

Jacob: Good morning. The -- we've been hearing that the train rail will be fixed. I want to have -- I have a question for that: Is this -- when is this really happening for the train rail? Will it -- will there be more employment opportunities when that rail is being done, because I think it's in the planning stages now?

I've been anxious to get employed too. I really like the coordinators that we have, the communicators, because they're bilingual, and it's easy to contact them, too, in any language that we need to talk.

LEVI BARNABAS: Thank you, Jacob. That will be part of the topic today, is the rail, rail tracks, and also the -- more employment that will be put on the table when the rail comes on.

And that will be the last comment for today. And we have lots to talk about, so he'll be the last person. Thank you.

AMMIE KIPSIGAK: Thank you, Chairman. From my understanding, the rail line, rail line, I understand it's going to be a long rail --

THE INTERPRETER: Train, long train.

AMMIE KIPSIGAK: Yes. How long will it be?

TIM BUTLER: Yes, it will be approximately

100 kilometres long. It should be the same distance that the railroad --

LEVI BARNABAS: mean, he's talking about the train, the train. It's in the plan from Mary River to Milne Inlet. The rail line will be built. That's the plan though. Train, we're talking about train, railway.

TIM BUTLER: Sorry. Right now we're looking at a total of 72 railway cars, and it will probably -- depending on the design, it will probably be -- you know, half being loaded and half being delivered, so you'll notice two sets of trains loading. So right now we've got 72 in total. But I don't think you're going to see a train 72 cars long. It probably will be half that, as one is being loaded and one is being moved. But that's still being finalized. But the biggest number will be 72.

DAVID CURLEY: My question is how -- where will the rail line be and rail -- where will it be located at?

LEVI BARNABAS: Asking about the railroad design. Do you have an idea where it is, how --

TIM BUTLER: The proposed rail line?

LEVI BARNABAS: Yes.

TIM BUTLER: It will run -- it's still

being designed. But it will run, more or less, the same route as the tote road, with less twists and turns and hills, but more or less the -- from alongside the tote road.

LEVI BARNABAS: Boazie.

BOAZIE OOTOOVA: How come it cannot be a direct line instead of -- because the way the road is done right now, it's zigzagging. So is it possible for it to have a direct rail line, straight rail line?

TIM BUTLER: Yes. We will try to make it as straight as possible, with less S-turns and not up and down too many hills. So when I said "more or less the tote road," yes, we'll try to get the straightest route we can, but stay as close to the tote road as we can as well. But the purpose is not to stay close to the tote road. The purpose is try to make it as straight as we can, but -- or minimize the environmental impact.

LEVI BARNABAS: Tim, you don't think the tote road can maintain the railroad, right?

TIM BUTLER: Exactly.

LEVI BARNABAS: Yes.

TIM BUTLER: So we need them to be close, but it's not, you know, parallel to the tote road.

LEVI BARNABAS: The rails -- the rails, there is some protocols in making the rails too. So they cannot be disturbing the land too much. So when

they're making that rail, they have to make sure that.

AMMIE KIPSIGAK: Thank you, Chairman. I don't

know the term -- having a good meeting, but just a comment there.

But going back to rail line -- yes, rail line, you're looking at it -- yes, of course, you're looking at it as economic development. But the rail line, when you're constructing the rail line, yes, there'll be more temporary employment, like, surge of employment opportunities. But after it's completed, where are the Inuit that would work, because they'll have to be -- when the rail line is completed, there'll be only a few jobs available. I think we need to look at how the rail line -- after it's completed, what else the Inuit would benefit with that.

And also what you said, alcohol and drugs and the abuse or -- you know, yes, yes, we -- those negative things also -- when there's more money available, yes, it also brings in these nega -- we agree, it's not that fair, the money. It's not we bring the -- the government says that we bring the alcohol and drugs, but southern people too. They set up business and all that (INDISCERNIBLE) drug for the -- alcohol and drugs to the community. That's, yeah, probably a statement. Okay?

Also, the environment, caribou, our concern when

they're migrating either way, down or back -- so the roads -- and I think it will impact the migrational route. So if the rail line or the road is preventing the caribou from migrating, you should build a tunnel to allow the caribou to go through instead of going over. Build a tunnel for the caribou migrational to take.

MARY HATHERLY: Yes, I'm going to turn some of your comments over to Tim, to Tim Butler to answer, specifically about the jobs.

I can't address all your environmental concerns. I think, you know, these are valid concerns that you're raising. What -- I think the best suggestion might be -- is if you're able to attend the meetings that will occur between May 28 and June 4th or so. There will be people present from Baffinland who will be far more knowledgeable --

LEVI BARNABAS: Mary, can I interrupt you for a minute?

MARY HATHERLY: Yes.

LEVI BARNABAS: These -- you're right under the agenda. We'll go into employment and training. Perhaps your questions -- we can refer back to your questions when we get to employment and training. So

if it's related to employment, yes, we'll get back to your question. But now we're dealing with management plans -- or community engagement. We're at community engagement. So hold on to your questions until we get to the subject.

Patrick? You want to hold on to it? Okay.

Boazie.

BOAZIE OOTOOVA: I just want clarification.

They said there'll be -- the rail line said it would safer to the environment. Are you saying that the rail -- the train will be covered to prevent scattering of the dust?

MARY HATHERLY: I can't speak to that. It is a concern that was raised today that we'll take back to the executive.

JOE TIGULLARAQ: The roads cannot be straight in some areas because the rail -- there's a lot -- it's hilly in some areas. So it's steep and it's also hilly in some areas. So there were some challenges in making the plans of making the rail line. This land of the proposed railroad is -- some parts of the terrain is too steep, so they have to deviate from those areas.

LEVI BARNABAS: And they also have to think about what weight the trains are carrying. So those have -- those also have to be considered in making the plans for making the rail line.

David Curley.

DAVID CURLEY: Regarding the railroad (OTHER LANGUAGE SPOKEN), if the railroad started to go and operate (INDISCERNIBLE), you're going to haul ore from (INDISCERNIBLE) we want to know if you had -- the railroad is starting up. Is there any possibility the B-trains, they're going to run through that road, tote road?

TIM BUTLER: The railway --

LEVI BARNABAS: Excuse me, you have to have an interpreter.

TIM BUTLER: No. The plan is to have -- if

the railway goes ahead and it is working the way it should, there would be no need to keep the B-trains going down the tote road.

LEVI BARNABAS: Go ahead, David.

DAVID CURLEY: And the second question is, if it's going to -- if you guys are going to continue the B-train railroad, even though it's not -- even if you guys not going to use it in the future, maybe you might be able to use the B-train and the railroad at the same time. Is there any possibility the railroad -- I mean, the B-train drivers, there are some up in our local Inuit (INDISCERNIBLE). Is there any possibility you guys starting to run the B-train again even though the railroad is running? Maybe you guys can hire only Inuit as the B-train drivers who will be here for you to provide them (INDISCERNIBLE) that railroad. Right?

That's my second question: Is the B-train -- are going to be continued in the future, even though the railroad is running back and forth (INDISCERNIBLE) tote road (INDISCERNIBLE) B-train? Possibility, if you guys can only hire Inuit drivers, because I've seen drivers, B-train drivers, and they need to work (INDISCERNIBLE). Right? That's what I wanted you (INDISCERNIBLE) and you think that you're the one to drive -- who will be here for you to drive them from each community to

(INDISCERNIBLE) instead of using that money towards that step, that -- I think that step. You know what (INDISCERNIBLE)?

TIM BUTLER: So if I understand your question correctly, right now we have about 50 B-trains, and that's 4 operators per train. That's roughly 4 operators per truck, day shift, night shift, and people on their time off. So that's roughly 200 people.

Going forward, if the railway does go ahead and is successful, we won't need all those B-train operators; you're quite right. But Inuit employees that are currently operating the B-trains won't lose their jobs. We will find another job for them somewhere else, either on the railway, in the mine (INDISCERNIBLE). So there won't be (INDISCERNIBLE) lose their jobs because of the railway.

LEVI BARNABAS: That was also the question that we had asked before, when we did our consultation. So -- and this will continue to be a topic in the future consultations too.

Next question is from Ammie.

AMMIE KIPSIGAK: As I understand, on the railroad, as it is happening, there are many Inuit that have been trained and working as a haul -- with the

establishment of a rail line, there'll be more Inuit labourers -- jobs that are lost, like heavy-equipment operators and loaders, drivers. And those Inuit will lose -- those persons, they were -- so the other one, yes, you said you sell to Europe, and Americans said that they're not going to buy outside America. It's only within America that they'll be buying. So from Canada, we won't be able to market to United States?

LEVI BARNABAS: Thank you.

Tim Butler.

TIM BUTLER: I'm hoping we'll survive Donald Trump. But you're quite right; we don't currently sell into the American market. But there's no reason, other than political, that we couldn't. It is a closed market, but there are problems, like we said, with some of the things that the leaders have said about -- and trade restrictions that they put in place. But right now we currently don't. But it is a closed market, but it's not one that we currently sell into.

JOE TIGULLARAQ: Our response to the railroad -- the drivers, operators, heavy-equipment operators -- I think the question was related to job loss. Tim said the operators from -- there's about 200 drivers from Mary River to Milne Inlet. So looking at that number

of drivers, there's three or four Inuit drivers. We know that the Inuit are not particularly interested in doing that long-haul driving. And so we know there's three or four main Inuit operators hauling the ore, so I wanted to say that.

Also, someone said the Inuit drivers hauling -- when rail line is being used, then there'll be -- you know, retain their job, but there'll be real change in -- you'll still be working though. I mean, they're not going lose their job because of the rail line.

LEVI BARNABAS: Thank you. Do they have a qallunaat foreman, because I've seen in Nanisivik, when the supervisor is Inuit, he hired more Inuit? Or if the supervisor/foreman is a qallunaat, they hired more qallunaat. So I don't know. Maybe it's somehow connected to the low number of Inuit employees.

Any more questions?

AMMIE KIPSIGAK: Thank you, Chairman. Joe's comment -- yes, Inuit -- one of the other reasons the -- okay, train -- compared with the B-train that -- or the -- there are more maintenance on using the truck. And those -- the -- using those trucks, the Inuit are not particularly interested in doing that driving.

No, it's not the distance that they're worried about; it's that they break down very often, and it's

high-maintenance when you're -- so they -- because they break down very often. So I think that's why more Inuit are not working for the B-train.

LEVI BARNABAS: Thank you. That's only a statement or a comment. I didn't hear any question.

Next one, Malaiya.

JOHNNY MALAIYA KUBLU: Thank you. I already got my answer, and I got already the answer pertaining to B-train.

So I think -- we're going ahead, I think. We're going too far ahead. Maybe you could finish your presentation, and we can kind of keep up with the -- I was talking -- thinking about blasting and then loading to the truck. I was a blaster one time, so I know -- when the ground is melting, do you monitor the thermal cast, I think he's talking about, whether the -- when you're blasting? And how about -- the next question is the rail line. When will you start construction?

LEVI BARNABAS: Thank you.

Tim.

TIM BUTLER: The construction of the railway is tentatively -- it depends on the permitting process. So nothing will happen until the proper permits are agreed to. If all goes well, that would be in 2018, with shipping in 2019, hopefully.

Site Tour Itinerary

Thursday, April 27th, 2017

Visitors:

1. Pauloosie Akeeagok (PJ), President of the Qikiqtani Inuit Association
2. Joanna Awa, Executive Assistant
3. Stephen Williamson Bathory, Director Major Projects
4. Levi Barnabas, Arctic Bay Community Director and IIBA Co Chair
5. Todd Burlingame, Vice-President, Sustainable Development
6. Joe Tigullaraq, Senior Manager, Northern Affairs
7. Joshua Arreak, IIBA Coordination Manager

06:30 Arrival at Iqaluit Airport
Please meet at the main terminal where flight crew (Air Nunavut) will meet you and transport everyone to the aircraft.

Flight: 07:00 Depart Iqaluit (CYFB)
09:24 Arrival in Mary River (CMR2)
09:45 Security check/ receive PPE (Personal Protective Equipment)
10:00 Meet with Brian Penney – safety brief
10:30 Coffee/snack
11:00 Visit to Nuluujaak Pit
12:00 Lunch
13:00 Tour of Mary River mine site and Tote Road
15:00 Coffee/snack
15:30 Meeting with Inuit employees in the Country kitchen
17:00 Dinner
17:50 Meet at security to prepare for flight
Flight: 18:00 – 19:00 Depart Mary River (CMR2)
20:00 – 21:00 Arrival in Iqaluit (CYFB)

Note: Departure time is subject to change.

Main Contact: If you need any assistance please contact Kate Tarutayeva.

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Pond Inlet Update

Approval process for **Phase 2**

Introduction

- ‡ Baffinland has been working on Phase 2 proposal to increase production at Mary River which was sent to an environmental assessment by the Nunavut Impact Review Board more than two and one-half years ago
- ‡ A proposal must first go to the Nunavut Planning Commission for a conformity check before an environmental assessment can start
- ‡ We are not looking for your approval for the proposal right now, an environmental assessment must be done before a decision on that is made
- ‡ The purpose of this presentation is to provide you with an update on where the proposal is in the approval process
- ‡ We want to tell you what is happening and see if you can help us get an environmental assessment started

The process

- ✦ In October 2014 Baffinland sent a proposal to the Nunavut Impact Review Board to increase production and shipping from Milne Inlet
- ✦ After submitting the proposal, Baffinland changed it's plans and decided to use rail instead of trucks to haul ore within the Milne Inlet Tote Road and Marine Transportation Corridor
- ✦ Because of this change Nunavut Impact Review Board decided that Baffinland had to re-start the process and re-submit the proposal to the Nunavut Planning Commission for another land use conformity determination
- ✦ Baffinland has changed the proposal to address the shipping through ice issues and re-submitted it to the Nunavut Planning Commission
- ✦ However, before the proposal can go through an environmental assessment it looks like there will need to be a change to the definition of the Milne Inlet Tote Road and Marine Transportation Corridor to include rail

The problem

- ✚ An environment assessment cannot proceed until the Nunavut Planning Commission determines that the proposal conforms with the land use plan
- ✚ The Milne Inlet Tote Road and Marine Transportation Corridor that was established as Amendment No. 2 to the North Baffin Regional Land Use Plan does not specifically mention the use of rail within the corridor
- ✚ To be in strict conformity with the North Baffin Regional Land Use Plan the definition of the Transportation Corridor needs to have the definition revised to include the mention of rail within the corridor
- ✚ The Nunavut Planning Commission would need to make that change to the Plan before we can proceed with an environmental assessment
- ✚ The change to the Land Use Plan would not mean that the proposal is approved, it would only allow it to be sent to the Nunavut Impact Review Board for an environmental assessment and a complete public review

The Next Steps

- ✚ Baffinland may have to write to the Nunavut Planning Commission and request that the definition of the Transportation Corridor in the North Baffin Regional Land Use Plan be revised to include the reference to rail within the corridor
- ✚ The Nunavut Planning Commission would then need to consult on the proposed change to the land use plan, probably focussing on the residents of Pond Inlet
- ✚ After the consultation is completed the Nunavut Planning Commission would make their decision on whether or not to make a positive conformity decision

Our request

- ✚ Baffinland is trying to be responsive to the community concerns and that is why we have changed the proposed shipping timing
- ✚ We want to move forward together to get this proposal into the environmental assessment process
- ✚ To move forward it is important that the community of Pond Inlet is not opposed to a suggested change to the definition of the Transportation Corridor
- ✚ It is our hope that the MHTO and the Hamlet would consider working with Baffinland to get a revision to the North Baffin Regional Land Use Plan done so that we can start the environmental assessment process

Conclusion

- ‡ Baffinland has struggled over the past few years to develop the Mary River Project
- ‡ Plans have changed for many reasons and communication has not always been consistent
- ‡ We are committed to making the Mary River operation a key part of the economy of the North Baffin
- ‡ We value your support and we commit to being better partners
- ‡ We cannot do this alone and we need your help, we will succeed together

2017 Winter Sealift Workshop - Summary

Location: Pond Inlet, NU

Date: February 3, 2017

Time: 9:00 – 16:00 HRS

Participating Organizations

Youth Council
Mary River Committee Group (MRCG)
Baffinland Iron Mines Corporation (Baffinland)
SmartICE
Pond Inlet Hamlet Council (Hamlet Council)
Qikiqtani Inuit Association (QIA)
Mittimatalik Hunters and Trappers Organization

Interpreter: Titus Arnakallak

Workshop Attendants

Name

Organization

Participants

- | | | |
|-----|-----------------|-------------------------------|
| 1. | Kunuk Qamaniq | Youth Council, MRCG |
| 2. | Lindsey Qanguq | Youth Council, MRCG |
| 3. | Michael Inuarak | Youth Council, MRCG |
| 4. | Moses Koonark | MRCG |
| 5. | Leo Maktar | MHTO |
| 6. | Eric Ootoovak | MHTO |
| 7. | Matthias Kaunak | MHTO |
| 8. | Boazie Ootoova | Hamlet Council (Deputy Mayor) |
| 9. | Joshua Katsak | Hamlet Council (Mayor) |
| 10. | Andrew Vermeer | Baffinland |
| 11. | Joe Tigullaraq | Baffinland |
| 12. | Joshua Arreak | Baffinland |
| 13. | Tom Paddon | Baffinland |
| 14. | Andrew Arreak | SmartICE |
| 15. | Trevor Bell | SmartICE |
| 16. | Shelly Elverum | SmartICE |

Observers

- | | | |
|-----|----------------------------|----------------------------|
| 17. | Stephen Williamson Bathory | QIA |
| 18. | David Qamaniq | QIA |
| 19. | Lamech Kadloo | QIA |
| 20. | James Simonee | LA (Joe Enook's Assistant) |

Summary

Morning Session (9:00 to 12:00 HRS)

The main topics of discussion during the morning session of the workshop included:

1. Nain Visit – April, 2015
2. 2017 Winter Sealift Project Proposal
3. Regulatory Context – NPC and NIRB Reviews
4. 2017 Winter Sealift and its relation to future winter shipping and winter sealifts (Phase 2)

Several participants stated that they were not aware of the 2017 winter sealift project proposal even though several meetings on December 6, 2016 were held in Pond Inlet between Baffinland and the MHTO, Hamlet Council, Joe Enook (MLA) and the public. Some of the confusion and lack of awareness regarding the proposed 2017 winter sealift may be a result of the recent Hamlet Council and HTO elections held in early January. During the morning session, there was some opposition to the idea of the winter sealift however this was mainly a result of a lack of understanding of what the winter sealift entailed, including the misunderstanding that the winter sealift would be a reoccurring annual event in March. A significant portion of the morning session was spent clarifying that the 2017 winter sealift was a one time event and that the purpose of the workshop was to discuss how the winter sealift could be executed versus whether the winter sealift would or would not be approved by regulators (NIRB).

Afternoon Session (13:00 HRS to 15:00 HRS)

The afternoon session was focused on discussing the different elements of the execution plan and monitoring programs.

Topic	Discussion and Feedback
Execution Plan	
Safety and Emergency Response	<ul style="list-style-type: none">• In discussing the marking of the ships track, participants did not insist that the whole ships track should be marked out but instead agreed that resources should be focused on highlighting the locations near the pontoon bridge and additional ice crossings.• All participants agreed that Baffinland should partner with local emergency response resources including the Pond Inlet Search and Rescue Team, RCMP and Parks Canada, to form an emergency response team based in Pond Inlet capable of responding to an incident associated with the winters sealift.• Several participants wanted clarification on whether Baffinland has liability insurance that would cover community equipment loss (i.e. snowmobile going through ships track). Baffinland to follow up and provide more detail during the workshop in mid-February.
Community Awareness and Communication Plan	<ul style="list-style-type: none">• In addition to having an information website available to the public, participants suggested that information on the

	<p>winter sealift should be broadcasted throughout the community by additional media outlets such as radio and TV.</p> <ul style="list-style-type: none"> • MHTO showed interest in being part of the community awareness and communication initiatives.
Deployment of the Pontoon Bridge	<ul style="list-style-type: none"> • MHTO mentioned that they would interested in transporting and deploying the pontoon bridge. • Several participants asked for the exact width of the pontoon bridge and questioned if it would be wide enough to accommodate qomatiks. • SmartICE suggested MHTO contact Joey A. from Nain who has experience deploying the pontoon bridge in Labrador.
Additional Ice Crossings	<ul style="list-style-type: none"> • Several workshop participants agreed that ice crossings along the ships track would need to be established in addition to the pontoon bridge crossing. The ice crossings would be established after the ships track had refrozen and would involve smoothing out the ship track in sections using ice chisels or by means of flooding.
Monitoring	
Seals and Seal Dens	<ul style="list-style-type: none"> • Baffinland proposed conducting seal den surveys along the ship's track before and after the ship's transit. • Baffinland also proposed that a wildlife observation log would be compiled to record any wildlife interactions observed by field crews. Participants agreed the wildlife log was a good initiative. • The MHTO and several other workshop participants mentioned that seals would take advantage of thin ice created by the ships track and would most likely congregate their dens and breathing holes around the ships track following the ships transit. • Baffinland and MHTO agreed that mitigation measures and monitoring would have to be further discussed at the following workshop in mid-February.
<ul style="list-style-type: none"> • Noise 	<ul style="list-style-type: none"> • Baffinland proposed recording the sound of the ship transiting through the ice (above and below the ice). Recordings would be available to the public on the information website/portal. • MHTO and other workshop participants agreed this would be an effective way of allowing community members to hear the noise created by the ship's passage. • Participants agreed that community Youth Council could assist in collecting the recordings.
<ul style="list-style-type: none"> • Ice Quality and Refreeze of Ship's Track 	<ul style="list-style-type: none"> • Most participants agreed that the ships track would refreeze to allow for safe passage across the track within 2 days. • SmartICE agreed that they would be willing to survey the ship's track at the proposed ice crossing locations.

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| <ul style="list-style-type: none">• Spring Sea Ice Break up | <ul style="list-style-type: none">• Baffinland proposed that a study could be conducted to monitor the spring sea ice breakup using community feedback, field photography, satellite photography and on ice data (SmartICE).• MHTO, Baffinland, Youth Council and SmartICE agreed to work together to conduct the spring sea ice break up monitoring study. |
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Follow up and Next Steps

Baffinland

- Organize a second workshop in Pond Inlet, involving additional community members and organizations such as the Pond Inlet Search and Rescue Team, Parks Canada and the RCMP
- Confirm whether community equipment loss would be covered by Baffinland's insurance policy
- Request pontoon bridge dimensions and additional photos from Fabtech

MHTO

- Confirm whether MHTO will commit to transporting and deploying the pontoon bridge
- Determine whether other mitigation measures and monitoring programs should be undertaken to either reduce impact or gain a better understanding of potential effects of the ships transit on seal dens and seal pups.