



Nunavut Planning Commission Public Hearing

January 7th, 2014 – Clyde River

Presenters

SE	Sharon Ehaloak, Executive Director, Nunavut Planning Commission
BA	Brian Aglukark, Director of Plan Implementation, Nunavut Planning Commission
EM	Erik Madsen, Vice President, Sustainable Development Health, Safety & Environment, Baffinland Iron Mines Corporation
GM	Greg Missal, Vice President, Corporate Affairs, Baffinland Iron Mines Corporation

Transcript

SE	<ul style="list-style-type: none"> We are going to open with a prayer.
?	<ul style="list-style-type: none"> [Eequet, will say the opening prayer, (he said the opening prayer)]
SE	<ul style="list-style-type: none"> We are grateful that we made it into your community today. We were praying that the weather Gods would be on our side. So welcome. We are here today to do a public review held by the Nunavut Planning Commission on the Baffinland Iron Mines Corporation application to amend the North Baffin Regional Land Use Plan for their Early Revenue Phase project proposal component of the Mary River project. My name is Sharon Ehaloak. I am the Executive Director of the Nunavut Planning Commission and before we begin, I will just let everyone know there is Inuktitut available on channel 2 if you need a headset over at the table here. There are washrooms located at the back of the facility, emergency exits at the front and behind me, and we have coffee, tea, and snacks at the back, so please help yourself. Myself, I will introduce our team that is with me. Brian Aglukark, our Director of Plan Implementation, will be co-chairing with myself today. To my right is our Legal Counsel, Alan Blair. At the table we have our Development Technicians; Stanley Anablak, our Manager of Translations, Tommy Owljoot, and most of you know Loseosie, he is also working with us today as well. And Christopher, our Senior Planner, hiding over at the back at the table. And from Baffinland, we have Greg Missal, the VP of Corporate Affairs, Erik Madsen, VP of Sustainable Development, and Christine Kowel, Baffinland's Legal Counsel. From the Federal Government, from CanNor, we have Tineka Simmons, and from Aboriginal Affairs as well Michael Chouinard, and from the Government of Nunavut we have Daniel Abernathy, the Government's Legal Counsel. So, I would like to start this afternoon by letting you know a few words about the Commission and the purpose of the hearing and the scope of the matters that we will be considering today, and speaking to the procedure that we are going to follow, and the agenda. So, we have been in your community before. We were here last year, so there are some familiar faces. Most of you know that the Nunavut Planning Commission is an institute of public government created under the Land Claims Agreement, Article 10.



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	<ul style="list-style-type: none"> • We also are governed by federal law under the Nunavut Land Claims Agreement Act. • Under the Agreement, the Commission is responsible for land use planning in the Nunavut Settlement Area. • When the Commission talks about land, land use, we are talking about the use of water, wildlife, and other resources on the land. • Loseosie, tell me if I am going too fast. • So, land use planning means how the land, water, and resources should be used, now and in the future. • The Land Claims Agreement provides at Article 11.2.1b that the primary purpose of land use planning in the Settlement Area shall be to protect and promote the existing and future well-being of those persons ordinarily that are residents of community of the Nunavut Settlement Area, taking into account the interests of all Canadians. • Special attention shall be devoted to protecting and promoting the existing and future well-being of Inuit and Inuit-owned lands. • The Agreement also says at Article 11-3.2 that land use plans protect and promote the existing and future well-being of the residents and the communities of the Nunavut Settlement Area, taking into account the interests of all Canadians to protect and where necessary to restore the environmental integrity of the Nunavut Settlement Area. • Once the land use plan is approved by Government, the Commission reviews applications for projects in the planning regions. • We ensure that they conform with the approved plan; meaning they meet all applicable conformity requirements, or in other words they comply with all of the rules, policies, principles, and standards of the land use plan. • Where a land use plan requires an application to amend a plan, such as for the development of a transportation or communications corridor, or generally where someone affected by the land use plan wishes to propose an amendment to the plan, the Commission considers the proposed amendment and may review the application publically. • So, this hearing is being conducted as part of the Commission’s public review on the application for the amendment of the North Regional Land Use Plan. So, I am going to pass it over to Brian.
<p>BA</p>	<ul style="list-style-type: none"> • [Inuktitut] Thank you Sharon, due to the difference of dialect and being from Arviat, I will be talking using Arviat dialect, I will read/speak in English instead. If I speak to fast let me know and I will slow down.
<p>BA</p>	<ul style="list-style-type: none"> • We will now provide a brief description of the amendment application, a brief history of the amendment application, and the scope of the matters the Commission is considering. • At present the Commission is conducting a public review of an application to amend the North Baffin Regional Land Use Plan by Baffinland Iron Mines, referred to as the Amendment Applicant or Baffinland. • As well we will hear in the course of this hearing the amendment applicant proposes to undertake various works and activities as part of its ERP project proposal not previously reviewed by the Commission for the Mary River project. • The Amendment Applicant or application for the ERP as summarized by Baffinland: <ul style="list-style-type: none"> ○ 1a) At the mine site – loading of ore into trucks, ○ 1b) Truck fleet and maintenance facilities at the mine site, ○ 2) Activities on the tote road, haulage of ore trucks along the tote road, or haulage of ore by trucks on the tote road, ○ 3) Activities at Milne Port or stockpiling at Milne Port, and

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- 4) Marine shipping, ore care and loading at Milne Port, and ore care and shipping, volume, and timing.
- These works are expected to be constructed over a 2-year period.
- These activities will be undertaken for the life of the Mary River project to last approximately 21 years based on deposit number 1.
- The ERP may have environmental and social impacts relating to the Milne Inlet tote road, as well as the marine environment around Milne Inlet and nearby communities.
- The North Baffin Regional Land Use Plan requires persons wishing to develop a corridor to apply to amend the land use plan and the NPC and either the NIRB or the Environmental Assessment Panel to publically review the application before the project proposal conforms with that land use plan.
- In the course of its conformity determination of the ERP submitted to Commission in June 2013, the Commission considered Baffinland's documentation, correspondence, and submissions.
- The Commission considered that changes to the purpose or intensity of the use of the physical works and physical activities may constitute a development of a transportation or communications corridor that would require an application to amend the North Baffin Regional Land Use Plan.
- The Commission asked Baffinland to submit an application to amend the land use plan on August 6th, 2013 to develop a transportation corridor and Baffinland submitted a requested revised application for an amendment to the North Baffin Regional Land Use Plan for the development of a transportation corridor on August 9th, 2013.
- The Commission and the Nunavut Impact Review Board, referred to as the Board, then began discussing a public review process.
- Unlike the process used when the Mary River project's proposed railway south to Steensby Inlet where the Commission attended the Board's sessions, the Board asked the Commission to lead its own review of the ERP.
- To conduct a public review process on November 14th 2013 the Commission enacted rules of procedure for public hearings and public reviews to govern the process we are now conducting.
- On November 8th, 2013 the Commission issued a first public notice of the public review in an advertisement.
- On November 22nd, 2013 the Board decided to let the Commission conduct these public hearings alone as part of a public review by both the NPC and the NIRB for the Board.
- The Board indicated it will continue to solicit information in documents for its part of the public review and the Commission will consider the Board's final report to the Minister and will allow the participants in the Commission's public review to comment on it to the Commission before making a decision on what recommendation to make on the proposed amendment.
- On November 25th, 2013 the Commission issued a subsequent amendment to the first public notice giving further details to parties potentially affected by the amendment application, extending the time for becoming a participant and setting out a schedule of time limits.
- The Commission did not receive any applications for a grant of standing by interested persons and received 11 notices of an intention to participate by parties and the Commission issued directions on procedure to all participants on December 15th and the 27th, 2013.
- I now turn to the scope of the matters to be considered in the public review.



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- In general we are here to publically review the proposed amendment of the North Baffin Regional Land Use Plan to make sure it satisfies the information required by the plan, and should an amendment be desired, to make sure it is consistent with the priorities and values of the people who are potentially affected by the project and the requirements for a land use plan under the Land Claims Agreement.
- As the Commission's delegates, we will use what we hear this week to consider with the information and the evidence gathered before these hearings and written submissions and arguments to be submitted afterwards to decide whether to recommend an amendment to the Ministers in whole or in part.
- Pursuant to Rule 25.1 of the Commission's rules and procedures, the Commission distributed a document entitled 'Scope of the Matters to be Considered'. Copies of that document are on the table up there for you to review as well.
- On December 20th, 2013 pursuant to the scope of the matters, pursuant to Rule 25.1 of the rules and procedures for public hearings and public reviews, which reads subject to Section 11.41 of the agreement and Section 7 of these rules, the Commission shall decide the issues to be considered in the hearing.
- The issues before the NPC are:
 - 1) Whether the ERP meets the information requirements of Appendices J and K of the North Baffin Regional Land Use Plan, and
 - 2) Whether to recommend an amendment to the land use plan based on the factors referred to in Section 7 of the rules and procedures, including for the purposes of Rule 7.3d, Chapters 1 and 3 of the North Baffin Regional Land Use Plan.
- The North Baffin Regional Land Use Plan requires the NPC to publically review whether the application meets the information requirements set out in Appendices J and K of the plan.
- Issue number 2, the NPC will also determine whether to recommend the proposed amendment to the land use plan under Part 6 of Article 11.
- The NPC may recommend that the proposed amendment either be rejected or accepted in whole or in part, and the Federal and Territory Ministers may accept or reject that recommendation.
- In making this determination, the NPC has indicated those factors we will consider in Section 7 of the NPC's rules and procedures.
- Still under issue 2, the NPC's broad planning policies, objectives, and goals approved November 10th, 2007 - there are 5 broad goals contained with policies and objectives to support land use planning in the Nunavut Settlement Area, and those goals are:
 - 1) Strengthening partnership and institutions,
 - 2) Protecting and sustaining the environment,
 - 3) Encouraging conservation planning,
 - 4) Building healthier communities, and
 - 5) Encouraging economic development.
- As we have said before, the Commission will use the evidence, presentations, and comments obtained in this review to determine first, whether the information requirements of Appendices J and K are met, and second in considering whether the principles referred to in Section 7 of the rules and procedures have been met such that an amendment may be recommended to the Federal and Territory Ministers.
- Baffinland and the other participants will make presentations on the facts before the Commission and ask questions that relate to these issues in order to assist the Commission with this decision.
- The Commission's public review hearings will take place in Clyde River, today and we are here, Grise Fiord, Resolute Bay, Arctic Bay, and Pond Inlet to provide the public in each of



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	<p>these communities an opportunity to comment on the amendment application.</p> <ul style="list-style-type: none"> • Sharon...
BA	<ul style="list-style-type: none"> • [Inuktitut] I will now give this to Sharon, and Thank you.
SE	<ul style="list-style-type: none"> • So for the next section we are going to describe the hearing procedures for this afternoon's session. • So the Commission has adopted a set of procedural rules to give us guidance for this hearing, and has issued direction on procedure to further clarify these proceedings, however these hearings remain informal, so everyone has a chance to speak comfortably. • Copies of the agendas and the rules and the documents are at the back table. If you do not have a copy you are welcome to take one. • It is very important that everyone who feels he or she may be affected by the Baffinland Early Revenue Phase activities as proposed by the proposal that we want you to participate fully in these hearings to ensure that the Commission has a full and fair basis for our recommendations. • The Commission has structured this hearing to support meaningful public input to the greatest extent possible and I would ask that when the participants are speaking that we do not interrupt them. • We will have an opportunity after each speaker speaks to have questions to their presentation. • This is not a court session. • The Commission is holding these hearings as part of a public review for the purpose of providing meaningful input by the public. • Our job is to listen so we can make a good decision at the conclusion of this public review. • It is critical that you understand the Commission cannot comment on the proceedings before it. • We will not be making any decisions on the ultimate issues during these hearings. • We will not be answering any questions during these hearings. • If you have general questions on practice or procedures being followed, I welcome you to talk to any of our staff. • Christopher Tickner our Senior Planner is at the back and our Legal Counsel Alan Blair is also available. • The Commission must be fair to everyone. • All parties and participants have the right to be here, they have the right to ask questions of the presenters, and to speak when their turn comes. • Participants that were not able to attend in person have been given the option to attend via teleconference. • The Commission will not be requiring any testimony to be given under oath and anyone who wishes to speak does so voluntarily. • During the question period after each presentation, if the presenter does not want to answer, he or she does not have to. • The Commission is gathering information, opinion, and evidence that may admit evidence or not otherwise admissible in court sessions, so we ask that participants including those – we do not have anybody on the teleconference today, but if they were – that they generally refrain from making objections on admissibility of evidence or questioning anyone's credibility unless absolutely necessary. • We are limited to our time here; I think everyone is aware of that.



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- So, the Commission will impose reasonable time limits on the scope and duration of presentations by participants, examination and cross-examination of witnesses in the oral hearings.
- In order to give more time to the public, to the community, to make their views known, the Commission encouraged organizational participants to exchange information requests to all extent possible and questions to be in writing before the hearing.
- So, by now the participants should have reviewed all documents and exchanged questions so their part in the hearings will be as concise as possible.
- We are going to ask the questioners to try and limit their questions of the presenters to one set of questions.
- We want to be flexible but generally if the presenters give answers or say he or she does not want to answer the questions, we will move on to the next questioner.
- We will ask participants to limit their presentations and questions respecting the time constraints on these hearings.
- Any members of the public including those entitled to be a party who have not previously indicated an intention to participate may provide comments to the Commission at the allotted time after participants have asked their questions.
- If a member of the public wishes to be recognized as a participant to introduce evidence, to provide a fact, the Commission may recognize that person as a participant at these hearings and accept their evidence, not only their comments.
- Out of fairness to other participants, however, if you become a participant and present evidence, you could be asked questions on your evidence.
- The participants will not be questioning you if you are simply making comments as a member of the public, although Baffinland will have the opportunity to reply to any comments if it so chooses.
- Participants may seek direction from the Commission during the hearings should the need arise, but the Commission may reserve its decision until after the hearings conclude and deal with those matters in writing.
- Finally, for the convenience of our recorders and our interpreters, when it is your time to speak, please use the microphone, state your first name and your last name, and then speak as clearly as possible, and at a reasonable pace, because we are interpreting.
- Please avoid any abbreviations or acronyms and please be aware of the interpreters; that they need time to explain and also that we are recording our sessions.
- So, in accordance with the Land Claims Agreement, the NPC by-laws, governance policies, and rules and procedures for public hearing and public review enactment, by the commissioners as an oversight board, the operational of the NPC including the drafting of the land use plans, conformity determinations, plan amendments.
- These have all been delegated to the Executive Director of the NPC and its officers and employees who have the necessary skills, knowledge, and expertise to make these land use planning decisions.
- Again, the NPC delegates for this review are myself, as delegated from the Commission, and Brian Aglukark.
- We both will be proceeding over these hearings.
- The Commission delegates are assisted by our staff members as I stated earlier, Mr. Christopher Tickner, Stanley Anablak, Tommy, and Loseosie.
- We also have asked our Legal Counsel, Alan Blair, to assist us.
- So, for clarity, Commission staff and Legal Counsel of the Commission may assist the Commission delegates, that is Brian and myself, with our deliberations after the hearing



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	and shall at times observe the principles of natural justice and procedural fairness.
BA	<ul style="list-style-type: none"> [Inuktitut] Thank you Sharon, before we started I've asked some people who would wanted to speak and we wanted them to write their names, the participants Baffinland Iron Corp. Transport Canada, Qikiqtani Inuit Association, and others, you can see over there because it's written for those who wanted to comment/say you will have a turn. We are going to move onto Item 4 on the Agenda.
BA	<ul style="list-style-type: none"> We will now move to item 4 on the agenda, the identification of any motions or objections. So at the moment we are asking if there are any procedural matters a participant wishes to bring before the Commission.
BA	<ul style="list-style-type: none"> [Inuktitut] Nothing at this moment
BA	<ul style="list-style-type: none"> No matters to bring before the Commission. We are now going to switch over to item 5 on the agenda and that will be a presentation by Baffinland.
EM	<ul style="list-style-type: none"> (talking in the background as the presenter sets up) Thank you Brian and Sharon. Good afternoon. I placed the Inuktitut version of the presentation on the screen, but there are also copies in English – copies of the English presentation on the table in the back. My name is Erik Madsen, Vice President of Sustainable Development, Environment, Health and Safety for Baffinland. With me is Greg Missal, Vice President of Corporate and Government Affairs and also Christine Kowel who is Legal Counsel for Baffinland. Thank you for attending the meeting and special thanks to the Nunavut Planning Commission for organizing these meetings. Baffinland has been working with the Nunavut Planning Commission since our application was submitted and has provided several submissions with regards to our proposal over this period. These submissions are all on the Nunavut Planning Commission's public website and on the Nunavut Impact Review Board's website. The purpose of this presentation is to summarize the key points of the Early Revenue Phase and how they may apply to the North Baffin Regional Land Use Plan, especially in relation to Appendices J and K of the North Baffin Regional Land Use Plan. With respect to the issues before the Commission, Baffinland wishes to note that there remains an underlying question respecting the need for an amendment to the land use plan for the use of existing corridors including the tote road and the shipping corridor. Baffinland has made written submissions to the Commission on these issues, summarized in our August 2nd 2013 submission which is on the public record. This issue was left unresolved in our application for conformity submitted on August 9th 2013 which included both the August 2nd 2013 submission respecting the existing corridors and an amendment application if that was necessary. The August 2nd 2013 submission summarizes our position respecting the use of existing corridors and we do not intend to re-visit these issues any further during these meetings. We do expect to raise this once again in our written argument to be filed at the end of this month. Our presentation this afternoon will cover the following areas:

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- First, I will provide an introduction of the Early Revenue Phase project.
- Then we will outline where we are in the Nunavut Impact Review Board, Nunavut Planning Commission-coordinated process to date, noting key milestones, as well as the mandates of the Nunavut Impact Review Board and the Nunavut Planning Commission.
- We will then go on to discuss the requirements of Appendix J of the North Baffin Regional Land Use Plan and how aspects of the Early Revenue Phase are considered in these relevant sections.
- We will then do the same with Appendix K of the Land Use Plan.
- And finally, we will wrap up with a conclusion, including all of the work Baffinland has done to address comments and concerns from the North Baffin communities.
- Now I would like to provide a very brief overview of the Early Revenue Phase.
- This here is a photo of Milne Inlet taken in mid-September of last year, showing the construction activities that have been undertaken to date.
- This next slide shows a map of Baffin Island that shows the location of the project and the approved project activities.
- There is the Mary River mine site located where this arrow is.
- There is the existing tote road that connects Mary River to Milne Inlet that runs from Milne Inlet approximately 100 kilometers down to the mine site.
- There is the location of the railroad that will run from Mary River south to the Steensby Port, so where we are here at the mine site there is an approved railway that can be built from the mine site down to the Steensby Port, which is about 150 kilometers.
- Then there are the shipping routes of both the Steensby and Milne Inlet that are identified on the map.
- This here shows the Steensby shipping route going through Fox Basin, by Cape Dorset, by Kimmirut, and then across the Labrador sea to Europe.
- The other shipping route is from Milne Inlet going through the Eclipse sound, across the Nunavut border, into Baffin Bay, and this map is not really accurate, it continues on out towards Greenland, and then down the coast of Greenland.
- And, it should be noted that once the route goes by Clyde River, it will be approximately 300 kilometers out in the ocean, closer to Greenland where the route will be going.
- The approved project on December 28th, 2012, covers all components required for the construction and operation of the Early Revenue Phase except the following:
 - The loading of ore into trucks and a truck fleet maintenance shop at the mine site,
 - The transport of ore on the tote road with an expected 76 ore truck transits from mine site to the Milne port per day. This involves year-round trucking and equates to a truck passing by on the tote road roughly every 10 minutes at any given location on the road. The current activities equates to approximately 1 truck every hour. It will also involve ore stockpiling and ship loading of 3.5 million tons a year at Milne Port.
 - Finally, shipping with an expected 54 ore shipments from Milne Port to Europe per year will occur only during the open water season. This equates to 1 ship passing by Pond Inlet approximately every 16 hours in either direction during a 70-day open water period.
- Pond Inlet will be the only community along the route that will see a ship from the shore and on the wall over here is a map – it is a simulation of what the size of ships we would be using off the coast of Pond Inlet, so if you were standing on Pond Inlet and looking across to Bylot Island, that is what a ship would look like going by Pond Inlet, so people can look at that after.



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- Due to the requirement to separately assess and permit these components, the addendum to the final environment impact statement was submitted to the Nunavut Impact Review Board and the Nunavut Planning Commission in June 2013 as part of the joint review process we currently are in.
- The approved project has 2 main risks.
- The amount of money required to build the project is large and it will take 4 years of a construction before any money is made, and the value of iron ore is uncertain and may drop.
- Baffinland remains committed in the long term to develop the approved project, however Baffinland proposes to change some development activities and project timelines to accommodate the proposed Early Revenue Phase.
- Key advantages of this approach include reduced money required to build the project and that early money will be made.
- Only open water shipping and it will also allow us to sell the selling of ore earlier.
- The Early Revenue Phase operation will be very similar in concept to the approved bulk sample mining and export by Baffinland that occurred in 2008.
- It is anticipated that the approved railway project will be built as money becomes available.
- All of the Early Revenue Phase facilities will be used as part of the approved project.
- It is expected that the road haulage operation would continue after the rail operation of the approved project becomes fully operational.
- Assessing the potential impacts of the Early Revenue Phase for the life of the project, which is approximately 21 years, was therefore addressed in the addendum submitted, and those are in these 3 binders that we have on the front of the table that was submitted.
- In this section, I would like to address our understanding of the joint review of the Early Revenue Phase by the Nunavut Impact Review Board and the Nunavut Planning Commission and the key steps or milestones undertaken to date.
- On June 20th, 2013 the project submission and addendum to the final environment impact statement was hand-delivered to the Nunavut Planning Commission and the Nunavut Impact Review Board in Cambridge Bay.
- Following the submissions of Baffinland from June to August 2013, in August of 2013 the Nunavut Planning Commission issued a determination that the Early Revenue Phase project proposal conditionally conforms to the North Baffin Regional Land Use Plan, but that it will require a joint review under section 3.5.12.
- In October of 2013, technical comments by all regulatory agencies, the Qikiqtani Inuit Association, and interested parties were submitted to the Nunavut Impact Review Board and the Nunavut Planning Commission.
- On November 8th, 2013 Baffinland, at the request of the Nunavut Planning Commission, filed a concise summary of information document to the Nunavut Planning Commission and also provided responses to the technical comments later in November.
- And a copy of that concise summary of information – we have one here and we will put it on the back table.
- Aboriginal Affairs, Parks Canada, and Transport Canada provided comments to the Nunavut Impact Review Board on the transportation corridor.
- Baffinland also provided comments regarding these comments prior to the Nunavut Impact Review Board - Nunavut Planning Commission technical meetings.
- The Nunavut Impact Review Board has commenced a reconsideration of the terms and conditions of Project Certificate number 5 authorizing the Mary River Project to take into account the proposed Early Revenue Phase.

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- As part of the reconsideration, the Nunavut Impact Review Board is assessing the environmental and socio-economic impacts associated with the proposed project amendment for the Early Revenue Phase.
- At the completion of this process, the Nunavut Impact Review Board will make a recommendation to the Minister on whether to amend the Project Certificate.
- The Nunavut Planning Commission said in the scope of matters dated December 19th, 2013 that they will consider whether the Early Revenue Phase meets the information requirements of Appendix J and K of the North Baffin Regional Land Use Plan and whether to recommend to the Minister an amendment to the land use plan based on the factors referred to in Section 7 of the rules and procedures for public hearings and public review including for the purposes of Rule 7.3d, Chapters 1 and 3 of the North Baffin Regional Land Use Plan.
- In making its recommendations, the Nunavut Planning Commission will consider information gathered during these oral hearings as well as information gathered during the Nunavut Planning Commission and the Nunavut Impact Review Board joint process.
- In the next few slides I will review the alternative transportation routes assessed for the transportation of ore from the mine site at Mary River to a port where then ore could then be transported by sea to customers in Europe.
- The map on this slide shows all the alternatives that were assessed in order to get iron ore from Mary River to customers in Europe by ocean transport.
- So you will see the alternatives that were assessed – there was an alternative going north to the Arctic Bay, the Nanisivik site.
- There were alternatives going to the east and there were also alternatives going to the south towards Steensby that were assessed.
- Appendix J of the North Baffin Regional Land Use Plan is entitled marine and terrestrial transportation, communications corridor, alternative route assessment, and sets out the Nunavut Planning Commission's information requirement for applicants wishing to develop a transportation and/or communication corridor in the North Baffin region.
- Baffinland has satisfied the requirement of assessing the marine and terrestrial corridor for the Early Revenue Phase taking into social and economic considerations, environmental considerations, as well as technical and cost considerations.
- The specific information requirements of Appendix J of the North Baffin Regional Land Use Plan are:
 - A description of the proposed corridor including its use, its general routing, the possible environment and social impacts, and any seasonal considerations that may be appropriate.
 - And 2, a comparison of the proposed route with alternative routes in terms of environment and social factors as well as technical and cost considerations.
- The first point to make with respect to these points is that iron ore is a very heavy substance and is required to be transported in large amounts in order to build an economically viable project.
- Unlike other mine commodities like diamonds or gold, it is not economically feasible to fly iron ore to customers, so it must therefore be transported by land and sea.
- For the Mary River project, a railway was determined to be the most economical means to get iron ore to Steensby Port for year-round shipment to Europe.
- This was the project that was reviewed and approved in December 2012, however, due to bad economic conditions in Europe and elsewhere in the world, Baffinland was unable to start construction of the railway and port at Steensby due to the extremely large cost.
- Instead, Baffinland decided to utilize the existing Milne Inlet tote road which was evaluated

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and chosen as the most feasible land transportation corridor to a port on the north-eastern portion of Baffin Island.

- This evaluation considered social, economic, technical, and environmental considerations as required by the Nunavut Planning Commission and the Nunavut Impact Review Board.
- Therefore, the Early Revenue Phase is proposing to use the Milne Inlet tote road which already exists and is in use and is recognized as an existing public easement in the Nunavut land claim agreement under section 21.4.1 and 21-2, so that a new road will not need to be built in areas that are not required to be disturbed.
- This will minimize land disturbance, archeological resource disturbance, minimize water crossing disturbance, and will not create another access road to Mary River.
- It will minimize costs and it will enable the Early Revenue Phase to become operational more quickly, bringing jobs and revenue to the North Baffin Region more quickly than if a new road were to be review, permitted, and built.
- A railway to Milne Port is simply not economic due to the cost of construction.
- With respect to the seasonal considerations, the Milne Inlet tote road is currently an all-weather road and will continue to be operated year-round during the Early Revenue Phase.
- Three: an assessment of the suitability of the corridor for the inclusion of other possible communication and transportation initiatives such as roads, transmission lines, and pipelines.
- This assessment should include the environment, social, and terrain engineering consequences and the cumulative effects of the project, and environment and social impacts of the project on nearby settlements or on nearby existing and proposed transportation systems.
- For this land use plan requirement, it needs to be made clear that no other proposed transportation or communication corridors are in effect other than those proposed by Baffinland.
- With respect to social considerations and other activities in the region, Baffinland produced a social and economic assessment with respect to the proposed use of the tote road and the marine shipping route and is confident that the proposed Early Revenue Phase activities can occur in harmony with the North Baffin communities including traditional land-use activities.
- A description of the corridor is required to be discussed.
- The description of the Early Revenue corridor, its use, and its general routing.
- Within the North Baffin region, the transportation corridor for the Early Revenue Phase includes the tote road from the mine site to the Milne Port and the marine shipping route from Milne Port through Eclipse sound to Baffin Bay, which is considered the northern shipping route.
- The facilities at Milne Port will receive the ore transported by truck along the existing tote road year-round and the ore will be loaded onto vessels for the shipment of ore along this northern shipping route during the open water season only.
- This map again shows all the rail and road corridors that were considered and assessed as part of the evaluation of alternatives for getting iron ore from Mary River to market.
- Now I will discuss the preferred transportation route on land.
- The tote road between the Mary River mine site and Milne Inlet was established in the 1960s and has been used and operated since that time.
- As noted earlier, the tote road is recognized in Part 4, Section 21.4.1 of the Nunavut Land Claims Agreement as follows: Part 4 – Milne Inlet tote road public access easement – 21.4.1 states there shall be a public right of access as described in Schedule 21-2 on the Inuit-

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owned lands described in that schedule.

- Schedule 21-2 to the Nunavut Land Claim Agreement provides further particulars of the location of the Milne Inlet tote road from the Mary River mine to the Milne Inlet.
- Volume 3, Section 2.2 of the Early Revenue addendum provides details of upgrades to the tote road previously approved as part of the Mary River project, and these are required to reduce hazards and risks and to improve stream crossings, and there will be new bridges designed for the ore trucks.
- The alignment of the tote road is show in the Early Revenue Phase addendum Volume 3, Figure 3-2.8, with additional tote road drawings shown in Appendix 3c, and the tote road is approximately 100 kilometers long.
- Now I will talk a bit about the preferred transportation route by sea.
- The northern shipping route from Milne Port through Eclipse Sound to Baffinland has been used for the transportation of supplies and materials to Milne Port for transport by truck along the tote road to the Mary River mine site.
- The community of Pond Inlet also uses a portion of this northern shipping route.
- As part of the 2007-2008 bulk sample, the tote road was used for hauling ore by truck from the mine site to the Milne Port where the ore was loaded on ships for transport along the northern shipping route.
- The alignment of the northern shipping route in Figure 1-1.1 of Volume 1 of the Early Revenue Phase addendum.
- The closest community to the shipping route is Pond Inlet, which is 15 kilometers from the closest point of the shipping route in Eclipse Sound.
- At this distance, ships used for the Early Revenue Phase will appear very small on the horizon, and again we have a map on the wall over here illustrating what an ore carrier will look like from Pond Inlet on the northern shipping route.
- I will now touch base on the land-based transportation corridor, the tote road, which is an existing road that runs from Milne Inlet to the Mary River site.
- The map shows the locations of the road and identifies where bridge crossings have been noted as required on the road.
- The tote road was established in the 1960s, shortly after the discovery of deposits at Mary River.
- The Milne Inlet tote road is recognized, again, as a public access easement and has been used by Baffinland since 2004, including the transportation of ore in 2007 and 2008.
- The already-approved project allows for improvements to be undertaken to the existing road bed along the road which will involve replacing the sea-can bridges with span bridges, new culvers, crossings, and realignments.
- The Early Revenue Phase will introduce truck traffic for haulage of iron ore.
- The company already has existing an approved mitigation and management plans that will be effective for the Early Revenue Phase activities.
- This here is a photo of an ore haul trailer that will be used to haul ore from Mary River to Milne Port.
- There are 4 of these at site currently, with the rest to arrive on the sea lift of 2014.
- You will note that they have roll tarps to cover the trailer if required.
- Now I would like to speak to the shipping route and how the route complies with Appendix J and K.
- As a point of interest, this picture was taken from our Narwhal observation point at Bruce Head this past fall.
- The vessel in the picture is one of Baffinland's sealifts returning from Milne Port.

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- Several observations of non-Baffinland vessels were also recorded last fall, including but not limited to the Canadian Navy, a European cruise ship, yachts from overseas, hunting boats, and government and non-government research vessels, all of which indicate that the corridor is well-utilized and traveled by many parties.
- This map shows the proposed shipping route entering Baffin Bay through Eclipse Sound by Pond Inlet, then into Milne Inlet and eventually to Milne Port.
- The shipping route has been used by Baffinland since 2014 for resupply and ore shipments.
- The route is well-established and has very deep waters.
- The route has already been approved for sea lifts and field delivery as part of the approved project.
- The route crosses the Nunavut boundary as it enters Baffin Bay.
- And as noted earlier, the route is also used for annual for re-supply for ships to Pond Inlet.
- The shipping window to Milne Port will be up to 90 days from July 15th to October 15th considering weather and ice conditions.
- In terms of shipping, the Early Revenue Phase consists of the shipment of 3.5 million tons per year of ore from Milne Port.
- Market vessels will be used ranging in capacity from 55 thousand to 110 thousand dead weight tons.
- Therefore, if the smaller, 55 thousand-ton ship were used, this would work out to 64 shipments, or 128 transits, while if the larger ship was always used, this would work out to 32 shipments, or 64 transits.
- The assessment was based on 54 ore shipments with an average of 64 thousand dead-weight ton vessels.
- In addition to the ore ships, there will be fuel deliveries of 2-3 per year and freight deliveries of up to 14 vessels per year.
- Baffinland is not aware of any possible communication and transportation initiatives along the tote road, corridor, or the northern shipping corridor.
- As noted in the Early Revenue Phase addendum, the Milne Port will be developed for exclusive use of Baffinland.
- No other potential users of these facilities have been identified.
- In the next slides, I will review with you the marine and terrestrial transportation communication corridor guidelines that are included in Appendix K of the North Baffin Regional Land Use Plan.
- Appendix K in basic terms is a planning guideline to be used in the assessment of a new transportation-communications corridor proposal.
- First, regarding the tote road, the alignment of the tote road corridor is show in Figure 3-2.8 of the Early Revenue addendum and in the previous slide.
- With reference to Guideline 1 of Appendix K, the width of the tote road corridor is a function of its use, physical and biophysical conditions, the transportation mode, which is trucking, and the safety required on the road.
- The Early Revenue Phase addendum considers aesthetics in Volume 6 in Section 2.4.3.
- In essence, with Baffinland's proposal to use a tote road which already exists, disturbance of physical and biophysical conditions are greatly minimized since a new road does not need to be built.
- Further, the aesthetics of the region are preserved with not having to build a new road.
- The upgrades will make the road safer for all users and allow for better fish passage where new culverts and bridges are installed.
- Engineering considerations are well-research and understood as Baffinland has been

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assessing road traffic and upgrades for many years.

- With regards to the northern shipping route, the alignment of the northern shipping corridor is shown in the Early Revenue Phase, Volume 3.
- As indicated in Section 2.4.2, bathymetric work has been completed by the Canadian Hydro Geographic Service throughout Eclipse Sound and Milne Inlet and is shown on charts.
- The charts show water depths at Milne Inlet ranging from 100 to 400 metres with 50 metres of water depth from 50 metres from shore at the head of the inlet.
- Baffinland is confident that the northern shipping corridor meets the principles of Guideline 1 of Appendix K to the North Baffin Regional Land Use Plan.
- The shipping route, or portions of it, has also been used safely by many other parties such as cruise ships, hunters, recreational users, Fisheries and Oceans and the Canadian Navy.
- Once again, I would like to point out we have a map on the wall indicating what an ore ship would look like from Pond Inlet.
- Truck traffic on the tote road corridor under the Early Revenue Phase will be subject to the Road Management Plan submitted with the Early Revenue addendum, which includes mitigation measures relating to construction and operation, and includes measure for dust control, speed limits, wildlife protection, and the use of the road by the public and by non-public individuals.
- Assessment of environmental impacts are referenced in Schedule A.
- An assessment of social impacts are referenced in Schedule D.
- Ongoing monitoring of the use of the tote road and the monitoring of impacts will be addressed under the terms of the Terrestrial and Environment Working Group that has been established as condition under the Project Certificate.
- Taking into account these mitigation and monitoring measures, Baffinland is confident that the use of the tote road meets the principles of Guideline 2 of Appendix K of the North Regional Land Use Plan, including minimizing impacts on community lifestyles, maintaining the shortest practical distance between the mine site and the Milne Port, and taking into account land use capability including topography, soil, permafrost, and wildlife.
- Sufficient granular supplies, gravel from existing quarry and borrow location sites are available for upgrading and maintenance of the tote road and were approved as part of the railway project.
- The Early Revenue addendum includes an assessment of the potential impacts on the human environment as referred to above.
- Shipping activities will be subject to extensive statutory and regulatory provisions for the protection of the environment.
- In addition, shipping activities will be subject to the Shipping and Marine Wildlife Management Plan that is included in Appendix 10d of the Early Revenue Phase addendum, which has been updated to include provisions for shipping through the northern shipping route.
- The Shipping and Marine Wildlife Management Plan includes mitigation measures to minimize impacts on marine mammals and marine birds, and to provide for the safety of persons travelling by snowmobiles and boats along the shipping route.
- The Shipping and Marine Wildlife Management Plan also includes in Section 6, performance indicators and thresholds, and in Section 7, monitoring and reporting requirements.
- The Early Revenue Phase addendum assesses potential impacts of the shipment on the environment and the human environment condition.
- Ongoing review and monitoring of the potential impacts will be addressed with the Marine Environment Working Group which was formed under the Project Certificate.

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- Taking into account the adoption of these mitigation monitoring measures, Baffinland is confident that the northern shipping route will minimize negative impacts on community lifestyles.
- In accordance with Section 2 of the corridor guidelines of Appendix K in the North Baffin Regional Land Use Plan, the northern shipping route is the shortest practical distance from Milne Inlet to Baffin Bay.
- The Early Revenue Phase provides a comprehensive assessment of the potential impacts on the human environment, fish and wildlife harvesting, and other values reflected in Guideline 3 of Appendix K.
- Baffinland is confident that taking into account the information provided in the Early Revenue Phase addendum and the assessment of potential environmental and social impacts and in keeping with existing legal and legislative requirements, including the Nunavut Land Claims Agreement, the Early Revenue Phase corridors along the tote road and the northern shipping route will not negatively impact community businesses, residential and projected expansion areas, important fish and wildlife harvesting areas, key habitat for fish and wildlife species, especially areas used by endangered species or areas of high scenic historic cultural and archeological value.
- For example, our impact assessment assesses aspects such as potential changes to population demographics, Inuit harvesting livelihoods, economic development and self-reliance, community social stability, human health and well-being, contracting and business opportunities, cultural resources, and cultural well-being.
- Given that Mary River is greater than 160 kilometres from Pond Inlet, activities of the Early Revenue Phase will not restrict projected expansion areas.
- Baffinland's assessment on marine wildlife and arctic char indicate that shipping activities will not adversely impact on endangered species or species that are important to harvesting.
- Lastly, for upgrades to the tote road, areas of scenic, historic, cultural, and archeological value were assessed under the approved project and none of these areas are negatively impacted by the activities of the Early Revenue Phase
- Each of these environmental and social components have been addressed in the Early Revenue Phase addendum and are subject of a detailed environmental and economic assessment by the Nunavut Impact Review Board and in the joint review of the early transportation corridor by the Nunavut Impact Review Board and the Nunavut Planning Commission.
- In closing, Baffinland would like to thank everybody for participating in the meeting and the process and taking the time to listen to how Baffinland has considered and implemented requirements of the North Baffin Regional Land Use Plan.
- I would now like to close with the final and important points on this slide.
- Baffinland believes that the use of the existing tote road and the shipping route comply with Appendix J and K of the North Land Use Plan.
- The environmental impact statement for the Early Revenue Phase has been written to address the Nunavut Planning Commission and the Nunavut Impact Review Board guidelines
- And that significant effort has been invested in ensuring there are no negative impacts on the environment as a result of the increased use of the existing tote road and the shipping corridor.
- And finally, the Early Revenue Phase will be beneficial for the North Baffin communities in respect to jobs and training opportunities, of which are already being recognized with work started in 2013 and now continuing into 2014.



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	<ul style="list-style-type: none"> • Thank you. That concludes our presentation.
SE	<ul style="list-style-type: none"> • Thank you Erik. • Before we proceed with questions, we will take a quick 10-minute break if you want to get some coffee or go outside for a health break, and then we will resume in 10 minutes. • Thank you.
BA	<ul style="list-style-type: none"> • [Inuktitut] If you can return to your seats, we would like to proceed now, please return to your seat. Thank you. • We just heard from the Mary River project and how they are going to proceed. • Tommy you will need to interpret to English as they need to understand also. • Thank you, we just heard from Mary River project, those who have concerns or have comments you will be able to have your say. • The one that we have just heard from the presenter, if you have any questions you can do so now. • There are none at this moment? We will proceed to the next one, to go back a little.
BA	<ul style="list-style-type: none"> • Earlier I mentioned participants from Baffinland Iron Mines Corporation, Transport Canada, and the Qikiqtani Inuit Association. • We also have a number of participants that are not present here, some are. • I want to list those for the record – we also have the Canadian Coast Guard, the Canadian Transportation Agency, Environment Canada, Fisheries and Oceans Canada, Natural Resources Canada, Parks Canada, Transport Canada, AANDC, and CanNor. • We had invited those participants that are not present to take part via teleconference, but we were not able to connect this afternoon via teleconference, so we do apologize. • And again, we are on item 7 of the agenda where participants I just mentioned, if you have any questions in regards to the presentation that was provided by Baffinland, now is the time. • Please indicate if you do, so if not we would like can move on. • Nunavut Government? CanNor? • Thank you.
SE	<ul style="list-style-type: none"> • Ask the people again if they have any questions.
BA	<ul style="list-style-type: none"> • [Inuktitut] I wonder if you have any questions, none at this moment? • Since there are no other questions or comments, I will now proceed to the next item.
BA	<ul style="list-style-type: none"> • I am going to move right down to item 10 of the agenda for public comments.
BA	<ul style="list-style-type: none"> • [Inuktitut] Those who have concerns on Mary River Project. • The one on ERP, if there are any comments/concerns it is open now. • Those 3 presenters wanted to speak; I will ask if they are still here. • Jerry, would you like to speak? • Can someone give him a microphone? • Please state your name, and speak loud and clear because we are recording.
JN	<ul style="list-style-type: none"> • [Inuktitut] Thank you, I am Jerry Natanine and I am here on behalf of Hamlet. • I am thankful that you can come to our community, and thankful that Baffinland are able to

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	<p>come to our community too.</p> <ul style="list-style-type: none"> • We now understand what is being done. • Apparently I do not have many comments or concerns on this, I am just thankful that your parties came here and we are glad that we are able to meet and discuss these issues. • And now Clyde River people are finding jobs now, thank you. • And I am asking now if Nunavut Planning Commission can approve this project that is being requested? Thank you.
<p>BA</p>	<ul style="list-style-type: none"> • [Inuktitut] Thank you Jerry, also Poasi Palluq. • He is no longer here and the last one, Allen, I cannot read his last name. • Is Allen here? He is no longer here, he left the building? Any other? • Please note to that what you are saying is also recorded. • And thank you, is there any more? Thank you.
<p>EA</p>	<ul style="list-style-type: none"> • [Inuktitut] Hello my name is Eekok Angutirjuak, apparently I am unemployed and an elder. • I am glad for those who are unemployed as they will be able to find employment, but one thing being an Inuk, we have concerns about wildlife, especially in the Baffin area, and because it was said the ship will be going near Pond Inlet, the beluga whales and the sea mammals - their migration routing pattern will change and also Igloodik, their main source are walrus • The walrus are usually around our community and hunting grounds too. • The beluga whales and walrus are not it's going to be a huge impact, and even after the project is done and some of them will not come back. • We Inuit have so much concern on this, but what else can we do because to we have to try and support. • At times Inuit are right on what they are saying because this is our land and what I am saying can be right too in the future even if the Mary River project is done. • We know that those sea mammals might not return and as the project is on the go, the sound of planes passing by, we have noted that there is less caribou now and looking at 20 years of the sounds of airplanes, loaders, heavy equipment all season, especially during summer, and if the land gets contaminated or something worse and if we do not have wildlife such as the beluga or walrus, is there such as compensation available on this issue? • I am saying? Or I would like to know if there are any plans made already on this, and I myself go inland and find out if the animals have decreased or how the animal's behaviour is now, and we all know about climate change. • We now see animals that we have not seen before, wildlife, especially sea mammals; they can change their migration route pattern. • This is all I have to say and I am also grateful that you are able to come to our community. • I am from Clyde River. Thank you.
<p>SE</p>	<ul style="list-style-type: none"> • Thank you Brian and thank you for your comments. • So item 11 on our agenda, if Baffinland would like to comment – opportunity to reply to any of the comments that have just been made. • Greg or Erik? • Erik, Stanley has the mic for you.
<p>EM</p>	<ul style="list-style-type: none"> • Thank you, its Erik Madsen with Baffinland and maybe I will say a few words and I will pass it over to Greg here to add a few things.

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- I appreciate the comments from the Elder.
- Obviously the concern with the marine wildlife has been a big concern we have heard throughout all these years of meetings on the Mary River project, and that is why now there is all sorts of required monitoring that we have to do, and exactly what you are saying, we have to do – we have done aerial surveys in the Fox Basin and Eclipse Sound to get a good idea of what marine mammals are there and how they are being impacted from the shipping.
- You saw the one picture there about Bruce Head – there was a very big study that went on for 6 weeks where we had people from the communities that sat there and watched how Narwhal reacted when the ships came through the Eclipse Sound, and also when the ships were not there, and those were not just Baffinland ships but they were cruise ships, they were all sorts of other ships, so your comment that we want to make sure we continue to monitor – we will continue to do that.
- Under the Project Certificate there are two working groups that have been formed.
- There is a Marine Environment Working Group and a Terrestrial Environment Working Group and they will meet regularly 2 to 3 times per year, and there is representation on that group from the Hunters and Trappers Association, from the Qikiqtani Inuit Association, from the Government of Nunavut, the Department of Fisheries and Oceans.
- And, they will review all sorts of the monitoring studies that we are doing and ensuring that the right studies are done and that the information is collected and that it is brought back to the communities so everybody knows what is going on and that is a commitment to us to continue to do that.
- You mentioned how people or communities could be compensated if there was anything seen with regard to an impact and that is why we have the signed IIBA, the Inuit Impact Benefit Agreement with the Qikiqtani Inuit Association.
- There are sections in there that deal with wildlife or marine compensation should there be seen over the years that there are any impacts.
- We are quite confident there should not be, but there is that IIBA that has been signed, and Jerry is on the Qikiqtani Inuit Association's Board and he is aware of what is in there and will regularly meet.
- Greg here is on the Executive Committee with Baffinland that sits on the IIBA Committee so those activities will continue for the life of the project.
- So as far as monitoring goes on, I want to guarantee you that we will continue to monitor the marine mammals for sure the terrestrial environment throughout the life of this project.
- So I will pass it over to Greg for a few words.

GM

- Thanks Erik.
- I guess the only thing I would add is just we have been to Clyde River here so many times over the years that I think people here in Clyde understand very well what the project is about.
- We have a large number of people now, I think it is just under 30 people from Clyde River, that are working at Mary River either with ourselves or with our contractors.
- The salaries that those people make bring a lot of money back to the communities here in Clyde River and it is good to hear the Mayor and others' comments today about how important that is for the community.
- The feedback that we get from the communities is very important to us and we take it into consideration in all of the work that we do and the things that we do to try and get people more involved at the site.



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	<ul style="list-style-type: none">• Erik put up a list.• It is a little bit hard to see on this board, but if anybody wants to look at it later, this is a list of people from Clyde River who as of I think last week have been working with us at Mary River and those are significant jobs for the community here in Clyde River, so we are pleased to be able to provide those types of opportunities and as Erik said, we are going to continue to monitor all of our environmental work that we do and any potential effects we have and we have to report that so that everyone knows what is going on.• The QIA knows what is going on; the Government of Nunavut, the Federal Government, and of course the communities.• So everyone will be aware of what happens as our work continues. Thank you.
SE	<ul style="list-style-type: none">• Thank you Erik, thank you Greg.• I will ask once more if there are any further comments from the public.• Alright, if as I see none, the Commission will be accepting comments in writing until 5 pm on January 15th 2014.• Participants can send the Commission written arguments or arguments on evidence heard in the oral hearings until 5 pm on January 31st 2014 at which point the record shall be closed except for the NIRB's final report to the Minister which will be considered by the Nunavut Planning Commission.• Participants will have until 5 pm eastern time on the 7th day after the release of the NIRB final report to make written arguments to the MPC to draw the MPC's attention to any part of the NIRB final report they say are relevant to the MPC public review and make any further comments or representation thereon.• So at this point I would like to thank you very much for coming out.• This is an important issue for the Commission, for Baffinland, and for your community and at this point I would like to adjourn this hearing.• Thank you.