

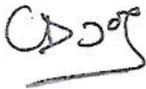


7. The word “*may*” in 3.5.12 does not mean that a transportation corridor may proceed in the absence of an amendment to the Plan. That reading would run counter to 3.5.11. Rather, the word “*may*” is intended to take account of the fact that the public review may result in the NPC deciding not to seek an amendment to the Plan for reasons other than non-compliance with Schedule K. For example, a more favorable route being identified in the review could result in an alternative transportation corridor proposal.

It is worth noting that Baffinland itself describes the Mary River Project as essentially a transportation project, and recently reiterated its request that the NPC proceed with consideration of Baffinland’s application for an amendment to the Plan.

NTI is mindful that, as events have unfolded, it is now critical that a return to the process for Plan amendment as contemplated by sections 3.5.11 and 12 proceed as soon as possible. Indeed, it is unclear to what extent the NIRB can properly proceed with a review that goes beyond the purposes of s. 3.5.12, within the terms of the NLCA, in the absence of such an amendment.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'C. Towntongie', with a horizontal line underneath.

Cathy Towntongie  
President, NTI

cc: QIA President