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Nunavut Planning Commission  
P.O. Box 1790  
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**RE: Request to Amend the Land Use Plan from Baffinland**

The Mittimatalik Hunter's & Trappers Organization Board of Directors reviewed the information about Baffinland Iron Mine's request to amend the North Baffin Land Use Plan for their Projects. In their report they have statement's and opinions about their review processes and the concerns by Committee members and Organization's in writing, from the Hamlet Council, Qikiqtani Inuit Organization, the Baffinland Working Group and the Hunter's and Trappers Organizations with an Elder. They have concerns for these reasons : the amendments that have been requested are not supported by the Hunter's and Trapper's Organization members and both changes requested, winter shipping and their wish to build a railroad are both not supported. And the reasons for not approving Baffinland's requests are for these reasons :

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the route to Steensby Inlet was changed to this side it would cause considerable hardships. They are completely against the Navy Board Inlet route and they seem to have forgotten about it.

2. People who use the land along with the people who use the coastline have not been mentioned. The hunters and elders don't seem to have been taken into consideration. If the ships begin travelling during winter the hunter's bridge locations need to be taken into further consideration. If a hunter loses equipment, how will the matter be dealt with? What stance will the hunters need to take for you to enact events that are meant for the hunters? Even people who don't hunt regularly do travel to other places and they will need to be represented. Because if the shipping began during winter the route from Arctic Bay to Pond Inlet for people trying to visit by snow machine will be cutoff and it would also be an obstacle to people who wish to travel by snow machine as their routes would then be destroyed too with no one to support us, food is necessary for hunters and the people. Fuels are also increasing in price, hunters use a lot of money and when travelling with their families use more as bullets and other products are usually very expensive. If winter shipping occurs and causes the animals around here to leave the area and the people also would not be able to go to Button Point to hunt. Because their application has not gone through the review processes it should be reviewed to be sure our animals and sea bottom creatures aren't harmed or that it would not be hazardous. It is doubtful they should be going ahead with anything without going through the review process and people will be affected during the winter. These are more of our reasons, before the sea ice is fully formed, it is hard to tell the condition of the ice without trails. It will be too late into the dark season during the times they wish to ship. Hunters who go hunting will stop differentiating night, regardless that it's night, that it's dark they will still go hunting. Near the beginning of the document they talk of sea ice use times. That ship's requested route as described is considered more dangerous to seals if it were to travel through here during winter. The sea ice we can travel on to Button Point, the channel between Baffin Island and southeastern Bylot Island is always occupied by people from November to around July 9.

3. Even when Inuit Traditional Knowledge practices are in place elder's statements don't seem to be remembered. For that reason Inuit hunters and our elders not being taken into consideration issues will always occur. Inuit spoke against shipping by Pond Inlet during winter for the reason that with respect to our traditional knowledge it would be a hazard, seals begin to prepare for birthing preparing dens starting from the month of January. During June the dens increase as they prepare for birthing and begin birthing in March-June. And according to the previously written statements of the people the months absolutely not to be used for shipping are December to June. The areas used by the animals would be destroyed and they would have nowhere to flee to if the area is polluted and the animals would be killed off. And if winter shipping were to occur the seals would have nowhere to flee and would have no options but death. They are our only food source and no one will give us other sources. And another issue is that in the past five years the narwhal tags would be used up quickly here in Pond Inlet. Today it takes a longer time to use the tags and since then the narwhal are usually scarce in front of Pond Inlet since shipping begins.

4. Polar bears are considered to be very important, if we were to lose our sea ice we believe the polar bear would migrate elsewhere according to Inuit traditional knowledge. If the ship plans to travel through that route, if it intends to cut through the polar bear's routes, the Polar Bear



will go hungry, the polar bear's hunting areas will be destroyed too. Their hunting routes would be obstructed also, it would be destroyed by the ship. Polar bears usually frequent areas with sea ice and they need sea ice too. Polar bears would have more hard time finding food. Polar Bears would starve if there were no more sea ice.

### **Matters for Consideration:**

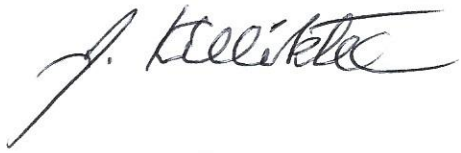
It is our opinion that it would be the better option if resupply ships transporting annual supplies transported their freight beforehand starting in July and ending in October. The ore transporters begin shipping in July and end in October, if supplies are shipped beforehand we believe that to be the better option and we believe that Baffinland would use less monies that way. If they planned well they would not have issues and they would not need to ship during the winter.

### **The New Route**

The new proposed route which is 100 kilometers long we don't approve of because it will have huge impacts and it is a concern that the new proposed route has not fully been studied by archeologists, that is a matter of concern. And before the construction begins on the proposed route that the matter be reviewed more closely as people have said to, artifacts are not to be disturbed. And another concern for hunters and elders is that the new proposed route is on the caribou calving areas, caribou give birth there and that is a concern too. The road to Mary River from Steensby Inlet has not been reviewed and because it has not gone through the review processes it should be reviewed. Ever since mining started the caribou have steadily declined and sometimes are completely absent and Kanajuq doesn't form ice anymore and it is frequented by caribou, the caribou calve there. The proposed route we go hunting caribou to in May, there are always caribou there in May. During the spring, during the early spring caribou always go there. It is like there traditional area, after they give birth they then begin to leave. We want that area to be protected as it is our caribou hunting area. The proposed Railway will be very high and there will be barriers alongside it. The barriers take away their routes and the caribou will be unable to get across if barriers are put up, they won't be able to cross and not pass through any more. Many people did not like it and didn't believe them when they said that the caribou would have no problems as they can climb over them. They said it was not an issue but we don't believe that. And the passing train's sirens will be disrupting the caribou as it is loud. It is negative issue because it is desired. There are many lakes near the areas of construction. If they made a railway the route to and from Pond Inlet to Igloolik who wish to visit by snow machines would be cut off as they would not be allowed access across the railway. And it would be another issue as people who like to travel would be cut off from their routes as well and we would not be able to get support for it, our hunters need to have food as well as the people and fuel costs keep rising. Hunters consume lots of money and they are against the railroad because it will have too much impact. We don't support it, we say no to it, the people who are trying to go caribou hunting, I think they've been documented before, they too will be affected and that is a concern.

- If the railroad were approved and caribou trying to cross or animals are struck or they kill an animal and to make sure they followed the regulations closely, there is a statement in the regulations that \$2,500.00 is to be paid in compensation.
- Caribou are an important source of food for Inuit, if the caribou left the area, we would want compensations for that too. For example, if we were ordering caribou meat from other communities we would want compensations for freight provided. Freight and Caribou meat prices are very high when you are trying to order from another community. Pond Inlet must be involved in IIBA negotiation

Sincerely,



Jaykolasie Killiktee  
Chairperson, Mittimatalik Hunter's and Trapper's Organization Board of Director

Cc:

PJ Aqiaruk, President - QIA

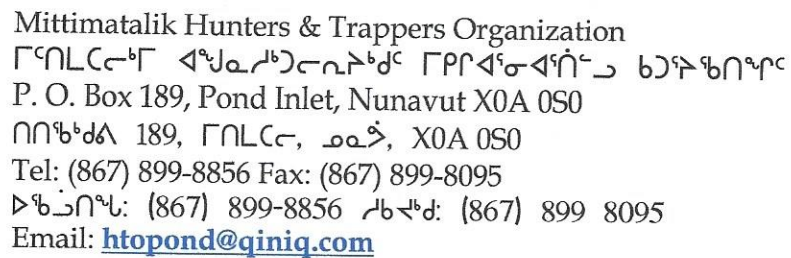
Steven Williamson Bathory, Director of Major Project - QIA

Luc Brisebois - QIA

David Qamaniq - CLO - QIA

David Curley - QIA

Joshua Katsak, Mayor - Hamlet of Pond Inlet



September 29, 2017

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Dear: Sir/Madam

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Mittimatalik Hunters & Trappers Organization  
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Motion Paper

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Moved by: Eric Jotoovak

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Seconded by: Leo Maktau

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**Whereas** Nunavut Planning Commission had submitted Proposed Plan Amendment by Baffinland Iron Mines Corporation

**And Whereas** Hunter's & Trappers Organization Board of Directors had reviewed and made written comment for submission

**And Whereas** Hunter's & Trappers Organization Board of are not in agreement and Rejects the proposed plan

**Therefore** be it resolved that Board of Directors Oppose and to not support of Baffinland request to build Railway and Plan to allow Winter Sealift shipping

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Carried ☒

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Date September 29, 2017

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Rejected ☐

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Motion Number SP-29-09-2017

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For motion 5

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Chairman J. Tullitt

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Manager [Signature]

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Against ☐

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Abstain: ☐