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2. NPC considered both Southern (Steensby railway) and Northern (Milne Tote Road and port) infrastructure components in recommending approval of Amendment No. 1 in 2013 and Amendment No. 2 in 2014
2. ጤፃሙ ከደቡባዊ ትራንስፖርት አፈጻጸምና ከደቡባዊ የጥሬ ዓብይ ምርት (ለአየርፖርትና ለጉልበት መጓጓዣ) ላይ ተመክሮ በተዘጋጀው የፕላንና የፖሊሲ ሪፖርት (የፖሊሲና የፕላን ማሳሰቢያ) ላይ በተመሰረተ በኅወደብ ማህበረ ተቋማት በፖሊሲና በፕላን ማሳሰቢያ 1 2013-፣ በፖሊሲና በፕላን ማሳሰቢያ 2 2014-፣

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- C. With respect to NPC's July 26, 2019 request, there is no new information that would support an update to the 2012 and 2013 CEAs for NBRLUP purposes
- C. ለኅብረ-ጋሳ ዞዴፎር <ፍልልተኛነት ክባለተኛነት ሪፖርት 26, 2019-፡፡ ለርፍፍሮችን ያመለክቱ ጉዟትና የአካባቢው አስተዳደር መሠረታዊ መረጃዎችን በ2012 እና 2013 ዓ.ም. የተሰበሰቡትን መረጃዎች በመጠቀም የአካባቢውን ሁኔታ ለማረጋገጥና ለመግለጽ ተጨማሪ መረጃ ለመፈለግ ይፈልጋል፡፡

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Northern and Southern Transportation Corridors. The only applications that have proceeded are Baffinland's applications in 2018, 2019, and 2022 (respectively) to increase transportation within the Northern Transportation Corridor (Amendment No. 2) from 4.2 Mtpa to 6 Mtpa. Every one of those proposals has proceeded with the support of the QIA and NTI and in consultation with Inuit and the communities. In 2018, the NPC issued a positive conformity determination and referred the application to NIRB, who proceeded to issue an amended Project Certificate following the Minister's direction. **In 2019 and 2022, NPC determined that continuing activities at 6 Mtpa was not a significant modification for the purposes of the NBRLUP, and referred the applications to NIRB.** NIRB then carried out an environmental assessment which (as noted above) ultimately resulted in the requested amendments to the Project Certificate being issued by NIRB in 2020 and 2022, with QIA and NTI's support.

Therefore, there is no information that Baffinland could rely on to provide further CEA information on the Amendment No. 1 route, other than what was already provided to NPC in the 2012 and 2013 CEA (which, as noted above, NPC previously confirmed met the information requirements of the NBRLUP). Since that time, no other developments have been proposed, or approved within or in the general region of the south railway, which is the true scope of consideration before the NPC with respect to the potential cumulative effects of establishing a transportation corridor under Amendment No. 1.

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NTI/QIA's letter to NPC of January 16, 2023 references issues with the current project, but omits any mention of the significant and comprehensive actions that have been taken recently to address these issues. While the topic of current project effects does not have any relevance to revising the wording of Amendment No. 1, to provide NPC with the full context Baffinland is providing the following information on recent enforceable commitments it has made under the Project Certificate No. 005 to enhance its mitigation and monitoring programs.

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Baffinland is listening to Inuit and we are working collaboratively to take action to address the effects they may experience as a result of the Project. Most recently Baffinland has:

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- expanded Inuit participation in the environmental working groups to all North Baffin Hunters and Trappers Organizations (**HTOs**); and
- ᐃᓄᐃᑦ ᐃᓕᐅᑎᑦᓂᖃᐅᑦᓂᖅ ᓗᑏᑦ ᐋᑭᑎᑦᓂᑦᑐᑦ ᐱᑦᓂᖃᑎᑏᑦᓂ ᐋᑕᖃᑦᓂᖅ ᓗᑏᑦ ᓖᓖᓂᖅᑕᑦᑐᑦ ᐅᐋᑦᓇᖃᓂ ᐋᖃᐱᑦᐅᑦᓂᖅ (ᐋᖃᐱᑦᐅᑦᓂᖅᐃᑦ ᑲᑐᙳᖃᑎᑏᑦ); ᐋᑕᓚᑐ
- hired Inuit Knowledge Holders and Community Relations Guides in each of the impacted communities to improve direct communications about project concerns and to help Baffinland understand and apply the IQ that is shared with us.
- ᐃᖃᑲᓇᐃᑦᓂᖅᑎᑦᑎᑦᑐᑎᖅ ᐃᓄᐃᑦ ᖃᐅᙳᑕᑦᓂᖅᓂᖅ ᐋᑕᓚᑐ ᓄᓇᑦᓂᖅ ᐱᑦᓂᖃᑎᑏᑦᓂᖅ ᖃᐅᙳᑕᑦᓂᖅ ᐋᑕᓂ ᐋᖅᑐᖃᑕᐅᙳᑕᓂ ᓄᓇᑦᓂᖅ ᐱᐅᙳᑏᐋᖃᑕᐅᑦᓂᖅ ᑐᙳᑕᓚᖃᑎᑏᖅᐅᑎᑏᑦᓂᖅ ᐱᑦᓂᐋᑦ ᒥᖃᓄᑦ ᐃᙳᑕᐅᑦᓂᖅ ᐃᑲᑦᓂᐋᖃᑦᓂᖅ ᑕᑦᓇᑦᓂᖅᓂᖅ ᑐᓖᙳᑎᑦᑎᑐᑎᖅ ᐋᑕᑦᓂᖅᑎᑦᑎᑐᑎᖅ ᐃᓄᐃᑦ ᖃᐅᙳᑕᓂᖅᓂᖅ ᑐᙳᖃᑎᑏᑕᐅᓕᐅᖃᑦᑐᑦ ᐅᑭᑦᑎᓄᑦ.

In 2021, Baffinland funded an independent Dust Audit, supported by an Inuit Dust Audit Committee and is working with the committee to implement their recommendations once received.

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In addition, the Board notes that Baffinland has made significant commitments with respect to developing an Inuit Stewardship Plan and is currently working with an independent Inuit-led Dust Audit Committee. The Board sees these commitments and activities as an important “reset” of key working relationships at the community level that are central to the collaboration required for the success of the current and future operation of the Mary River Project.

In making its positive recommendation to the Minister on Amendment No. 4, the NIRB took into account letters of support from the Igloodik Hunters and Trappers Organization as well as the Hamlet of Sanirajak submitted in July – August 2022.

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QIA's letter to the Minister of Northern Affairs of September 26, 2022 confirms that Baffinland's new enforceable commitments address the most acute concerns respecting the current project, and confirms QIA's support.

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On November 4, 2022, the NIRB issued Amendment No. 4 to Project Certificate No. 005 which included all the commitments made during the NIRB process and the additional commitments referenced in QIA's

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ᓕᓕᓕᓕ ᓄᓇᓂᓪᓗ ᓕᓕᓕᓕ ᓕᓕᓕᓕᓪᓗ (ᓕᓕᓕᓕ ᓕᓕᓕᓕᓪᓗ) ᓕᓕᓕᓕᓕᓕᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓕᓕᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓕᓕᓕᓕᓪᓗ 1-ᓕᓕ ᓕᓕᓕᓕᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓕᓕᓪᓗ. ᓕᓕᓕᓕ ᓕᓕᓕᓕᓕᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓕ ᓕᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓕᓪᓗ. ᓄᓇᓂᓪᓗ ᓕᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ (ᓄᓇᓂᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ) ᓕᓕᓕᓕᓪᓗᓕᓕᓪᓗ ᓕᓕᓕᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ 1 ᓕᓕᓕᓕᓪᓗ.

Baffinland appreciates the GN's previous submission on the subject of Amendment No. 1 and through their signatory role will consider the recommendations put forward by Canada and considered by the NPC.

ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ 1-ᓕᓕ ᓕᓕᓕᓕ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ.

F. Conclusion: NPC has objectively satisfied it's requirements for Public Review complete its process and recommend revised Amendment No. 1 wording to the signatories

F. ᓕᓕᓕᓕᓪᓗ ᓄᓇᓂᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ.

NPC has completed all steps necessary to satisfy the April 28, 2014 requests by Nunavut and Canada for revisions to Amendment No. 1 and has the information they need to resubmit Amendment No. 1 to the signatories. Based on this, Baffinland is asking that NPC provide the signatories with revised Amendment No. 1 wording at its earliest convenience.

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To summarize, Baffinland has met all information requirements of the NBRLUP in relation to Amendment No. 1:

ᓕᓕᓕᓕᓪᓗ, ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ 1-ᓕᓕ:

- NPC already confirmed that Baffinland met the requirements of Appendix J and K of the NBRLUP. This information included the 2012 CEA and 2013 CEA which provided comprehensive information on cumulative effects, including the cumulative effects of transportation along both the Northern and Southern corridors, which NPC considered in its decision to recommend Amendment No. 1 and Amendment No. 2 to the signatories.
- ᓄᓇᓂᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ ᓕᓕᓕᓕᓪᓗ.

- The factors that NPC originally referenced in respect of their 2019 CEA Request have since been resolved.
- ለኅዳር ፲፱፻፲፱ ዓ.ም. ለብሔራዊ አስተዳደር ማህበረ ባለሙያዎች የቀረበው የፌዴራል አስተዳደር ማህበረ ባለሙያዎች 2019 ዓ.ም. የሰጠው የፌዴራል አስተዳደር ማህበረ ባለሙያዎች ውሳኔ ለፌዴራል አስተዳደር ማህበረ ባለሙያዎች ተቀባይ ነው።
- An updated CEA is not required for NPC to issue revised draft wording of Amendment No. 1 to the signatories. Amendment No. 1 has already been recommended for approval and accepted, and re-consideration of that recommendation is not the subject of the current request. Additional CEA information is not relevant to the wording of Amendment No. 1.
- ማህበረ ባለሙያዎች የሰጡት የፌዴራል አስተዳደር ማህበረ ባለሙያዎች ውሳኔ ለፌዴራል አስተዳደር ማህበረ ባለሙያዎች ተቀባይ ነው። ለፌዴራል አስተዳደር ማህበረ ባለሙያዎች የሰጠው የፌዴራል አስተዳደር ማህበረ ባለሙያዎች ውሳኔ ለፌዴራል አስተዳደር ማህበረ ባለሙያዎች ተቀባይ ነው።

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חנניא,

Megan Lord-Hoyle

$L\Delta L^C \rightarrow \Delta^C$ -H Δ - Δ^C , $\Delta^{\text{a}}\gamma\Gamma^{\text{a}}\text{b}^{\text{c}} \rightarrow \Delta^{\text{a}}L^C\Delta^C \text{ b}\Gamma^{\text{a}}\text{a}^{\text{c}}\text{a}^{\text{c}}\text{b}^{\text{c}}\Delta^C \wedge \Delta^{\text{c}}\text{c}\Delta^{\text{c}}\sigma^{\text{a}}\text{b}^{\text{c}}$

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$$\langle \otimes^a \dot{\bar{c}}^a \rangle \propto \delta^a_b \langle \sigma^b \rangle \propto \delta^a_b \langle \sigma^a \rangle$$

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