both would untie and transit at the same time. I don't believe the coordination would be so precise that they would come in at the same time and leave at the same time.

NPC Chair: Is that all? Yep. Qujannamiik. *(Translation for the rest of his statements not provided)*

Norman: Qujannamiik. *(Translated)*: I don't approve as well this railway from Milne. My name is Norman Simonie. I come here as an individual, not from other organizations. I don't approve of this railway. Before you get it, they are starting in winter already. If it is approved and goes ahead, you will not listen to our issues, not going with winter. Things always change. They always change, but they will change to winter shipping again. I don't approve of this railway.

NPC Chair: *(Translated)*: There are no hands raised. I don't think there are any more questions. There doesn't seem to be anymore. We'll start again tomorrow at 9:00 and return to

the question by Enookie. What he needed to say after he said it, we'll come back to it tomorrow. We'll stop tonight. We'll start again tomorrow at 9:00. Thank you.

DAY 2: DECEMBER 5, 2017

CONTINUATION OF POND INLET HAMLET HTO & PUBLIC SUMMARY OF VIEWS

NPC Chair: *(Translation)*: Yesterday we made small changes to the agenda. We'll go back to Item #7. There was a question on the floor, and we were kind of rushed out yesterday without answering that particular question. Enookie, get back to the table please. Brian and Todd be your resource people to your questions. Brian, could you start please.

Brian A: *(Translation)*: Thank you, Chair. First of all, the question you had yesterday, could you repeat it just for clarification? After that question, you may continue if you have any more questions or comments.

Kaujak: *(Translation)*: Thank you, Chair. Good morning. Kaujak Komangape, Hamlet representative. I'm also with the women's social group in the community. Yesterday I asked a question. First of all, Baffinland has given you a presentation in relation to the mines. Women's employment within the industry – a number of women being employed: What is the ratio of men-to-women, women especially in terms of employment? Was there ever a survey in relation to social and other women-related problems, especially in terms of jobs? How can they be empowered to have gainful employment?

Another question is Baffinland, has there been a pool of qualified women, resources in your documents, your files at the mine site? Just to clarify for my information, could you tell me how many women you employ now? These were some of the concerns we asked yesterday.

Brian A: *(Translation)*: Thank you, Chair. Brian Aglukark, Nunavut Planning Commission. The Commission when it comes to a determination under 3.5.11 and 3.5.12, we're always concerned, such as your question. On this particular project of a transportation corridor, what impact would it have to locals and the environment? Yes, we are aware. We are also aware what regulations are involved. We hear what some of the concerns are, such as social impacts. This is not only particularly towards women but the population in general. That is our concern. We are concerned as well.

Kaujak: *(Translation)*: Thank you, Chair. It's a partial answer. I work with a women's group. There are differences between males and females, and I am particularly concerned if

you have inquired on the status of women in the mining industry, especially in Baffinland.

Brian A: (*Translation*): Brian Aglukark. Right now, Nunavut Planning Commission is not really involved in social concerns, just to let you know, under this Section 3.5.11 and 3.5.12. We're more concerned of the status of the application and whatever amendments that are in question. We could say there is a concerned group involved in social concerns. We could mention that.

Kaujak: (*Translation*): Thank you, Chair. Thank you.

NPC Chair: Qujannamiik. Todd?

Todd: Thank you. Good morning. This is Todd. If I may just address some of the issues that the speaker – and I apologize if I mispronounce your name. This is Komangape, is that close? Maybe not. I would just like to for moment to make a couple of comments and then ask a specific question.

You've identified in your presentation a lack of social benefits, and I do understand that the Nunavut Planning Commission must focus on the issues specific to the amendment. However, you did also correctly state that Baffinland had focused on the jobs mainly in our presentations, and you are correct. That's what we have been working on, because making a change on the jobs is very important. It's important to the QIA. It's important to the people of Pond Inlet, and that's something we can do as Baffinland.

The Commission asked us to provide a complete breakdown on the benefits that Baffinland is providing and the QIA as well, which we will do. As we have said, we've paid millions in wages, and tens of millions in royalties, and hundreds of millions in contracts to the Inuit businesses, but what we're hearing about are issues that are probably going to be looked at in more detail through the environmental assessment process, if we go there. But we do keep on hearing about the benefits.

My question for you would be is there any value – would you see any value – in having the hamlet and the HTO and the QIA sit down together and talk outside of this process to address some of the concerns with benefits coming to Pond? Thank you.

NPC Chair: Thank you. (*Translated*): Is that a satisfactory answer?

Kaujak: (*Translated*): I still don't think I heard answers that I want to hear. Perhaps my colleague Enookie will clarify the questions.

Enookie: (*Translated*): Thank you, Chair. Enookie Inuarak. The last question was related to Todd. We still want to pursue these questions, the three parties that you mentioned should discuss social affairs, what could arrive from that as concern of the community, and what impact it would have to the community. This can be arranged. Yes, we have gotten together to discuss what impacts will be. QIA and local groups have discussed concerns. The HTO has participated and so has the Hamlet. That's where we are right now.

NPC Chair: *(Translated)*: Do you have any other additional questions?

Kaujak: *(Translated)*: Your answer is satisfactory. Qujannamiik. Some questions have been answered aside from the questions as I sit here. I would like to let you know that female employees at the mine – are they visible? Are they vocal? Are they given meaningful employment? We need to see visibility of female employees at the mine.

We are also concerned about harassment. If that would be the case, it becomes a social issue. That's why we have a group and voice our opinions. We have heard rumours that there are harassments to female staff who go through hard times at the mine site. I just wanted to let you know of the situation. I think I'll allow the floor to have more time with you, so I'm pretty much done. Thank you.

NPC Chair: *(Translated)*: Thank you. Any questions to the respondents from the floor? It appears nothing. You two may carry on. Enookie?

Enookie: *(Translated)*: Thank you. My colleague is done with social issues, but perhaps we have a youth delegate that could give a short presentation. The youth delegation will come. Lee?

NPC Chair: *(Translated)*: Thank you. Could you please state your name?

Lee: *(Translated)*: Thank you, Chair. Lee Inuarak. We have a dog team group in town. I do a lot of sledding. At times we travel to that area, not to the tote road but not too far from the transportation corridors, sometimes to the Amittuq shore. We caribou hunt. We travel at times within the transportation corridor. We go up there a lot in the summer, especially for fishing trips.

I just want to briefly discuss the dust. It is a concern to us how much dust is created coming in from the use of the tote road. If you look towards the road, there's a huge cloud of dust sometimes, probably tailings from the vehicles. Most are huge. We have not heard or given information of what the dust problem, if there are any containment plans or any kind of plans to curtail the huge dust coming either side of the transportation corridor. We haven't heard very much of that. I don't think the general population is even aware, for those who have not been in that area.

It's affecting us in terms of country food, what we harvest, what we use solely for food. I think it is even impacting the freshwater lakes, the fish. Surely it is impacted, but to what extent? Not only that, the problem of dust is operational area-wide. It's not just some parts of it. For instance, last summer we travelled through that area. Within 5 kilometres, even before we got to 5 kilometres of the transportation corridor, that's how far it was. The dust was even outside buffer zones, transportation buffer zones.

It's our food. What we have from the land is essential, and we worry how it will affect our food. For instance, even some foxes have dust particles to their white fur. Even ptarmigan it's the same thing. The plumage is tainted from dust. These are some concerns. They are covered with dust as if they were dyed. It will impact their ability. Will there be something wrong in consuming it?

A huge amount of mineral has been excavated and transported. You said you have a lot of work coming. There is dynamite, crushing, and these things we're very worried about for food sources. They are travelling the environment affecting the food source. We've seen the evidence in these dust-created problems.

Could we possibly perhaps have a research paper related to the concerns I have voiced of any of the game that we use? It affects us a great deal. The area in question, we travel there a lot. I need clarification of your operations. We would like to see some kind of research papers. For instance, the mine near Baker Lake. They have found another source of mining area they will work on. Could it be dust related to TB? We need to know what the resources are.

The minerals being mined at the site, I think in other parts of mining sectors there have been health problems. We need comparison data with your mining for the ore. I don't have much to say anymore, but if you have questions to me, I'll be able to answer.

Enookie? *(Translated)*: Just to clarify, I think he meant asbestos when he mentioned it could be related to health problems. We're pretty much aware of international mining companies in different fields. Some have been causing cancer from the mining industry – the gold mining industry. We hear there are problems with working if hazards are not looked after. We just need data. We need research papers. We need facts. We just don't want to be not notified. Thank you.

NPC Chair: *(Translated)*: Thank you. Any questions from the floor? From the Planning Commission there appears none. Baffinland, any questions?

Todd: Yes, Todd here. First, thank you. It's nice to hear from someone who has been spending considerable time on the land near the operation. Your observations are certainly accurate. The dust coming off that tote road is widespread, and around the mine is also one of the biggest sources of dust being generated from the operation.

A lot of studies have been done on the dust sources and the effects on people. We would hope to bring those studies forward if we go to an environmental assessment. But my question for you then is given your firsthand experience up there, if we were able to operate in a fashion that would generate less dust, would you consider that a benefit in making a change in the way we operate?

NPC Chair: *(Translated)*: Thank you. Any questions?

Lee: *(Translated)*: Yes, the dust. It's a real concern, and in fact one of our priority concerns. I think you have mined so far 4.1 million tonnes, and you have indicated a target extraction of 12 million that would account for dust around the worksite and total environment. What precautions are being taken for increasing your excavation?

NPC Chair: *(Translated)*: Go ahead.

Todd: Currently the project is permitted to mine 22 million tonnes of ore a year. This year, we will have mined less than 5 million tonnes. We are applying to be able to truck – or not truck, I'm sorry – move ore from the mine site to the port in the amount of 12 million tonnes per year and then ship that out during open water. So if, in fact, we are able to do that, we would like to be able to present the research papers and the studies that would show the difference in dust, the effects on people, and the effects on wildlife of currently mining less than 5 million tonnes, crushing it in open crushers like we have now, and hauling it down the tote road to Milne, and compare it to what we're proposing, which is mining 12 out of the 22 million tonnes, taking it by rail to the port and crushing it in an enclosed crushing facility.

We believe if given the chance, we can provide the evidence that show we will have a reduced effect with respect to dust. But that will be completely for you and other reviewers to decide if you believe it or not. That's only if we get the chance to present that information. Thank you.

NPC Chair: Qujannamiik. (*Translated*): Is that a satisfactory answer?

Lee? (*Translated*): Thank you. Thank you for your answer. Yes, it's urgent that you go ahead and produce what you have so we can read it, especially for food and harvesting purposes to see if the dust is at a safe level even to some inedible foxes, small fowl, fish, and especially to the environment in general. If everything is proceeding, we definitely need to see research data. That has to become your standard practice.

NPC Chair: (*Translated*): Thank you. Any questions from the floor? (*Pause*). There appears none. Thank you for your presentation. We will proceed onto the next presented. Enookie, could you come back to the table? Somebody wants to ask you a question.

Jaykolasie: (*Translated*): Thank you, Chair. Jaykolasie Killiktee, HTO representative from Milne Inlet. I would like to know the distance to the mine. The dust has been reaching this community at times. We have seen where the ice has coloration of red from the dust. You should mention this as well in your presentation, what your concerns are.

Enookie? (*Translated*): The point Ivalivik (*spelled phonetically*) where the watchtowers are, I think it is 10 kilometres. I think people working in that area that watch at the point at Ivalivik. That has been rich, and not only that area but other areas that we've travelled to as well. It's quite a distance from the transportation corridor. It affects us. It creates melting a lot sooner than in other environments we normally use because of dust. Did that answer your question? Qujannamiik.

NPC Chair: (*Translated*): Qujannamiik. Did that answer your question, Jayko? Are there any other questions to the presented? (*Pause*) There appears none. Thank you. Thank you for your presentation. Enookie, go ahead.

Enookie: Jayko?

Jayko: (*Translated*): Thank you, Chair. Jayko Aooloo. I am appointed as well to the steering committee representing Pond Inlet. In relation to QIA and Pond Inlet relationship, I'll

try to be brief and clear. First of all before I proceed, I will read in English at times and in Inuktitut at times, just for your information. Thank you, Chair. Thank you for allowing me to make a presentation. My topic, please listen. Try to put it in your heart of how our relationship is with QIA.

(English): According to the Land Claims Agreement, all of us know and agree with control to the Nunavut Tunngavik area in the whole Nunavut including hamlet government, NTI, and Inuit organization. Now we're caught between the Agreement. Article 39.1.6 says: "The Tunngavik and every organization shall be constituted and operate with accountability to, and democratic control by Inuit."

(Translated): This is what it reads according to the Agreement. I'm especially concerned about Inuit groups and how they would be heard in the Nunavut Settlement Area. The other one is under Article 26.3.1 and it says...I'll find it and read it to you in English. It says 26.3.1:

(English): "An IIBA may include any matter connected with the Major Development Project that could have a detrimental impact on Inuit or that could reasonably confer a benefit on Inuit, on the Nunavut Settlement Area-wide, regional or local basis. Without limiting the generality of the foregoing, the matters identified in Schedule 26-1 shall be considered appropriate for negotiation and inclusion within an IIBA."

(Translated): If Inuit in the Nunavut Settlement Area need assistance in any way, information or otherwise in any region, the directive or the Agreement is pretty uniform under 26.3.1. It will be used as a rule by all the regions, especially when it comes to IIBA. I quote these two sections for QIA and this is how we see them today. They represent us as part of the Inuit Settlement Area, especially when it comes to Baffinland and their project related to the railroad tracks.

(English): QIA as conflict of interest it's fair to represent the concerns of our community. It's fair to address the social and environmental impact for the community, and it's fair to make resources easily available to the community.

(Translated): The QIA has appeared not to be sharing perhaps IIBA benefits, as I read you Sections 26.3.1 and 26.3.3 under IIBA, and the addition of 29.6.1 that states that since Baffinland started its operations, the concerns, the benefits to the communities should have been implemented long ago, even at the initial stages to Pond Inlet, which has not occurred. The other concerns are there should be assistance to the communities affected by the railroad track proposed project.

One, it would hinder the freedom of movement of wildlife, including caribou if this project is to go ahead. Two, we know we will be underrepresented. It clearly states in the Agreement that we will not be able to work with organizations, although it states in the Agreement, especially to this new project coming up. It is affecting us a great deal socially and environmentally. This is not very good for us. You have heard these concerns today and yesterday through QIA. They have royalties and monies that are supposed to be allocated, \$750,000.00 to the communities for social assistance and perhaps funding concerns and mine-related situations.

I look at this project as a negative project for our environment. One hundred fifty thousand is allotted per community, and I think that could be increased. It would alleviate some of the effects we are facing in one form or another. These have been coming from QIA. They are allocated to 12 communities in Baffin Island, and nothing necessarily substantial for our community. But they are freely – they can be had by individuals, but you need to apply for it in an application procedure. The shares from these funds are minimal – 1800 to 2000 to this community. That is very minimal.

We are expecting a lot more people to be employed, and QIA has shown a grand total of two people in each community. That's very minimal considering how much is involved. These are not being looked at in communities. A working relationship is important. Nunavut Planning Commission, you as Commissioners should listen and pay attention to what QIA is doing in this region, what they're saying and what the stand, because it is pretty much in evidence through royalties that they are becoming greedy and keeping the royalties to themselves and not dispensing a substantial amount to the communities. So as it is now, it is not helping any community for their royalty payments.

It should be dispersed to the social groups, community organization concerns to their communities. I think Todd mentioned yesterday the amount of royalties have been paid to QIA, and we have yet to see part of that money. It was passed on to QIA. Pond Inlet is heavily impacted. You heard yesterday as presenters gave a brief presentation, depressing views of social and families. These concerns have to be assisted. Some mothers are leaving left behind while the breadwinner goes to work and struggling. These are the problems we are facing. Elders, widowers, and pensioners should be assisted as well. They have no hunters, and these are the concerns that QIA is ignoring, especially to Pond Inlet.

Pay attention. Talk to them. We rarely see QIA or any groups to give us information on IIBA, especially in Pond Inlet and I know to other communities as well. I know our representative from Pond Inlet to QIA. He is pretty silent. We don't hear what is going on within QIA. He's so quiet. All we briefly heard was the icebreaking proposal the mine has that has been cancelled. That's the only major news we have heard from our community representative to this organization.

Baffinland, are you aware that your royalties are not being dispensed to the communities? They are not assisting any community according to what is stated in the Agreement under 11.20. It should be useful to us. It involves the IIBA through QIA. They should be paying attention to this booklet. It's an agreement between people involved and the Canadian Government. It's an important document.

QIA, NTI, I haven't heard it. It's just through third party information. They appeared to be working quite well with Baffinland, and they have I think encouraged you at times that you go ahead and put in an application for the railroad project. I'm not sure. I haven't really heard it yet, but that's the word out there, how Inuit groups are not associating with the communities. We have tried and have made pleas according to this agreement for assistance benefits that could be had by us. None have appeared. None has been implemented so far.

Our concerns in the communities – the concerns we have voiced – are genuine. They are needed in our communities. We need to work with QIA. It was mentioned yesterday that the community programs that can be had are not being funded. The programs that could benefit the community, nothing is emerging. It has been three long years. Phase 2 has started, revenue Phase 2 has started. We had a great belief in the Land Claims Agreement that this project emerging was to be very beneficial to us, because it says in the Agreement that it should benefit us. I will answer questions if you have any for me.

NPC Chair: *(Translated)*: Qujannamiik. Any questions from the floor? *(Pause)*. It appears none. Baffinland, any questions?

Todd: Thank you, Chair. Just a point of clarification if I may: As you are aware, Baffinland's hands are tied when it comes to the distribution of benefits from the royalties paid. However, I would like to say two things. One is Baffinland has improved relations with the QIA in the last year, and some very positive work has been conducted at the staff level to work on benefits, including training and improving employment targets.

Finally I would just like to say that Baffinland remains ready, willing, and able to work with the QIA to discuss whatever is deemed appropriate with respect to the needs of the municipality. Thank you.

NPC Chair: Qujannamiik. *(Translated)*: Questions from the floor?

Jayko: *(Translated)*: Todd, just to briefly answer your comment: Yes, you have a good working relationship with the QIA according to the Agreement, IIBM. This Article allows communities to be most benefitted. Thank you.

NPC Chair: *(Translated)*: Thank you. Any more questions? *(Pause)*. There appear none. Thank you for your presentation. Enookie?

Enookie: *(Translated)*: I have a short comment. QIA and other Inuit groups in each region should be concerned as long as they are in the Nunavut Settlement Area. QIA, and Kitikmeot are starting to run into some problems within the industry and other Inuit groups on how communities in the regions are being impacted because of projects starting and potential projects that can be had. Continuing, our Elder member Paniloo may give you a presentation if he wants to.

Paniloo: *(Translated)*: Yesterday since we started our presentations to this hearing, we have heard Baffinland identify formally this project they want to start. Inuit groups have had their say as well. In your decision-making, I want you to be fair when you decide Inuit IQ with cultural and social issues and the impact it would have on us. The companies are proposing that they want to get this project off the ground and start working with NIRB, the Nunavut Impact Review Board. I think that's the procedure as it progresses.

In the Nunavut Agreement, NPC has emerged as an organization in the responsibility of looking at these issues. First and foremost, your responsibility is Inuit in the Nunavut Settlement Area and the wildlife. There have been many representatives speaking. One

was a businessman who was very pro-development. Not everybody has that stand. As we gave presentations to you, I think it was in 2012 the first time when the company started their work. I think back in 2004 I think I first heard of this project. I know there are many supporters for this project, and just as many who are opposed to it. We have shown support for the first request where the tracks would be. When Phase 2 revenue started, then perhaps this was to finance the current project under review right now.

Many people have heard and attended meetings, and support was given because many Inuit need employment. At that time, Baffinland mentioned that if the project and the mine was open, there would hardly any employment. So the Early Revenue Phase was approved. Just recently, Baffinland made a notice that they want 10 months ship transportation to transport material and mineral. A 10-month proposal was never approved by HTO. That was when NPC had Hunter Tootoo as your Chair. It has been that far since we have voiced our concerns, and even Baffinland has appealed directly to the Minister at one point to forge this project ahead. I remember that much. At that time when that happened, there appears to not have been much concern what community local concerns were.

Now we are on an amendment discussion for this railroad project. When Baffinland proposed 10 months a year to transport ore, we heard the information and what their rationale was. We were aware of their request. So it is cancelled as of now, and here we are today discussing another project. A railroad track is the next one on the project item list to amend the North Baffin Land Use Plan.

As it is now, yesterday we heard that if it is not approved, the project is in jeopardy. It will impact us. I think we fear that. There are concerned mother, fathers, and families who have families at the mine. I think this is a bully tactic, a fear tactic. When it was mentioned that the mine could foreclose, perhaps the Nunavut Planning Commission might even be bullied into giving up even one project or two. Although we could have lengthy discussions on our concerns, I am summarizing everything.

Around the world there are standard practices if you want employment. You have to give us what we need so we can produce profit and employ you. If they are not profitable when they don't have their way, they go into tactics that will concern groups to give in. There perhaps are many other multinationals operating throughout the world in different countries.

So are these the standard practices practiced by the multinationals throughout the world? For instance, if we don't want (?) this project, we're giving up. It's not profitable. There are questions that need to be had. This summer we have seen huge buildings arriving to Milne Inlet. These are huge warehouses, perhaps in anticipation of preapproval, just in case this project is in. Bulldozers, huge loaders and huge vehicles are arriving. Yet, you're saying if you don't approve this project we have in mind, you're still importing vehicles. I think your intention is that this is being looked at as a formality.

For instance, the local retailers if they were unprofitable, they would shut down. Their retailer will not operate. It will not keep its doors open if there is no profitability. It does

not make any sense to stock it then. I believe money and other presentations were being used as scare tactics. It's a strong-arm method perhaps. So that was just briefly my opinion and many have voiced this concern.

(Pause)

I'm still going through material. Just be patient with me. From there I would like to touch on other items that have been asked.

(English): Since the beginning, we were promised jobs. We wanted those jobs. To date, Baffinland has failed to meet its target for Inuit employment. Today it's supposed to be 25% of the workforce. Only about 12% are now Inuit, and that's for 6 communities. What's the percentage for each community? Is it 2% per community Inuit employment?

You mentioned there are about 50 people from here. Is that including the short-term jobs that people had when you count 50 people? Are you also counting those short-term jobs? Inuit complain that the jobs they have been given are menial, repetitive, and boring. Baffinland's plan to correct his problem don't consider why Inuit are not happy working at the mine. It is not just about work readiness, apprenticeship, and training. It's a major issue that the word-of-mouth goes around.

Inuit mine employees complain about poor supervision. Everybody knows that in the ground, in the communities, with racism and being treated with lack of respect. If the project gets bigger, more of these issues will become greater. No attention has been paid to the impact on family life and conflicts that happen sometimes, in families where one person is away working at the mine for two weeks. It is not just training and conditions at the mine that are a problem. It is problems back home.

Neither Baffinland nor QIA are taking any of this seriously. Even if there are job increases for impacted communities like with the proposal for example, like they are promising now if approved, there are no plans in the documents to minimize social impacts.

(Translated): I have just summarized very briefly on employment and how it impacts communities socially. I have seen not too many documents. I need to see more data on corrective measures and how the public can be assisted.

NPC Chair: *(Translated):* Qujannamiik. Before we go to another agenda item, any questions? *(Pause)* There appears none. Baffinland?

Todd: Thank you, Mr. Chair, and thank you for your presentations. I need to address a couple of things in the presentation please, Mr. Chair. In the presentation, Baffinland has been accused of using bully tactics. I do not believe that is a fair or accurate representation of the situation.

In the past you referred to Baffinland forcing a 10-month shipping proposal and imposing it upon the communities by using a ministerial exemption. We are here today with the NPC because Baffinland chose to respect the process and respond to the

concerns that we heard from you directly in multiple consultations. We've adjusted our plans, and we've chosen to use the process established in the Nunavut Agreement and under NuPPAA. We've had to change our plans. We've been responsive to what we've heard from the communities. We're sitting before you and giving honest and direct responses to these questions. We will continue to operate in that fashion.

What happened in the past is in the past. We want to see the operation succeed, and it's important to understand that Baffinland is not a multinational. It's a single mine operation that we want to see developed. We understand that it must benefit the people of not just the North Baffin region, but in Nunavut, in Canada, and for our shareholders.

The issues with respect to employment numbers, the attention giving to social issues are complex. If we - if we go to an environmental assessment, we will provide details on the activities that we've initiated after three years of operating. The numbers are improving. We believe the relationship is improving, and we're very dismayed to be called bullies and accused of using tactics that would be unethical, because that's not how we're operating.

So we remain committed to be here and work with this process. Thank you very much for giving me an opportunity to respond.

NPC Chair: Qujannamiik. (*Translated*): It appears that we have no more additional questions. I want to ask just for clarification to summarize it.

Paniloo: (*Translated*): During preparation for future projects and at this stage a railroad, I know that there are not too much written data information that we could have to make a sound decision on the future of our sound and our sea ice where we hunt for seal. I think at one point if we go ahead with the proposal we had at one time, there would be research of what impact it would have on seal pups. Do you have data on that?

NPC Chair: Do you want to answer that one? Just state your name before. Thank you.

Megan: This is Megan Lord-Hoyle with Baffinland. So I think if I understood the question, if we proceed, you would like to see more information on monitoring programs we have specifically in the marine environment?

(*Pause*)

Okay, so we are conducting multiple monitoring programs in the marine environment right now. We study narwhal to a very large extent and the impacts that shipping potentially may have specifically on narwhal. We have environmental working groups set up that advise on our monitoring programs and review results of our reports.

There are multiple technical experts from federal agencies on these working groups as well as representatives from the QIA and the Mittimatalik Hunters and Trappers Organizations. These monitoring programs will continue in the future for our operations, and any future operations that we may have and impacts specifically to

marine mammals will be discussed in any environmental assessments that we produce and monitoring programs moving forward I hope that answers your question.

NPC Chair: *(Translated)*: Thank you.

Paniloo: Qujannamiik, Itsivautaq. *(Translated)*: I will be specific. Seal pup areas during the time of the year – it's specific related to seals.

NPC Chair: You want to quickly answer that one? Go ahead.

Megan: This is Megan again. Thank you for the clarification. So specifically with seal den monitoring and monitoring of seal pups, the requirements of monitoring seal pups is related to icebreaking. At the current time, we have not introduced icebreaking into our operations, so to date, we haven't specifically monitored the impacts to seal dens, but it is a requirement if we were to move into operations that introduced icebreaking.

NPC Chair: Qujannamiik.

Brian A: Qujannamiik, Itsivautaq. *(Translated)*: I'm just an employee. These will be the decision makers of whether it will go ahead or not. We will be writing down what we are hearing today and others. My question is while you are speaking, there were lots that were working. We know in Nunavut there is a lot of work and in other communities as well. They said they found it boring. Can you say more about that?

Paniloo: *(Translated)*: Thank you, Chair. I apologize that we are not seeing the same dialect. He does not understand.

Brian A: Sorry. I think the term that was used is they found their jobs boring. That's what I understood. They were local people from Pond Inlet and some other communities that had a job at Baffinland, but they found it boring so they decided not to work. That's the understanding I got. And why did they find it boring, and what are they doing today?

Panaioo: Qujannamiik. *(Translated)*: I can't say it in detail, but it has been stated. They are just labourers and not being in higher positions, even though they have been working there for a while. The white people working there are put into higher positions, and the Inuit stay in labour positions. Yes, I can say they can work in the communities. That is what I see. Sorry if I didn't answer properly.

Brian A: *(Translated)*: Another question I have: Yesterday we heard, and I think this morning, there are 50 employees from Pond Inlet. If Baffinland is not lying, if they agree, if operations were to stop, those 50 employees – where would they go? What would they do? Where would they turn?

After supper last night from the hotel in the lobby room we were sitting. There were young people and another from Pond Inlet. I didn't hear the name. They were selling amauti. The girl asked, "Do you look for seals?" They said yes, but they don't hunt anymore due to low money. I am Inuk as well. Being able to hunt is very important. I use it as well. But being able to hunt is affected by money and gas and supplies. Only when

we have those can we go hunting. If they were to stop, these 50 employees, where would they turn? What would they do? Can you answer that? Thank you.

Paniloo: *(Translated)*: Thank you, Chair. It's a very important issue. I think we thought about this too. I cannot answer what they would do next. This operation, we don't want it stopped. We want it continued, but this proposal is concerning us. I cannot say 50 employees are there. Part-time casual employees are counted as well and makes the number go up. Can you say how many full-time employees? They include casual employees or seasonal employees that stop early. They are in the numbers as well and they stop.

NPC Chair: *(Portion not translated)*

Brian A: *(Translated)*: I'm just going to clarify. I'll answer in English.

(English): We have it on record, so you won't have to respond. I just want to clarify my questions in English just so that Baffinland will understand. I asked him two questions. One of the questions was yesterday after supper, we were sitting in the lounge and there were two young men sitting in the lounge with another lady selling an amauti. She asked the lads, the young boys: "You're no longer seal hunting? Why aren't you seal hunting?" And they said, "Well we've got no money." So my question was they've got no money. Hunting is tied to resources of needing gas and rifles. So what are those folks to do if they have no money? That's the question I asked.

The other one was there are roughly 50 jobs. What would happen if Baffinland walked away and there are no more jobs for these people? What would these folks turn to? So we've got that on record. He said it in Inuktitut. We'll get that clarified through translation. Those are the two questions asked. Qujannamiik.

NPC Chair: Qujannamiik. Thanks for the clarification. We'll have coffee after this question.

Male? *(Translated)*: I wanted to answer about boring. We don't have anything to do. That's what I wanted you to know. I want to support Enookie in a short sense. As Hamlet rep, I was on the Board for Mary River. I don't think I'll go all the way. I want you to know the ones up there, I have hunters that go as far as 17 kilometres, and it's close to Milne Inlet, and you could hear it all. I go there as well to check on things. I'm a hunter. Baffinland has researchers as well. They are above me.

What Enookie was saying, the railway if not approved...I don't know if there are CBC reporters. Pond Inlet seem to say that they want to stop this operation. I hear that within these hearings, the employees themselves or their spouses. They seem to be closed for them. It's not very good for me because the 17 kilometres is the one we're talking about. I see the ships passing through all summer. And the offloading site, what Enookie was saying, it won't diminish. It's going to be all summer. If you don't support the railway, it will close. Don't think like that. It will never finish the iron ore. It's a huge mountain still. Shipping has stopped, and the ships are still waiting. Please know this. Don't think that operation has stopped when the shipping has stopped. It's not like that. They don't run out. They leave behind more ore that needs to be shipped. If you don't want to build this, have a hearing before operation.

It still will not be good for us if you're going to talk about the employees. Brian said if those employees stop working, what would happen. If there is an amauti being sold because there is no money, it's like that everywhere. I know this for a fact. They have been working three years. I like that. It is good. It is very good, but I can tell you, Brian, that while you are listening to me, when people are not working, they don't have anything. Why is it like that? I'm telling the truth. It is being said by women, and the Elders will say this as well. Please listen. I'm telling you the truth. They will never run out of ore to ship. It's not good when the loading site is broken down. The stopping seems to be not good. Qujannamiik.

NPC Chair: Qujannamiik. (*Translated*): Do you have a question about what was said? Yes?

Kaujak: (*Translated*): Thank you, Chair. I'm Kaujak from Pond Inlet. As a representative for women, I will say I'm from this community, and I'll say this as an individual as well. What Brian said or asked, in support of Enookie what he said, this mining, it's a good economical venue for companies, agencies, and for communities. It's very profitable, but there is another. If we get help and support from those people holding the money, if we are represented well, it will improve in other ways financially in trying to profit.

It's in our water. It's in our body as well. We are not doing anything. We're not trying to learn. We're not trying to try. You made an example of that amauti. The person who made the amauti, if she had made a lot and sold them on the Internet even though not mining, can still make money.

As a woman, when I am able to sew, I sew from learning from older people than us. My teacher left, the one who taught me about kamik making from our waters. That skin grew when I got it and I made it. I can make money through that by this way. Mining is not the only way to make money. These programs, these money-making programs, if they are set up or produced, by communicating and talking to each other, they can run well for Pond Inlet. I think I'm talking too much. That's what I wanted to answer, Brian.

NPC Chair: (*Translated*): Are there any questions? No one has raised their hand. We'll have a break for 15 minutes.

BREAK

NPC Chair: (*Translated*): Thank you. Just housekeeping. Please say your name before your proceed.

Enookie: (*Translated*): Thank you, Chair. Enookie Inauruk, Hamlet Councillor. The population of Pond Inlet – the majority of these communities are looking for social wellbeing projects, looking for culturally relevant projects. These are the two items that we don't really want to jeopardize. I just want to mention to you the proposed project as it is now will have impact on either two, if not both. We're not here as participants. We're not looking for a close of this operation or the project. Be aware of that. We're not there to obstruct anything productive. I have documents that I have prepared, but our Elder will give a presentation on it. Thank you.

Paniloo: *(Translated)*: Thank you. Paniloo Sangoya. I'm with the Elder's Group of Pond Inlet. As I listen to the hearings over the day and Pond Inlet concerns, what I've heard are all relevant as genuine concerns regardless of which group has presented. From the ladies group and social concerns that they are concerned with, they are pretty much in line with how this community should be. I believe in the presentation that I've heard. If I didn't believe it, I wouldn't.

I would like to give a short presentation of my concerns. The process we are experiencing is a monumental undertaking. It involves a company to progress and a community wanting equal social justice. I'm only concerned right now that we stick to one topic that some of us do not want to see, which is the railroad track. I believe that others have mentioned what disturbance it would have caused, and I believe that. At the same time, the dust problem is also just as bad. So weighing the two is quite difficult. I'd like to see how it is in other parts of Canada where mining companies are operating and how they resolve these two problems – the railroad track versus the transportation by trucks and dust.

The railroad cargo...It's funny how it appears that when you start your railroad track production idea, the dust problems suddenly emerges. Is that to give a leverage to the project you have in mind? The dust problem has been a concern from the time the operation started. But at the same time, we are trying to give you a genuine concern that we want heard from Pond Inlet.

Not only that, I also have a concern that we're just a leverage agency for QIA. Although our community is busy, you can't imagine how much ship traffic we had this summer. They come and go regardless of whether they are anchored out there waiting to load up. The winds sometimes are very strong here. We know how bad it can get. It has damaged and destroyed a lot of boats in this community. My question to Baffinland is would that decrease your shipping traffic if you were to start loading through a railroad cargo system? What would the traffic be like out in the Sound if you start using land traffic differently?

You have mentioned yesterday that the terrain is uneven and has to be worked on. Some areas have to be cut and filled. The train is the only problem with us. We could let the other concerns be. We want to concentrate on how safe this railroad can be, and if not just cancel it altogether. We should be concerned with QIA as well and other Baffin Island groups. Baffinland, could you just give us a brief description of how you would really operate again with a railroad and the benefits of it?

NPC Chair: Baffinland?

Todd: Thank you. For clarification...I'm sorry. I misunderstood the question. I believe the question was is the reason for the railroad because the ships are too slow. The answer is no. The reason for a railroad is it would be able to provide a cheaper and more effective or efficient way of getting 12 million tonnes from the Mary River Mine site to the port, because using trucks on the tote road isn't feasible at the current level of

production, so we need to have a better way to try and get more down to the port. Does that answer that question?

NPC Chair: Yes that was part of the question. I believe so. *(Translated)*: Your questions and concerns, have they been answered?

Paniloo: *(Translated)*: Yes some of it was clarified. The railroad is the concern we have at this hearing. It involves Pond Inlet and the problems we would encounter. Hunters would need space to go out. The hunters and trappers have concerns. The traffic, according to hunters, at times is the speed. I am not currently in support of a railroad track system used as a cargo hauler for the minerals or the ore. We remember the land as it was. Now I'm looking at devastation that would occur as a result of the production. I would like the Commissioners to pay attention before you make your decision. I'll leave it at that for now.

NPC Chair: *(Translated)*: Thank you. We are paying attention as Commissioners. If we have any questions that would help us make a decision, we would ask questions. We are not deliberately being quiet. We are gathering information that we will discuss later. Are there any questions?

(Pause)

There appears none from Baffinland. I think I saw a hand from the floor. Do you have a question for the Elder's group? If you have a question to the presenter in relation to his topic, please go ahead.

Kaujok: *(Translated)*: Thank you, Chair. Kaujok. I just want to support the presenter as an Elder. He is my Elder. I want him to ask Baffinland how is it that since you started the Phase 2 project it appears that you're looking for ways to make more profit? You mentioned you were looking at a 400-year lifespan of this mine yesterday. So how come as a mining company there is a rush? Are the corners being cut? Is it not profitable enough? Is the price of ore foreseen as dropping in the future? What is the rush? I think this is just to assist the Elder's presentation. Qujannamiik, Itsivautaq.

NPC Chair: Qujannamiik. It wasn't addressed to the speaker, but if you want to answer that question, go ahead.

Todd: Sure. Todd here. It's a very good question, and I'll be pleased to try and respond. Why are we in a rush? First off, we may have not been clear. The current thinking is that this operation could last for 100 years, not 400. If I misunderstood what was said, I wanted that clarification.

NPC Chair: I think she meant 100, not 4.

Todd: Then it's my hearing.

(Laughter)

So why the rush, and what is the price of iron ore? When Baffinland first started, the 18 million tonne proposal was shipping out of Steensby, which went through a comprehensive Environmental Impact Statement, including a rail, was the basis for getting an established mining operation for iron in the North Baffin region where none existed before.

To be able to break into a new area and develop a new industry takes a significant amount of money, and there needs to be enough volume to make profit sufficient to pay it back within a specific period of time, regardless of the longevity or length of time that operation may continue.

That's a reality of the economics of business in our current world. Investment companies or investors – and remember, I told you Baffinland is not a multinational. It doesn't have its own money, and it doesn't have profits from other operations. It relies on people to invest in the operation, and those people expect to make a profit on their investment.

So that 18 million tonne project didn't go ahead because when all the deals were signed and the agreements were made, the price of iron ore was about \$140 bucks a tonne. All of the economic analysis was based on high and sustained iron ore prices. Literally months after the IIBA was signed, the commodity price – the price of iron ore – crashed. It actually got down into the \$30 range, and Baffinland almost went under.

To survive, the Early Revenue Phase was proposed, and with consultation with Pond Inlet, QIA, and through and Environmental Impact Review, the Early Revenue Phase project got approval to ship 4.2 million tonnes down the tote road by truck.

I'm going to give you some insight into Baffinland, and in the last couple of years it is no secret. We've had a hard time paying our bills and making payroll. That's a fact. Through the confidence of the investors that this will one day become the world source for high-grade iron ore, they continue to put money into this, but they are getting impatient, and they expect to get a return on their investment.

For us to be able to give them what they need from their investment, we're proposing to put in a rail to Milne and increase that production out of Milne during open water to 12 million tonnes a year. We believe that volume of production will allow Baffinland to survive the ups and downs of the iron ore prices and ultimately go on to build the project down to Steensby.

Time is running out with respect to the investors. They have had a lot of money invested in this for a long time, and they are not making a return on their investment. That's the reality of our situation. It may not matter to some people, but that's the reality that we have to deal with. So that's why the rush. I hope that answers the question.

NPC Chair: Thank you. (*Translated*): Additional questions?

(*Pause*)

Appears none to the presentation. Thank you. Thank you for your presentation, Enookie. Before you are excused, are there any more comments?

Enookie: *(Translated)*: We will give a presentation at the closing remarks, right?

NPC Chair: Yes.

Enookie: *(Translated)*: So we will be excused for now. Thank you for allowing us a spot to voice our concerns for your listening. To me right now, the railroad is not the only concern. It's the general environment, water related and terrestrial. Thank you.

COMMENTS FROM PARTICIPANTS REGARDING TERRESTRIAL COMPONENT OF THE AMENDMENT (RAILWAY)

NPC Chair: *(Translated)*: Thank you. We'll get back to Agenda Item #8. This item was scheduled for this afternoon. Perhaps GN, the floor is yours.

(English): Just as a reminder, state your name before you start. Thank you.

Steve P: Thank you, Mr. Chair. Steve Pinksen, Government of Nunavut. With me is Amy Robinson, our Manager of Land Use Environmental Assessment. We have a few brief comments consistent with our introductory comments yesterday.

The Government of Nunavut is supportive of a multimodal interpretation of a transportation corridor in the North Baffin Regional Land Use Plan. This seems to be supported by Section 3.5.10 of the North Baffin Regional Land Use Plan, which provides that a corridor is a land use policy having general application and applying to land and water routes throughout the region based on the processes outlined in Appendices J and K.

As we noted yesterday, while it is our interpretation that Appendices J and K do not apply to the amendment application, we also feel that Baffinland has provided the necessary information for the Commission to make a determination if the amendment application meets the requirements of Appendices J and K.

We would note that the addition of a railway component to the project or this Phase 2, is a significant change to Baffinland's existing project. Therefore, should the proposal proceed to the environmental assessment phase, the Government of Nunavut would be an active intervener with an interest in ensuring that the project and particularly its terrestrial environment mitigation and monitoring plan, appropriately mitigates potential impacts.

In summary, the Government of Nunavut has not flagged major concerns regarding Baffinland's revised Appendix Q wording, specifically the requested amendment to the Land Use Plan to allow for rail and supporting infrastructure. That concludes our very brief comments. Thank you.

NPC Chair: Qujannamiik. Any questions? Baffinland? No? You're good? Anyone?

Kaujak: *(Translated)*: Thank you. Thank you, Chair. Kaujak, Pond Inlet. I have a question directed to the Federal Government. The railroad track if approved – GN, I'm sorry. You said you had no great concern for this project that Baffinland is proposing. The topic in question are the residents of Pond Inlet. I want you to be aware of our concerns before you make statements like that as a sitting government. You as a sitting government and as their representative, what about the population, the Inuit, the communities, especially the five communities in the High Arctic? They have voiced their concerns. Did that go into government deaf ears?

You have been in government for some time and dealing with Indigenous Northern populations. Although you appear to have heard their concerns many times, and still at the same time, you give your presentation summarizing your subject. The concerns, have you taken those into consideration, the Nunavut population concerns? There are many statistics that Nunavut population is the worst in housing, violence, and everything that we've been studied on. We are in the worst category. For many years, we have tried to improve this. Did you not take this into consideration when you summarized your railroad summary how it would affect Inuit and Inuit communities?

There should have been at least a bit of hint of support to the population. We want to have a government looking over us who have ears. Carnivores, we don't have any alternatives, not really. We don't grow anything. The only thing we have are what is harvested from the land and from the mammals as well. That's the whole thing. Please understand.

NPC Chair: Qujannamiik. *(Translated)*: These are the Government of Nunavut. It was mentioned that they were the Federal Government. This is the GN, not the Federal Government.

(English): Enookie, did you want to say something to that remark? Steve? You want to respond? *(Translated)*: Enookie before you start, Steve?

Steve: Thank you, Mr. Chair. Steve Pinksen, Government of Nunavut. I thank the speaker for that response or that question, or comment. I can assure everybody present that the Government of Nunavut representatives here have heard and noted all the concerns raised by all parties, in particular the residents of Pond Inlet speaking for the North Baffin communities.

As we did say yesterday, most if not all the concerns being raised are related to project impacts, which would be reviewed and considered during the Impact Assessment process. The process that we are involved in is to ask – the proponent to ask the Commission for an amendment to the North Baffin Regional Land Use Plan. We came prepared to speak to that proposal, and we have. We've not found concerns with that proposal.

Should the Commission agree to the amendment and issue a conformity, the project would then go into an Impact Assessment where things like environmental impacts,

wildlife impacts, and socioeconomic impacts would be considered. The proponent would be required to bring forward their detailed proposal and what they think the impacts would be, and interveners such as the Government of Nunavut and all other parties, would respond to that. That is where proposed mitigation measures or concerns about proposed impacts would be raised. It's getting ahead of ourselves to try and consider impacts when the proposal is not even at that point yet.

So again, the concerns we've heard from the representatives of the public and community groups have been listened to, heard, and duly noted. But at the present time, we've been asked to respond to the proposal from the proponent for an amendment, and we have. Thank you.

NPC Chair: Qujannamiik. Before we go to Enookie, Brian wants to make a comment. Go ahead.

Brian A: Qujannamiik, Itsivautaq. Brian Aglukark, Nunavut Planning Commission. Just as you heard yesterday and a couple of comments this morning of what we heard –we heard about eight residents of Pond Inlet say they don't want the project to start. That's what we understood, regardless of how it may be interpreted. An Impact Assessment is once the project is approved and it goes to that stage. But what we heard so far to this point from the residents of Pond Inlet is basically they don't want it to happen. Qujannamiik.

NPC Chair: Qujannamiik. Enookie, you want to ask a question? Atii.

Enookie: *(Only Inuktitut was provided. Microphone appeared off during this statement).*

NPC Chair: Go ahead.

Steve: Thank you. Steve Pinksen, Government of Nunavut. What I stated was and at least what I meant to state was that for the project on the ground – the actual mining and transport operation – addition a rail component is a significant change, which should be assessed through the Impact Assessment process. Thank you.

NPC Chair: *(Translated)*: Thank you. Enookie?

Enookie: *(Microphone off. No audio provided).*

Steve: Thank you. Steve Pinksen, Government of Nunavut. It's a change in the project on the ground is what the railway would bring, which in our interpretation would mean that it would require the proponent to come forward with a project proposal that goes through the Impact Assessment process. Sorry, I don't know exactly what...using the word 'significant change' or 'change in scope.' I'm not a lawyer, so I can't really get into what those might mean. But what we're saying is that in our view, adding the railway is a significant change to the project, and that should trigger or would trigger an Impact Assessment process, should the Commission agree to the amendment and issue a conformity. Thank you.

NPC Chair: Atti.

Enookie? (*Microphone off. No audio provided*).

NPC Chair: Qujannamiik. Sam?

Sam: (*Translated*): Sam Omik, Pond Inlet. My question to the Government of Nunavut is in relation to the amendment Baffinland is seeking. My question is firstly, when they were originally approved to Steensby, now you have since cancelled that. Have you formally informed the public that you've cancelled Steensby?

NPC Chair: Do you want to go ahead and answer that one?

Steve: Thank you, Mr. Chair. Steve Pinksen, Government of Nunavut. The question through translation was have we notified the public that we have cancelled the Steensby approach? The Government of Nunavut did not decide that, so maybe either the proponent has to respond, or we need a clarification. Thank you.

NPC Chair: (*Translated*): We have conflicting translation to your question. Could you repeat it please? What we heard and your question were conflicting. Just clarify.

Sam: (*Translated*): I'm talking about the mine site to Milne Inlet. Perhaps I will try to clarify it this way. Pond Inlet wanted to construct to Arctic Bay. Now we decided not to go. We're cancelling it. Has the GN been formally informed that their original idea to transport minerals through Steensby has been formally cancelled?

NPC Chair: (*Translated*): The only concern we have here from the mine to Steensby. We're here for this particular amendment. We are not concerned about previous projects or other topics. This is what we're concentrating on. Thank you. Any questions?

(*Pause*)

I don't see any hands. Thank you. Thank you for your presentation. Government of Canada? Please state your name before you start speaking. Thank you.

Lihua: My name is Lihua Huang. I want to thank again the Commission for hosting this public hearing and all the parties here to share their thoughts and concerns. Special thanks to the community members that bring their thoughts and giving us the insight into the interests that they have close to their hearts.

As a closing remark, I want to emphasize that the Government of Canada thinks that the proposed amendment – the proposed activities that we have been discussing in the last two days align with the 2014 amendment to the North Baffin Regional Land Use Plan. So if the Commission decides that it conforms with the Land Use Plan, we will – Government of Canada will participate in the Impact Review process and provide expertise to make sure that...to make sure to address concerns that we heard from the community today and to have further review of the project's activities. That's it. Thank you.

NPC Chair: Qujannamiik. Questions? Baffinland? The floor?

(Pause)

Thank you. There are no questions. QIA, do you want to make a presentation?

Levi: *(Translated)*: I think we'll keep our remarks as closing remarks. Thank you.

NPC Chair: *(Translated)*: I think it's a good time to have a lunch break. We'll resume at 1:15. I forgot about you, Joe. Please go ahead.

Joe: *(Translated)*: The community employees want us to go out to the site. They don't want the main door to be used. Use the side door. They still have concerns with the main entrance.

NPC Chair: *(Translated)*: Thank you. Did I forget that you wanted to make a presentation prior to lunch?

Joe: *(Translated)*: Thank you, Chair. I wanted to briefly mention how many are employed at the mine from Pond Inlet. That was a question. I will clarify people who are working at Milne Inlet and site. It is 47. The apprenticeship program will be implemented at the work site, so they will be coming up there within four weeks. Three employees have gone through their health examination. This is a standard procedure that they are examined. There will be three replacements for employee absence for health checks. Thank you.

NPC Chair: Qujannamiik. We will return at 1:15. Use the side door please.

LUNCH BREAK

NPC Chair: *(Translated)*: We will proceed with the meeting. According to the agenda, one of the Commissioners would like to ask Baffinland for clarity. Peter?

Peter: Thank you, Mr. Chairman. I'm Peter Alareak, Nunavut Planning Commission. There was talk about hunting areas that you mentioned yesterday. Looking at the road and the map, I don't know how long that is. I didn't get a clear idea of where certain areas the hunting is not permitted. I would like to get a little more explanation of how big the areas are with the local people are allowed to hunt. Thank you.

Todd: Thank you very much for the question. This is Todd with Baffinland. The areas that are not permitted because of reasons of human safety or personal safety are within the defined project development area where there are activities such as mining, obviously in the open pit area, the crushing areas of high traffic or other infrastructure such as the powder magazines or where the explosives are kept, etcetera. And those are not kept off limits for hunting, but no personnel are allowed to just wander freely in those areas, because the chance of an incident occurring because of the activities is high enough that

it just doesn't make sense to allow people free access to those zones. Does that answer your question?

Peter: Can you make it a little more clear how big the area is, miles or kilometres or whatever? Thank you.

Todd: If it's acceptable – sorry, Todd with Baffinland – if it's acceptable for the Commission, we could provide you with a map and an actual number calculated. It would be far better than me just giving you an estimate off the top of my head right now.

NPC Chair: Yes, thank you. That would be greatly appreciated.

(Translated): Are there any questions from the floor before we move on to the...*(sentence not completed)*. Brian reworded a document or something.

DISCUSSION OF ANY PROPOSED REVISIONS TO THE WORDING OF THE AMENDMENT

Brian A: Brian Aglukark, Nunavut Planning Commission. We're on Item 10 of the agenda to try and initiate discussion on the Draft wording of the proposed amendment if we were to get to that stage. I'd like to try a couple of options and see if they work and see if there is any interest in discussing what that wording might be. I'll see if I can get Baffinland to do their initial vocalizing, if I may, on your proposed wording. Then we'll also provide opportunity for other parties to say their comments to it. We'll start with you, Todd, if that's okay. Thank you.

Todd: Yeah, sure. Todd here. Is it possible to bring it up on the screen? That would be on page 14. I think there are hard copies of it at the door so people could follow along as well. This is page 14 of the Submission to the Nunavut Planning Commission dated March 17, 2017. If I may, I will take you to the...can I just get up and go to the screen? It might be easier. This thing can walk with me, right?

This is better. It's simple and I promise not to take long. We will provide this to the Commission in a written form. It will be "comma, as amended on October 24, 2017." So the reason we would state that is because of our decision to remove the potential for winter sealift that we wrote to the Commission on October 24th. If I can go to page 15 please, and if I'm going too quickly for the translators, just wave. See that highlighted area up there? For greater certainty, the marine corridor may be used for shipments of freight by winter sealift through the ice during the months of January and February. We would propose that wording be struck out. That's the total of our proposed amendments. The highlighted areas that remain are the only amendments we're proposing. Again, we will provide a hard copy of that for the Commission's consideration should the process move forward. Thank you.

Brian A: Thank you, Todd. To those parties that provided comments to Baffinland's draft wording, would you like to restate your comments? It's an option for you. If you like, please do. State your name, please.

Sylvie: Sylvie Molgat, Council for QIA. QIA also provided proposed revisions to Appendix Q, that is Schedule B to QIA's submissions filed – that's correct, thank you – that document there. Just picking up on Mr. Burlingame's comments, we used the same document. The yellow highlighted portions are what were submitted by Baffinland as proposed amended text.

What appears there – and it's difficult to see – red underlined are the changes that QIA is recommending. So if you look at the bottom of the second paragraph – just stopping right there, thank you. Mr. Burlingame just suggested alternate wording after the yellow portion that says, "...and the Mary River Phase II Expansion Project Proposal." Mr. Burlingame suggested as amended on October 24th, 2017. The wording that QIA is proposing would read as you see there, "comma, as revised and excluding winter shipping."

QIA believes that's important, because once we get to referring to changes that were made by date, sometimes it's a bit confusing as to what the change involved. The proposed wording that QIA has there, "as revised and excluding winter shipping," we submit is clearer, because it confirms that winter shipping is what was amended, as opposed to just referring to an amendment on a certain date.

The other changes that are made are also reflected in red. They have been the subject of our written submissions, so I won't get into them any further except to say that they are proposed changes to the wording that have been included for further clarity and to address the issues that are of concern to QIA as we've set out in our submissions.

There would be, and I should point that out as well, on the second page – and I'm sure Baffinland would agree – it would simply be updating the language since this particular Appendix Q was written up. The Land Claims Agreement is now being referred to as the Nunavut Agreement, so now would probably be the time to update that language as well. Thank you.

Brian A: You can just sit tight for a bit, and we'll provide comments or questions from the floor to your presentation.

(Translated): Are there are any questions for QIA and what she was referring to?

(English): There is nothing. Thank you very much.

Sylvie: Thank you.

Brian A: GN, would you like to take the microphone please? Qujannamiik.

Steve P: Thank you, Mr. Chairman. Steve Pinksen, Government of Nunavut. The Government of Nunavut has not raised any major concerns regarding the proponent's revised

Appendix Q wording for the amendment to the North Baffin Regional Land Use Plan. We have reviewed the submissions from other parties, and in particular in Canada's submission, we see the benefit of proposed additional wording that would confirm that Appendix Q is a multimodal transportation corridor.

We have an interest in ensuring that Phase II, should it proceed, is subject to effective mitigation plans for the environment and wildlife. We reiterate that these considerations on impact assessment would occur at a later stage during the impact assessment stage should the project proceed. Thank you.

Brian A: Thank you, Steve. Brian Aglukark, Nunavut Planning Commission. For the benefit of the residents of Pond Inlet, can you describe in laymen's terms what the term "multimodal" means? Qujannamiik.

Steve P: Thank you, Mr. Chairman. Steve Pinksen, Government of Nunavut. In our interpretation, the existing transportation corridor is a transportation corridor as described in the North Baffin Regional Land Use Plan. It should not require an amendment to recognize that. In other words, it's a transportation corridor for whatever method of transportation is needed. Thank you.

Brian A: Qujannamiik. *(Translated)*: Are there any comments from the floor?

(Pause)

Qujannamiik, Steven. Thank you. Government of Canada, would you like to provide your comments or your version of the proposed wording of the amendment? Qujannamiik.

Lihua: Good afternoon. My name is Lihua Huang. I want to reemphasize that the Government of Canada views land use planning as a tool to provide directions on types of land use that are allowed or not allowed to take place in an area. We also see the value in the...if the amendment is to be considered and is to focus on the land use in question, rather than all the specific activities being proposed by an individual proponent.

So to be more specific, we would like to propose that if the amendment is considered by the Commission, we would like to amend the Plan to provide for a corridor that is open to multiple users and multiple transportation and communication uses. Thank you.

Brian A: Qujannamiik. *(Translated)*: Are there any comments from the floor?

(Pause)

(Translated): Thank you. Chairman. If I can say, we are talking about the amendment wording, if the Commissioners would like to hear from the other organizations about the amendment. Thank you.

CLOSING REMARKS BY THE PARTIES

NPC Chair: Qujannamiik. (*Translated*): We are almost done with the agenda. We'll go ahead to 11 following what was written while we are closing. If the Government of Canada would like to say their closing, I will give them a chance.

Lihua: My name is Lihua Huang. I would like to take this opportunity to thank the community again for sharing their concerns. We have heard your concerns, and if the Commission decides to proceed with the project, the Government of Canada will participate in the impact assessment process and provide expertise to make sure that we'll have a further assessment of the project activities. Thank you.

NPC Chair: Thank you. GN?

Steve P: Thank you, Mr. Chairman. Steve Pinksen, Government of Nunavut. I would like to thank the Commission for organizing this hearing. It's a big job we understand, to get everybody together and all the resources required. I would like to thank the proponent for their participation and responses to all the questions, and in particular the community of Pond Inlet for their hospitality and welcoming us into the community.

We look forward to the Commission's decision on the proposed amendment and to further participating in the process should they approve it. Thank you very much.

NPC Chair: Qujannamiik. Thank you. QIA?

Levi: (*Translated*): Thank you, Chair. Levi Barnabas. I am representing QIA. Thank you, Chair and Planning Commissioners, and employees for this hearing, the Government of Canada, Baffinland, and community representatives. QIA is happy to be part of these hearings. We have listened to community concerns with the activities. Yesterday what I said, what we are representing and their abilities what we believe, we are doing this for Baffin. QIA has to put Inuit first, what they want to see, and the impacts when there is an operation going on in Baffinland.

(*English*): We thank the Commission once again for agreeing to hold this public meeting in Pond Inlet so you could hear what the community has to say about Baffinland's Phase II Expansion Project. We want to hear from Inuit about their experiences, about their concerns on the impacts.

QIA takes the management of royalties from Mary River very seriously. We heard some concerns about benefits from Mary River, the agreed Legacy Fund, to hold and protect this money. We invest it wisely. We only use the interest on this investment. We asked Inuit what to spend the money on. They told us children and culture are priorities. This year, we will use interest from the Legacy Fund for daycare subsidies with Tunngavik Association to develop Inuit Inuktitut education materials and to fund community activities.

Inuit will have money from Mary River. For our children's children, QIA is responsible, transparent, and accountable to Inuit. The Commission heard concerns about employment. QIA expects the improved relationship with Baffinland will lead to more Inuit employment at Mary River. An initiative is Q-step. It's a four-year project to help Inuit to get better jobs and skills focused on the mining sector. Baffinland's approach to permitting for the Mary River Project places Inuit who are most affected by the changes at a disadvantage and proceeds to react to possible proposals or changes without significant information or supporting evidence to consider.

The Commission may find that the information provided by Baffinland is enough to enable to consider the amendment application. But as you have heard over the past two days, this approach is not consistent with how Inuit think development should take place on their land.

The Commission heard from QIA about the importance of caribou protection. Inuit continue to express concerns about the impact of caribou and wildlife, hunter safety, barriers to community travel routes and hunting areas, noise, and dust. The current caribou protection measures were developed for different project activities. If Baffinland's application to amend the Plan is allowed, the present Mary River protection measures will need to be revised and updated to address new increases in expanded activity in the transportation corridor.

Railways have different and significant potential impacts. QIA asks that the Commission consider the concerns of issues we raised on behalf of Inuit. QIA also asks the Commission to establish clear and well-defined limitations on permitted use within the transportation corridor and to determine the width of the corridor to be no more than [10] kilometres wide.

Finally, regardless of the outcome of these hearings, QIA commits to ongoing coordination and collaboration with the community of Mittimatalik, the Hamlet of Mittimatalik, Mittimatalik Hunters and Trappers Organization, as well as Baffinland throughout the permitting process, and in all aspects of Mary River to protect the Inuit concerns described in our submission. Qujannamiik, Itsivautaq.

NPC Chair: Qujannamiik. Enookie?

Enookie: *(Translated)*: Thank you, Chair, community members, and employees who will work on the details after this. Thank you, Baffinland for verifying and clarifying. It has to pass through us, because the operation is very close and affects our lives. This land, you will have to go through us.

(English): Our committee remains opposed to the construction of the railway in this location. We ask NPC to rule before amendments are considered on the application of Appendix J and K. We argue that the relevant information, Baffinland has not provided, the information required by the Commission.

Without this information, NPC cannot decide whether a railway is appropriate development for this corridor. We want our concerns to be noted and addressed now before any further development is considered. We know that QIA has not addressed the existing social and environmental issues affecting Pond Inlet. We want information on the current dust problems, and reports on health implications. The possibility of asbestos being in the rock is real, and we want to see that this has been addressed. We want to receive any reports about this now.

We want women's issues addressed and taken seriously, and also children. We want the implication of the railroad as a barrier to the movement of people and animals addressed before the amendment is approved. A community or communities should not be sacrificed for the benefit of others, and neither should Inuit culture. Qujannamiik.

NPC Chair: Qujannamiik. NTI?

Miguel: Thank you, Mr. Chair. Miguel Chenier with NTI. NTI would like to thank the Commission for hosting the meeting. Your dedication is very much appreciated. I'd like to thank Baffinland for your commitment to the project. It's very important, and it's important that we get it done right and get it done responsibly. I'd like to thank the people of Pond Inlet for welcoming us. I live in Cambridge Bay, and it's surprising to come somewhere where it's darker than it is in Cambridge Bay. It has been lovely to see Pond Inlet again.

As I said at the start of the meeting, NTI supports the QIA in the proposals they put forward in this meeting. Thank you.

NPC Chair: Qujannamiik. (*Translated*): It is open to the floor.

Jaykolasie: (*Translated*): Thank you, Chair. My name is Jaykolasie Killiktee from the HTO Board. Before I give my thank you, what I want to say is this proposal from Baffinland for a corridor for a railway, if it is approved, the environmental assessment would have to include everything before it is started. The land and the water have to be included.

I was told – we were told – near Milne Inlet there are rivers that are flowing slowly, not fast. Looking at those, they seem not to be drinkable from contamination, and the lakes, rivers, and creeks all have to be checked in this environment assessment if it was to go through.

I'm thinking about our future and having to take care of the land. It has to be taken care of the whole time. I'm always concerned for my grandchildren, great-grandchildren and future generations. Looking at the future, if it were to run for a 100 years, our future generation will not have the same life as us. They will never see animals. They'll only have alcohol and drug abuse. That's what I see in the future if the environment is not taken care of.

As Inuit, we eat meat from country food, and I grew up on this country food only. It's a good thing there are seals. I am still alive. I grew up mainly on seals. Although I'm not an animal lover, when you see a sick animal with no fur or less fur than before, as I said

today I want it followed. If this corridor were to go ahead, all environmental assessments have to be used to have this environment last longer.

That is my closing, although it is not everything. This is what I wanted to say. Thank you, my friends at Baffinland. When they want to make amendments to activities at Baffinland, they always go to the HTO to have a meeting with us, and they report on what they will be doing. Up to today, I like that they talk to us on what they want to do, and they let us know. Thank you, Baffinland. We will work well together with this project that needs to be worked on. We want this continued. You can't let go of Pond Inlet.

Thank you, everyone for coming here. What was said today and what you heard needs to be considered. You need to understand, and we need to understand. I know it will be hard for you. It's not hard to know. Thank you for being here. Pond Inlet is a good place to go, and it's very beautiful. It is more beautiful at certain times. It's beautiful. It's a nice place to go. If you are to come in the spring, it would be better so you will see the sun.

Thank you, Government of Nunavut for coming and being here. I thank you very much that the Government of Nunavut is always able to participate in other ways. Also Qikiqtani Inuit Association is always here for the hearings and other things that are not just hearings. They meet with the HTO to let them know what they are up to. I want them to know of our concerns. Thank you, Qikiqtani Inuit Association. Also NTI – I think NTI is here. Thank you for coming here as well. I like hearing what you have to say. It's understandable what you say when we have translators.

INAC, thank you for coming here. They come here also when there are hearings. Everyone comes here who needs to be here. We are very thankful. I thank you, INAC representatives. In closing, what I want to say – it's not the last of what I have to say, but it is at this hearing – I don't know if I'll be a HTO member next year. My term is expiring in the month of December. My term will expire. Thank you everyone, my fellow Inuit of Pond Inlet who are working together and talking together. Thank you all, Pond Inlet residents for being here. Thank you everyone. Thank you.

NPC Chair: Qujannamiik. Any other comments? Kaujak?

Kaujak: (*Translated*): Thank you, Mr. Chair. I'm Kaujak Komangape. In my final comment, the hearing that we had, we have been working very hard all of us, and we are all trying to represent Inuit and everyone out there. Thank you, Baffinland. I have more understanding now. NTI, QIA, Government of Nunavut, and INAC, thank you for being here as representatives for this hearing. Thank you very much from the women, children, and families. Thank you.

Even though it doesn't seem to be right or it's not good to hear these things, I'm saying these things. I am Kaujak. Even though it's hurtful, we have to speak of what happens to the people outside, the ones we are representing. I appreciate that you came here, even though it is hard work to do. If we work well together and support each other more through communication and negotiations, bad things would be less, even though there are a lot. But when we work together, it will be better.

What is said, there are 8 parts to Inuit Qaujimagatuqangit, including respect. All the principles of IQ need to be used if we work together and negotiate with the iron mine wanting to work. We need to be respected well as Inuit. We are different. Thank you. I think this is my last – I really want to go to work now. Let's have a good year. Thank you.

NPC Chair: Thank you. Sam?

Sam: *(Translated)*: Thank you. Same name or same relatives. I'm Sam Omik from Pond Inlet. Thank you. I will give my thanks later on. I just want to say something. There will be set up with Baffinland what Pond Inlet needs to use, and what QIA needs to use. They work together with this. They set this up when it first started, but today QIA does not want to be close to Pond Inlet. I want you to know that. The IIBA needs to be modified if we are to continue after this hearing. We need to negotiate a new IIBA with QIA and NTI, but the Land Agreement had to be like that through Baffinland.

Working with Baffinland, it was happy. It was a good time. This hearing seems to be a rush. It has an effect on us when we have to talk in front of the Planning Commission. It was like that. Representing Pond Inlet, not QIA, we were like that. We wanted it set up like that. In this hearing, you have heard Pond Inlet and how they do these hearings. Thank you for coming to listen. I want this known. I will let it be known to you in short.

Now I give my thanks for listening to me even though sometimes I don't say exactly what I want to say. Following from what I know of these Agreements, following Article 11, we have this hearing. I really like it, and I always like it. I am truthful. When I say as a hunter I have used all of the land up there. We don't hunt on the bombed areas. That's truthful, and the mining area inside of it, we can't hunt in there. We are told we can't hunt there, even though it is like that at this hearing. I'm still a hunter. Baffinland has let me hunt inside the airstrip. They let me catch a wolf when the plane wasn't able to land. When the plane wasn't able to land, they let me hunt. Even though you can't hunt in those areas, you will hunt in the future. This is true.

I have said always with employment, 46 or 47 employees are the most from Pond Inlet. The question asked – I don't know from which one – there was a question for full-time employees or casual part-time employees. Is the number like that? With the communities, it was not answered. When I was driving on the road in Baffinland, I asked on the radio who is working at Baffinland. There were two answers - carrying ore from Mary River to Milne, one from Clyde, and one from another place. Is there anyone from Pond? No. Why is it like that? We need to have truth in these numbers for these hearings. If we see it would be truthful, I would be in support, because I am not paying them.

Our concerns, please know in the Agreement, it says the community most close that is affected by fuel shipping, mining, or research. Please know we are not just against it. We just want to fix this together. This approval, it is ours: us and Baffinland. QIA says they are helping us financially with money from Baffinland. I finally hear of these things. This is true. I am not scared of anyone, because I know of these agreements that need

to help the communities. We need to represent truthfully to these communities and make them understand.

In closing, Chair, I thank you. I thank the ones who are sitting. You can listen to us and what we are saying. When they understand their work, they know what to do. I thank them and the translators as well, all of them. I thank Qikiqtani Inuit Association and NTI to fix this more. I want to say to the Government of Nunavut, I see them here not just as employees. Thank you, and they have listened to what we are doing. The Government of Canada and others as well who are here, thank you, especially Baffinland, I thank you for their big support to this community, not just to our community but neighboring communities. They are very helpful when they finish their grade 12. They are very helpful.

I'm thankful as well when there is an event or something happening. They have their aircraft used for these searches. I give many thanks for that. They are a big help, and they help hunters as well. I give my thanks for that as well. Even though we have arguments, they listen to us. I think that. They are still friendly, and we will continue working with them.

Thank you, residents of Pond Inlet for pushing us with what we have to say. That helps us with what we have to say, especially the Commission who are providing this hearing. Thank you very much.

NPC Chair: *(Translated)*: Thank you also. Is there anyone else for closing remarks? There is one more.

Niko: *(Translated)*: Good afternoon. My name is Niko Inuarak from Pond Inlet.

(English): Thank you for coming here everybody, and listening to our concerns.

(Translated): I'm from the youth group as well. I don't really see youth coming to any meetings. There are a lot of people.

(English): Thank you very much, especially Baffinland.

(Translated): When we are hunting and run out of fuel, or whatever supplies we need, when we go through that area, they feed us and are very welcoming.

(English): They've been a big help, especially to Pond Inlet. I'm very grateful.

(Translated): What I want to say though is that area, we always go to certain places, like the floe edge for seal hunting. They go to different areas. Narwhal. And when we go caribou hunting, we go there. When we try to go to Igloolik, that is the area we go through. When we were learning about the land, we went up there too. I don't want it blocked by a railway. I don't want a blockage. I haven't been coming to these hearings.

(English): That's one of the few places...

(Translated): There's a cabin there where we can always stay, and I don't want it blocked.

(English): It's some parts...

(Translated): There was one time I went in the wrong direction too far left. It's not good on the skidoo. It gets confusing. You get stuck. You break your skidoo brakes. If you go to the right area, it is mountainous. You have to go through that area.

(English): That's one of our main highways.

(Translated): There was one youth against the railway...*(lapse in translation)*

(English): I'm very pro-development. I'm really into business, very pro-development but not at all costs.

(Translation not provided)

(English): Thank you very much for helping out like that.

(Translated): Pond Inlet is a lot better. It has more money ever since Baffinland came. Thank you for coming. Although the Elders are just talking, there are youth out there. Maybe they are shy. Maybe that's why they are not here. Maybe they don't go to meetings. There are a lot of us hunters. If you come here in the springtime, the ice is...there are a lot of skidoos even though there seem to be not a lot of hunters. If you go to the floe edge, there are a lot of people there. Even though they think they are not hunters, there are some that go on weekends. That's what I wanted to say. Qujannamiik.

NPC Chair: *(Translated)*: Thank you. Are there any more comments? Go ahead.

Male? *(Translated)*: I'm happy too that you are here as well, and that we have our questions answered, and you are hearing our comments. Here we are not finished. We still have work to do. Even when you are gone, we have work to do still. The one with us, Charlie Inuarak, Enookie's father, he is in Iqaluit right now. He helps us very much. We are not finished. Although you are finished, we look forward to meeting in the future. What you are saying is true. I used to hunt as well. Because I can't see very well right now, I don't go anywhere. My mouth is the only thing used.

Thinking about this, if it was to go ahead, it will be used for 100 years. It seems like it, because it is very big. We want it safe for our lives. Our lives will change. It's moving very fast. The work is moving very fast. Thank you, Baffinland that I get to see you whenever you come. All of you, thank you for answering people's questions. I have heard that Tootoo is helping residents. I don't think they know of this, but right now they seem to be far, but they can come here and we can phone them or communicate using the Internet. The young ones, they know what to do. Our lifestyle will not change while we are here. I will not change our lifestyle before...It was hard before, although it didn't seem hard at that time. Our parents were going through a hard time. They didn't

have anyone to help them. To go anywhere, they had to do it themselves. We have helpers. That's the difference. Some of it is the same, but some of it is not the same.

We have two lifestyles even. In Inuk and using Government of Canada, that is what we are using, us Elders. Me myself at the Board and at home, it is not the same. Our children will continue working, and they will be adults and Elders becoming Elders. We are just following what our ancestors did. We have to support each other, help each other. It doesn't matter who it is, Inuit or not. I thank Qikiqtani Inuit Association and NTI. I have seen them. Thank you.

NPC Chair: *(Was not translated)*

Ham: *(Translated)*: Thank you. My name is Ham Kudloo. I talk a lot. I'm the talkative one. I am happy that you are here. I had a little regret. I'll tell you a little story. In Ottawa, there was a meeting. I had a regretful moment. What I wanted to say was as Inuit, as an individual not from a board, I used to be part of the Elder community. I was let go. I don't know why. Maybe it's because I talk too much.

My thoughts, my mind is not too strong. The first thing I want to say, I lost my wife a little while back – not recently but in 1992. It was hard on me. I lost myself when I lost my wife. Not having anyone to communicate with in my home...There is my daughter. She takes care of me. I'm thankful to her. Because of that, my mind is little. My thinking...I went to a hospital. But my mother-in-law and my father-in-law, they were Elders. Because of that I am thankful.

The comments very rarely are good. I feel I need to help. I feel like I need to help. From Elders talking to me in the past, it can't come back anymore. I think those Elders know that. The previous one, he knows us well, the previous Elder. Because of this, I wanted to ask Baffinland, did you check the wind direction of Mary River? Do you know of the wind? I'm asking, because it was not mentioned. The railway if it was approved, there will have to be snow removal. That's why I'm asking. Have you checked the wind direction or researched the wind? It's not the same as the wind in Pond Inlet. I need an answer.

NPC Chair: You want to go ahead Todd and quickly answer that one?

Todd: Todd here with Baffinland. Since Baffinland has been operating for the last three years, we continue to learn and measure the direction and speed of the wind. That's helping us how better to remove the snow down the tote road, because it's no good to put it on one side if it's just going to blow back in. So the short answer to your question is yes, we look at it, and we're learning more and more about it with every year that we operate. Thanks for your question. I hope I answered it.

Ham: Qujannamiik. *(Translated)*: Yes, thank you very much for your answer. Yes, my question was answered. I know and I have heard the wind from the Kivalliq region from Iqaluit, it doesn't come from Iqaluit or Pang, just from there. That's what I wanted to say. Although it reaches Pond sometimes, it goes Mary River, Clyde River, and Elders know of this. I seem to know. I'm like that. Thank you for letting me say something.

But the snow that is formed by the wind, no one talks of this. Sometimes there are a lot of snowdrifts when it snows. I know there was an Elder that said the foundation is changing. I believe him. My footprints there will change. They will not be there anymore. I'm truthful. I'm not lying. But I know I won't be living, because I am an Elder. I am old. I want to say my age. I am 81. I'm close to 100 years old. Although I am an Elder, my mind is not like that. I'm childlike, like youth.

Sometimes I am in awe of what is being said. What was said, I have used it. The Elders have no voice. The youth say that, and it is true. I don't say anything as long as I'm not asked. Us Elders, we are not saying much anymore because it's today now. It's not the same as before. That is the answer from our grandchildren and great-grandchildren, because we were not like that.

Thank you. When I want to say something, I talk a lot. Thank you to the people running this up there. It's happy for me. I am happy about it. Thank you very much. You will support Inuit. You will help us, the residents of Pond Inlet, with what we have said. I'm anxious of this. You are Inuit as well. You are not Kabloona. Although when white people say they are going to help, it's not true always. I know this. I have been told.

I say this because in Nanisivik, it's the same. I remind Baffinland with what Inuit say. They were welcoming very much, but a little bit later it was not the same. When they stopped, some of the houses that were wanted by Inuit, we were not able to get them. They were going to be destroyed. I'm expecting this for my future generation. There are nice buildings there, and it's settling. If they were to stop, the Inuit will not take the supplies. I know this. For my future generation, if it were to help them, it would be happy for me. I would be thankful for my grandchildren and my great-grandchildren. This has been said before.

From what you said, I understand, so thank you very much. When they say they are hunters, I understand very much. The animals are a big thing for me as well. Country food is big for me. It's my main food. That's what I wanted to say, because from way back when – not today – closer to Milne Inlet there were lots of seals, and lots of animals. I know this. When they try to capture seal pups in spring, I used to be like that, because there were lots of seals. Going in between seal pups, I would shoot ahead to try and catch seals to give to other people or to sell. I would carry as I was catching. He did not believe me. He found out, and now there are none. We are losing our animals because of these ships, tour ships. Our hunting area is still not damaged, but the animals are disappearing. There were enough for us back then, but now we have to work very hard to get them.

There was an Elder who said he is no longer a hunter from not being able to see. And me as well, I'm starting to be like that too. I am no longer hunting. I'm too weak now. My body is too weak from when I was younger, because of that. I am in support of animals because I eat them. I eat seals and animals. I grew up with my father not having a boat, just a kayak. He went hunting. Others didn't know, but I have seen it. He didn't have a fancy boat with a motor, but a kayak. He hunted all summer with it, my father. It's not

used anymore. Thank you. I just wanted to thank you. I'm talking too much. You are visiting Pond Inlet. If I'm still around, I will see you again. Thank you.

NPC Chair: *(Translated)*: Thank you. Deputy Mayor?

Moses: *(Translated)*: Maybe if I'm here, it's okay with closing. I have something to say. The hamlet has a water committee with a representative from the Water Board, but he is not here. I know if he was here he would say something about water or the ocean. I want to ask - we can't drink from Mary River anymore. It's not good for me. I'm not happy about being able to drink from there.

That railway if it was built from what you said, if it was continued it would be 5 kilometres this way and 5 kilometres that way, altogether 10 kilometres. Can you let me know if I can drink within 10 kilometres or not? Within 5 kilometres one way or the other way, altogether 10 kilometres, am I not able to drink? Other beings like animals, we know they drink water. Birds drink water. We know this. All living beings drink water. That area is being used by our animals.

I want to say something as well. Near Milne Inlet, there is a lake named Inuksulugaligachu (*spelled phonetically*). Seagulls nest in that island. There is a little island there. Do you know if there are seagulls nesting there? They drink from that area, from their nesting ground. That island that is a nesting ground, I went there before. I've seen fish bones there that were left by the seagulls. It's near the road. I feel for the animals. How many would die if they drank from there? I want to know this. Thank you, Chair.

NPC Chair: Thank you. Did you want to quickly respond to that before we go to the Mayor for his closing remarks?

Todd: Thank you, Mr. Chair. Todd here. Just a very quick comment: I certainly appreciate the concern, and I would like to be able to have the opportunity to provide more information, and we will if we move forward. But I can say that so far with the operation at Mary River, we have no incidents where animals have died from drinking the water. Any incidents such as that would have to be reported and be reported to the HTO. Thank you, Mr. Chair.

NPC Chair: *(Several sentences not translated)*

Mayor: *(Translated)*: Thank you. I represent the hamlet. I am the Mayor of Pond Inlet. On behalf of the hamlet, I thank you for coming to this hearing, and everyone that is here, thank you. When we knew there would be a hearing, the hamlet wanted to form a committee to look at these things and what is proposed - the amendment and the Phase II - to review these so that Pond Inlet can say their feelings. I thank you. I thank Enookie and his committee. We thank them for being understandable and that they were able to say what Pond Inlet people think about. They were asked to do this, and they have said what they needed to say. I hope they were understandable.

To have a mandate for this committee, they met, although from different organizations like Elders, youth, and HTO to bring up Pond Inlet residents' concerns. They work together. I thank them and Baffinland for being understandable. We were able to understand them, and thanks to INAC, Government of Nunavut, and QIA for saying things that we can understand. This is what was worked in. I won't say something very long. I just want to thank you for representing Pond or talking for Pond. Have a good Christmas. Thank you. That is all.

NPC Chair: Qujannamiik. Baffinland, closing remarks?

Todd: Thank you, Mr. Chair. Todd here. I will make my closing remarks, and perhaps Joe if you had anything to add afterward, please feel free to jump in. We're hopeful that the information and the answers that Baffinland has provided to the Commission and to the participants have been seen as being transparent and truthful. We also are very appreciative that Pond Inlet has once again taken time to welcome us and to listen to what sometimes can sound like an ever-changing story that are Baffinland's plans.

We've been operating now for three years. We've made mistakes, and we've learned a lot, and we want to be a success. We know we can't be without the support of yourselves and everyone else in this room. So thank you, Pond Inlet, Mr. Mayor, Enookie, the Commission, QIA, all the government folks, and the people behind the boards there making sure the sound works, and whoever it was who cleaned up that glycol so we were able to come back after dinner.

We just want to state a couple of things. We've said time and again that this is not an approval for Phase II. What we are trying to deliver here and focus on for the Commission is our request for the amendment to the North Baffin Regional Land Use Plan, which is to ensure that there is clarification that the corridor can be used for rail, as well as its current use.

We've said several times – I'll say it again – that we believe that the information requirements, although in our opinion are not necessary, we do believe that we have met those information requirements that you have set out to make a determination on, and we will respect your determination in that regard.

We've also heard that two of the three signatories on any recommendation the Commission may make have stated either those information requirements do not apply or would not apply, or they have been met as well. The Nunavut Impact Review Board has submitted to the Commission their position that they feel after reviewing all the documentation presented to date, that the information requirements have been met.

So what have we heard as Baffinland? I won't speak for anyone else here. We've heard a lot of issues that we think are very important, and we would like to be able to speak to them in greater detail. We have done a lot of work, a lot of field programs, and a lot of studies. We want to get to the right venue to be able to talk about those in great detail.

We've also heard there is a lot of concern about the social issues and benefits from the operation to date, and that there are over 250 families that rely on the project as it's

going on, and hopefully continue in the future, and many of those families are from Pond Inlet.

We've also heard that while people don't want to oppose the project, they don't approve of the amendment. Unfortunately, that position is extremely challenging for Baffinland to be able to try and move forward with its plans. We are hopeful again that we can move to the environmental assessment process and see if, in fact, what we're proposing is acceptable use.

Dust was identified. We heard that was a really big issue, and we honestly believe that if we have the opportunity to build a rail, that's going to solve a lot of those problems. Other problems will emerge. There's no doubt about that. We think it will be a better operation in a lot of ways, and we would like the chance to put our case forward.

What we as Baffinland haven't heard – and perhaps we've missed it through translation or our interpretation, or just missed it overall in our reading of the materials – are any specific reasons why establishing the existing corridor as a multimodal transportation corridor would be unacceptable. We haven't heard anything, in our opinion that would suggest that by proceeding to the Nunavut Impact Review Board's Environmental Assessment Project, it would any way jeopardize the rights of the Inuit.

We also believe that following this process is aligned with the processes in the Nunavut Agreement and is also consistent with the North Baffin Regional Land Use Plan. Finally, we haven't heard from the other communities, the other employees of Baffinland. We think that there are people out there, with some exceptions, that we haven't heard from that actually support us moving forward. We do understand the Commission can only review the evidence before them.

We do remain open to addressing the social and benefits issues in collaboration with the QIA and the communities that are affected. And we hope to meet again so we can get into the details on what the Phase II Proposal is. So it is with true respect and great appreciation that Baffinland thanks the Commission and all the participants for coming here. We believe it's the right thing to do. Joe, did you have anything you wanted to add?

Joe T: *(Translated)*: Joe Tigullaraq from Baffinland. I just have a little addition from what Todd said. We were with Baffinland to be compatible and to be right with the environment, communities, and animals. That is what we try to do. That is the way of the project. With this hearing, I regret that other communities [are not here] for their planning of the North Baffin Regional Land Use Plan. They have to say something. If they were here, it would have been better, especially Arctic Bay and Clyde River because they are part of this. Although they are not with Baffinland, Resolute and Grise are not here. Although they are not with us, Hall Beach and Igloolik...because of Baffinland's work, they are with us. It's regretful that they are not here. It's too hard. It's okay.

I just want to say that from what I've heard since we started reading, there are good comments. But I understand from what I've heard that with the proposal approval, there is little understanding. Because of hearing that, we are not against Baffinland mining.

Just the path of the railway is not approved. We are hearing that. From what I heard of your approval process, I think it would be better for those that came to the hearing. I know the planning has to have good decision-making for the approval or not. I know them, and I know the Planning Commission, the employees, and people of Pond Inlet, thank you.

NPC Chair: *(Translated)*: Thank you. As well, is there is anyone from the panel who wants to say something? I want to thank the residents of Pond Inlet for welcoming us while we are here. They are welcoming and friendly to their visitors. Thank you. As Chair from the Planning Commission, I thank you for working at the hearing, for welcoming us.

(English): The review of this Plan amendment requires that we come together to express our individual points of view. Equally important is that we listen carefully and respectfully to the views of other speakers. I think we have accomplished that over the last two days. You all have made that possible by the way you discussed this proposed amendment.

(Translated): Us as the Commission, we still did not complete our work. We still have work to do, and then we will have a chance. If anyone wants to write their concerns to the Planning Commission, you have to the first week of December up to December 12th...If anyone wanted to write to the Planning Commission, you have time to do so. Up to 2 weeks until December 19 if Baffinland wanted to write or if they wanted to provide answers... Environmental Review Panel to January 5, they'll have up to January 5.

(English): The Commission will then meet to consider everyone's point of view and hope to provide our recommendation to the Minister and NTI as soon as possible after those days. Land use planning requires the exchange of information, as we are doing in this process. The Commission cannot be successful without your participation. So the effort you have all made to inform our decision will be reflected in our deliberation.

(Translated): Thank you, everyone – participants. To the ones who will travel, have safe travel, and to us as well, have a safe trip. Have a good day on Christmas Day, on December 25. Thank you, Pond Inlet, Baffinland, and participants that were asked to come. Thank you.

Percy/Peter?: *(Translated)*: Thank you, Chair. I thank Pond Inlet as well for your concerns that we have heard. It will make us lighter on our minds, because we have to listen to this. It makes me lighter and helps me with decision-making. Please know we understand what you are saying. We are representing the people. We are IPG, and be happy on Christmas. Thank you.

Percy/Peter?: *(Translated)*: Although today is short, we came to the hearing. We have a better understanding with your thoughts of you as a community. I come from a land of light, but it is too dark here. I find it very dark. I think my wife would starve if we lived here.

(Laughter)

For all the things you said, thank you Baffinland, the residents, and representatives. We came here to find truth, and we will put much thought to this. Please know this. When we hear as Inuit, I appreciate and am happy about this. When you continue with good thinking and good thoughts, they are working together with Baffinland. In short, I am thankful that I will be able to go to bright land.

(Laughter)

Ovide: *(Translated)*: Thank you that I can attend this hearing. I am from Kugaaruk. I am Ovide Alakanauruk. I am well known around. Thank you for your good comments. I am thankful. We will be using this for our future and you Elders. We are working for the youth foundation. We are working for them. We are doing that now. We are thankful. Thank you, Baffinland. They are working. They are progressing in the Kitikmeot. I think the youth will work for them for their future. Nowadays we don't use country food, and bills are big now. Because of that, I didn't use that before, but now I'm using it. We now have to use money these days. I think about this. I am an Elder now. I didn't use it when I was younger. When they say that youth don't know, it hurts my feelings. You youth are knowledgeable. There was one that spoke and spoke Inuktitut.

I like Pond Inlet and their dialect and how they talk, what they talk about. I am thankful I am able to be here. The youth are teenagers. They have to know Elders knowledge about hunting and being able to work. I think about their abilities. There was one talking about women's issues. It touched me very much. I'm telling the truth. What the Government of Canada said, we have to work together to move forward to help each other. That is what we want. Please think about this. Pond Inlet residents are welcoming. I thank you that I am able to take part. Thank you.

NPC Chair: *(Translated)*: Thank you. Thank you to the translators for helping. That's it. That is it. We are finished.

(Clapping)

MEETING ADJOURNED