



## Nunavut Planning Commission Public Hearing

January 8<sup>th</sup>, 2014 – Grise Fiord

### Presenters

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

### Transcript

	<ul style="list-style-type: none"> <li>• Transcript of initial presentations to follow</li> </ul>
<b>SE</b>	<ul style="list-style-type: none"> <li>• Thank you Erik.</li> <li>• Brian?</li> </ul>
<b>BA</b>	<ul style="list-style-type: none"> <li>• We are now going to provide the public to ask questions and participants to ask questions on Baffinland's presentation, but before we do that I would like to give you guys the opportunity to review the proposal that they have brought with them.</li> <li>• They are on the wall and we will take a 10-minute break so you guys can look at those maps.</li> <li>• The tote road, the proposed loading of the marine shipping and then when get back, you can ask questions if you have questions for Baffinland.</li> <li>• 10 minutes, 10 minute break.</li> </ul>
<b>BA</b>	<ul style="list-style-type: none"> <li>• [Inuktitut] We would like to start now, thank you we will proceed now.</li> </ul>
<b>BA</b>	<ul style="list-style-type: none"> <li>• We are now on item 7 of the agenda. Sorry, item 6.</li> <li>• The participants that have flown into the community with us all have confirmed they have no comments or questions to Baffinland's presentation, so we would like to move right down to item 10 – public comments and/or questions to Baffinland's presentation, so we are now opening the floor to the public for questioning and/or comments.</li> </ul>
<b>BA</b>	<ul style="list-style-type: none"> <li>• [Inuktitut] Before you speak, please state your name clearly as it is being recorded.</li> <li>• Go ahead. If anyone have any comments or concerns, on the project coming up or on the presentation that was given, the floor is open.</li> </ul>
<b>JA</b>	<ul style="list-style-type: none"> <li>• [Inuktitut] Thank you, my name is Jayatee Akeegok.</li> <li>• I am a Hunters and Trappers Association Board member and I am also a Hamlet of Grise Fiord employee.</li> <li>• I have a question. Though I hear even though there is going to be employment, and it will create employment, I wonder if this is true.</li> <li>• Like from this community, going up to work at Mary River would be expensive, and there is another interest not just on nickel and I have other concerns on employment, and the other communities such as Arctic Bay and Pond Inlet.</li> </ul>



## Nunavut Planning Commission Public Hearing

January 8<sup>th</sup>, 2014 – Grise Fiord

	<ul style="list-style-type: none"> <li>• These communities are much closer to the project that is going on and more expensive travel coming in/out from Toronto.</li> <li>• My question is, is my community expensive to hire someone due to travel costs or to hire someone?</li> <li>• Can we looking for employment opportunities to? Thank you</li> </ul>
BA	<ul style="list-style-type: none"> <li>• [Inuktitut] Thank you Baffinland.</li> </ul>
GM	<ul style="list-style-type: none"> <li>• Mr. Chair, I am Greg Missal with Baffinland.</li> <li>• Thank you for that question about employment opportunities from Grise Fiord.</li> <li>• It is a little bit of a different topic than what we are here to discuss today, but you did raise a question, so we will give you an answer.</li> <li>• Our focus with Mary River is on what we call the 5 North Baffin communities; and so that being Hall Beach, Igloolik, Arctic Bay, Pond Inlet, and Clyde River.</li> <li>• Those are the 5 communities that were assessed in terms of having potential impacts from the project, and it is all about the distance of those projects from the Mary River mine site.</li> <li>• And, when we negotiated the Inuit Impact Benefit Agreement with the QIA, which Larry is a representative of here in Grise Fiord, we made those 5 North Baffin communities - they are called points of hire - and what that means is that we will concentrate on giving priority to those 5 communities and that we will fly people from those 5 communities to work at Mary River and then home again at the end of their shift.</li> <li>• If we are not able to get enough people from those 5 communities, then our second priority is then to look at other communities or people from other communities, either in the Qikiqtani region or even in other parts of Nunavut.</li> <li>• So, there may be an opportunity for people from Grise Fiord to work at Mary River, but at the moment we are concentrating on the 5 North Baffin communities because we are just getting started with our construction there and filling jobs, but as time goes on we may very well look to places like Grise Fiord to see if people are interested in coming to work with us.</li> <li>• So, thank you, thanks for raising that question.</li> </ul>
BA	<ul style="list-style-type: none"> <li>• Thank you Greg.</li> </ul>
BA	<ul style="list-style-type: none"> <li>• [Inuktitut] Was your question answered? Any other questions?</li> </ul>
JA	<ul style="list-style-type: none"> <li>• [Inuktitut] Yes, thank you.</li> </ul>
JA	<ul style="list-style-type: none"> <li>• Thank you. I realize it is not on the topic of your discussion right now, but we have to bring that up because it has been an issue that we have been led to believe and the benefits that you have negotiated with QIA, I am very proud of it, but I do not know what is inside the document.</li> <li>• What are fine prints?</li> <li>• I mean, those are issues that we kind of want to see to because we are part of the Qikiqtani Inuit Association or Qikiqtani Inuit communities, and one of the presentations that you just brought up coming from HTO, the corridor that you will be using between Greenland, which is in Davis Strait, which is in between Baffin Island and Greenland, is a wintering ground of narwhales.</li> <li>• Has there been any assessment as to when your start date will be?</li> <li>• Would the narwhal have been moving into their summer grounds?</li> </ul>



## Nunavut Planning Commission Public Hearing

January 8<sup>th</sup>, 2014 – Grise Fiord

	<ul style="list-style-type: none"> <li>• If so, how are they assessed whether their migration route will be affected or not?</li> <li>• Maybe it might benefit us, so that is another issue I want to point out in terms of your presentation about your corridor.</li> </ul>
BA	<ul style="list-style-type: none"> <li>• [Inuktitut] Thank you Baffinland.</li> </ul>
GM	<ul style="list-style-type: none"> <li>• Thank you Mr. Chair.</li> <li>• So, just to follow up on the, I guess the question regarding the IIBA.</li> <li>• So, the IIBA was completed on September the 6<sup>th</sup> of 2013, so it is about 3 ½ months ago now. That was when it was formally signed.</li> <li>• I think it is very beneficial for this community to have a representative like Larry here in the Senior Executive part of QIA because you will be able to speak to him about what is going on within QIA.</li> <li>• I know QIA is going to be talking to communities more about the details of the IIBA and they want to do that because they are your elected representatives, so they want to speak to the communities about what was negotiated in the IIBA.</li> <li>• From a Baffinland perspective, we think it is a very good agreement for the Inuit of the region and we are very committed to working with the QIA in implementing the Agreement now that we have completed it.</li> <li>• I will let Erik speak to your other question about the narwhal monitoring.</li> </ul>
EM	<ul style="list-style-type: none"> <li>• It is Erik Madsen with Baffinland.</li> <li>• So, thanks for the question and obviously narwhal is a very, very important species that everyone, like Pond Inlet and a lot of the communities have brought up with us, and as a result of that, we have done extensive monitoring of narwhal in the, I know what you are talking about into Davis Strait and all of that, but really the environmental assessment goes to the Nunavut boundary and after that it is out in international waters.</li> <li>• If we go over to Greenland, we have to deal with the Greenland Government, but as far as the work that we are doing right now, we have done extensive aerial surveys last fall in September to about the 3<sup>rd</sup> week in October, all throughout Eclipse Sound by plane.</li> <li>• But, we had biologists and people from Pond Inlet on that and that was all throughout Eclipse Sound and into Navy Board Inlet and all the way, and from there they basically stayed there and had all of the information until the narwhal were gone out of that area.</li> <li>• So, it is most extensive aerial survey that anybody has done since the 1970s and our company is doing that as part of this.</li> <li>• The other one is what I have on the screen right now.</li> <li>• It is the narwhal monitoring study that was done in Navy Board Inlet and you can see there are locals from Pond Inlet.</li> <li>• They spent 6 weeks in that area watching the ships as they came through the Sound area and you can see there where the Bruce Head Camp is in relation to the Koluktoo Bay and Milne Inlet.</li> <li>• There was training done with Pond Inlet residents before they went out there.</li> <li>• There are the biologists with the representatives from Pond Inlet.</li> <li>• There is the camp that we set up that they stayed at and they had fresh water and stayed there for 6 weeks.</li> <li>• And, there is a setup.</li> <li>• You can see that they stayed there and watched the narwhal when there were no ships in the area, when the ships were in the area, and they are going to produce a big report here</li> </ul>



## Nunavut Planning Commission Public Hearing

January 8<sup>th</sup>, 2014 – Grise Fiord

	<p>early next year that describes what they have seen and we were committed to doing this each year and with these aerial surveys we will continue and that is all part of our monitoring to ensure that we are not having impacts on the narwhal.</p> <ul style="list-style-type: none"> <li>• And as we indicate here, these are some ships that went in and out of the Milne Inlet that you can see, also there is a cruise ship up there, there is a Navy ship - who knows where that one came from - but here are the local hunting boat sail ships, you can see the fancy yacht there that came from Europe or somewhere in the States that came up through Milne Inlet.</li> <li>• This was all documented, and so an excellent study that the people involved think is excellent work.</li> <li>• We are going to continue to do that, the aerial surveys will continue so we know where these narwhal are and your question about where they winter, once they are gone out of that area they are out into that area under the ice and are gone and our biologists are quite confident that the effects from this Early Revenue Phase during the summer months will not affect the narwhal.</li> </ul>
BA	<ul style="list-style-type: none"> <li>• [Inuktitut] Thank you Erik.</li> <li>• Jayatee did he answer your question?</li> <li>• Any other question or concerns? Go ahead.</li> </ul>
JA	<ul style="list-style-type: none"> <li>• [Inuktitut] Thank you Chair and Baffinland. I shall speak in English.</li> </ul>
JA	<ul style="list-style-type: none"> <li>• We are part of turbot fishing communities which include Grise Fiord, Resolute, Arctic Bay, and Qiqiktarjuak.</li> <li>• It is called Arctic Fisheries Alliance.</li> <li>• I do not want to look at negative things about mining and that, but at the same time I have got to look at what has happened in the past.</li> <li>• I do believe there was one ship that went underwater that was coming out of Ellesmere Island, correct me if I am wrong.</li> <li>• That was many years ago.</li> <li>• With that amount of shipping that will be done on Davis Strait, which is right on the fishing grounds of our turbot fisherman, would there be any impact if such an unfortunate incident happens?</li> <li>• Like when we go hunting, we anticipate we will be back, but at the same time you kind of know it is risky business, same thing too as mining with huge ore.</li> <li>• I am looking at more of a bulk fuel because I believe the ships that they will be using will have bulk fuel rather than fine fuel that we are more used to that is disbursed easily.</li> <li>• Thank you.</li> </ul>
BA	<ul style="list-style-type: none"> <li>• [Inuktitut] Thank you Jayatee, Baffinland?</li> </ul>
EM	<ul style="list-style-type: none"> <li>• Thank you. It is Erik Madsen with Baffinland.</li> <li>• You are correct that any kind of activity, shipping, there are risks in it and stuff and you know the ore that we are carrying is a very benign ore.</li> <li>• There is nothing in the iron ore, there is an inert material.</li> <li>• We do not intend, we are going to be following known shipping routes, like as indicated here at this meeting, the shipping route that we will be following is a known shipping route, very, very deep, and the fuel that we will be shipping in will only be done in the summertime.</li> </ul>



## Nunavut Planning Commission Public Hearing

January 8<sup>th</sup>, 2014 – Grise Fiord

	<ul style="list-style-type: none"> <li>• They will be bulk fuel carriers very similar to the fuel carriers that come in now to offload fuel to the communities and we will continue to do that.</li> <li>• All of these shipping vessels have to follow Transport Canada’s laws.</li> <li>• They have very strict laws that have to followed, they all have to have oil pollution prevention plans on all of the ships, at our port site we have to have an oil pollution prevention plan there, and we have to annually do a spill response exercise, which we did last summer and we have done every summer since.</li> <li>• So, we feel that the risks – you know shipping is done all around the world.</li> <li>• If we had a map right now today of the world and we put the number of ships that are on the ocean right now all around the world that are shipping commodities everywhere, it would be blips all around the ocean.</li> <li>• You know, it happens all the time and like I said, Transport Canada is a part of this assessment and when they come to the meetings it is a very, very highly-regulated industry and we are very confident that we will follow all of the rules, and like I said the routes that we will be using are known shipping routes.</li> <li>• The ones that we are scared of - our company sits on a committee about shipping in the Arctic and when I go to those meetings it is not the ships that are going into these local communities and doing the resupplies, it is these foreign ships.</li> <li>• The cruise ships that come from wherever they come from that want to do the - they are the adventure seekers.</li> <li>• They want to go where no man has gone before and they go into these areas and they go off the shipping routes and that is when things are happening.</li> <li>• So, on this committee that I am involved with, that we are involved with, it sees other ships that are up here coming to see the North now that the season’s opening up longer, these are the ones that are the worrisome ones.</li> <li>• And like I said, we are going to follow all of the right laws, we are going to have all of the preventative emergency response gear on our ships to ensure that nothing is going to happen.</li> </ul>
BA	<ul style="list-style-type: none"> <li>• [Inuktitut] Thank you. Any more questions or concerns?</li> <li>• Others? Ok, please state your name clearly.</li> </ul>
LN	<ul style="list-style-type: none"> <li>• [Inuktitut] Thank you. Laisa Ningeon, I am a Mayor for Grise Fiord we are very glad that you are able to come to our community.</li> <li>• Sorry, we could not meet you at the airport because we were having a meeting.</li> <li>• Please be welcome.</li> <li>• I have a question on the road corridor - how many years is it being built?</li> <li>• After then, (its building) would the hunters be able to use the road to or not?</li> <li>• Because at times once they build a corridor it becomes not accessible, and you had just mentioned that Inuit culture, how cautious you will be, and we Inuit do not have rules we can use the land far and near.</li> <li>• And, this is our nature. We travel for recreation or hunt and it is our culture, and yet when we see changes made to the land and when we are told Inuit are not allowed to use it to go by it...</li> <li>• I ask this question because it affects us.</li> <li>• Two questions: 1) how many years will it be built and 2) will Inuit be able to use it.</li> </ul>
BA	<ul style="list-style-type: none"> <li>• [Inuktitut] Thank you Laisa. Baffinland.</li> </ul>



## Nunavut Planning Commission Public Hearing

January 8<sup>th</sup>, 2014 – Grise Fiord

<p><b>GM</b></p>	<ul style="list-style-type: none"> <li>• Thank you Madam Chair and thank you Madam Mayor for the question.</li> <li>• We appreciate your welcome to the community of Grise Fiord.</li> <li>• I thought it maybe was just worth mentioning, at the moment some of you might be wondering why Baffinland has not been to Grise Fiord before and the reason for that is that under the review process set up by the Nunavut Impact Review Board, we were required to concentrate on the 5 North Baffin communities that I mentioned – Hall Beach, Igloodik, Arctic Bay, Pond Inlet and Clyde River.</li> <li>• And so those were the communities that we needed to focus on, so under that NIRB process, we were not asked or required to come here to Grise Fiord, but under the Planning Commission process, we obviously are here today, so it is good to be getting some of these questions about the project and gives us an opportunity to answer some of these questions as well.</li> <li>• Getting back to your question Laisa about the road from Mary River up to Milne Inlet, that road was built in the 1960s, so it is there already.</li> <li>• It was built for the purpose of exploration work at the Mary River site back in the 1960s.</li> <li>• The Mary River deposit has been – it is a deposit that has been known about for a very long time, just over 50 years now and so that road was built quite some time ago.</li> <li>• The road is a public access road; it is an easement that is actually included in the Nunavut Land Claim Agreement as a public easement.</li> <li>• So, the public do have access to it and they will continue to have access to it during the lifespan of the project as well.</li> <li>• We are going to be doing some upgrades to that road because we are going to be using it for trucking and putting big trucks on it to haul the ore, so we have to build the road a little bit wider, a little bit stronger, we need to make the bridge crossings more permanent to have nice, strong bridges on it so we will not have any issues with the river crossings.</li> <li>• But, even though we are doing all of that, it will still be a public access road.</li> <li>• Most of the people, or the public, that travel on that road are hunters from Pond Inlet, so over the course of the last 6 to 8 months we have been working very closely with the Hunters and Trappers Organization in Pond Inlet to develop a safety procedures for not only the hunters and trappers, but for Baffinland as well because we want the people, the Baffinland workers who are driving on that road or travelling on that road, we want them to be aware that hunters might be using the road or crossing the road.</li> <li>• So, we need our employees to know that and also need the hunters that are travelling on the road to pay attention to the trucks or the vehicles that are travelling on the road so that everybody stays safe, whether it is a Baffinland person or whether it is someone from a hunter or anyone using the road.</li> <li>• And, we will continue to use the road during the life of the project because we will always be needing to bring things into the Milne Inlet port site, or taking things out that way as well.</li> <li>• So, thank you for that question Laisa.</li> </ul>
<p><b>BA</b></p>	<ul style="list-style-type: none"> <li>• [Inuktitut] Thank you. Was your question answered? Do you still have questions or concerns?</li> </ul>
<p><b>LN</b></p>	<ul style="list-style-type: none"> <li>• [Inuktitut] I should have made myself clear, I have known the road for a long time now, I have heard of it.</li> <li>• The question that I had tried to raise was, we are in a remote community and we do not hear much about anything.</li> </ul>



## Nunavut Planning Commission Public Hearing

January 8<sup>th</sup>, 2014 – Grise Fiord

	<ul style="list-style-type: none"> <li>• Somewhere I have seen a big truck running or somewhere that is the one I am trying to refer to and I think you've mentioned, if I am correct, a road to Nanisivik.</li> <li>• My question, is how long will it be built?</li> <li>• Or, do you have in mind another corridor?</li> <li>• That is the question I had tried to raise.</li> </ul>
BA	<ul style="list-style-type: none"> <li>• [Inuktitut] Thank you.</li> </ul>
GM	<ul style="list-style-type: none"> <li>• Thanks Laisa, sorry about my misunderstanding.</li> <li>• So, right now we are not planning on building the railway at the moment.</li> <li>• As Erick mentioned earlier, we do have all of our approvals in place to build the railroad, but building the railroad is very expensive project to build.</li> <li>• It is about a 6 billion dollar project and right now some of the markets for iron ore around the world are not very strong, and so that price of iron ore has gone down a little bit.</li> <li>• So we decided not to build that big project – the big railway project – right now and we want to start the project off a little bit smaller, which is why we are going to be trucking the ore from Mary River up the road to Milne Inlet.</li> <li>• If the markets improve and if the price of iron ore gets better, our hope is that in time we will be able to build the railroad, but we do not know exactly when that might be or when that might start.</li> <li>• So, for the time being we are going to be trucking the ore and hauling it and shipping it out of Milne Inlet.</li> </ul>
BA	<ul style="list-style-type: none"> <li>• [Inuktitut] Understandable now?</li> <li>• Others who would want to say, I guess there are no further questions and now I will give it to Sharon.</li> <li>• This is what we have wanted to hear, your questions and your concerns.</li> <li>• And at this moment, I guess there are no more questions, Sharon.</li> </ul>
SE	<ul style="list-style-type: none"> <li>• Thank you Brian and thank you for the comments.</li> <li>• I would ask Baffinland if you would like to add anything else to the presentation or the comments?</li> </ul>
EM	<ul style="list-style-type: none"> <li>• No, I do not think we have anything to add Sharon.</li> <li>• I just want to thank the residents of Grise Fiord and the Mayor for their comments and questions.</li> <li>• It is great to hear them, as Greg said.</li> </ul>
SE	<ul style="list-style-type: none"> <li>• Thank you Erik and I would like to thank each of you for asking your questions and coming out today.</li> <li>• So, if you have any further comments or questions that you would like to address to this process, the Commission will be taking comments in writing up until 5 pm on January 15<sup>th</sup>, 2014.</li> <li>• The Amendment Applicant may reply to those comments separately or in its submissions by 5 pm January 31<sup>st</sup>, 2014.</li> <li>• Participants can send the Commission written arguments on evidence heard at the oral hearings until 5pm on January 31<sup>st</sup>, 2014, and at that point our records will be closed, with the exception of the NIRB's final report to the Minister, which will be considered by the Nunavut Planning Commission.</li> </ul>



## Nunavut Planning Commission Public Hearing

January 8<sup>th</sup>, 2014 – Grise Fiord

- Participants will have until 5 pm eastern time on the 7<sup>th</sup> day after the release of the NIRB's final report to make written arguments to the Commission to draw the Commission's attention to any part of the NIRB's final report they say are relevant to the NPC public review and to make any further comments or representations thereon.
- So, at this point I would like to close this hearing and thank each of you again.
- And we look forward to being back with other Commission business in your community in the future.
- Thank you again.