



Nunavut Planning Commission Public Hearing

January 10th, 2014 – Pond Inlet

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

	<ul style="list-style-type: none"> • Transcript of initial presentations to follow
SE	<ul style="list-style-type: none"> • Thank you Erik. • At this point we are going to give you an opportunity to look at the posters that Baffinland has on the side and we will take a quick, 10-minute health break. • There are coffee and refreshments and then we will come back and continue on with our agenda. • Thank you, so a quick 10 minutes and we will resume our session.
SE	<ul style="list-style-type: none"> • Alright, if we can – everybody get seated again please. • So again, I would like to thank Baffinland for giving us their presentation. • We have on the agenda a presentation by participants physically present at the oral hearing. • All participants have confirmed they have no comments at this time. • So, we are going to go to number 10 public comments, and again I remind the public that we welcome your comments and we want you to participate. • Please focus your comments to the amendment hearing – the issues that have been presented to you this evening. • And, each participant will have 5 minutes to speak. • We will see how it goes for flexibility of time to get through this evening. • We will want to ensure that all participants have the availability to speak. • Once you are at 5 minutes, Brian will be identifying that you are at the 5-minute time mark and he will be stopping the comments. • So, with that I would like to open the floor. • Stanley has the microphone. • Again, please say your first name and your last name and either or English or Inuktitut – it is fine, we have translations. • And, use the microphone for your comments. • So, I now open the floor to the public for questions to the presenter. • Stanley?
AK	<ul style="list-style-type: none"> • [Inuktitut] Hello I'm Abraham Kublu. • I will have 5 questions.



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<p>AK</p>	<ul style="list-style-type: none"> • Within your 3 binders, I have a couple of questions. • The first question is, as we all know from Mary River to Milne Inlet there are so many creeks and little ponds, what kind of plans do you have once there is identified regarding the permafrost. • That is my first question.
<p>SE</p>	<ul style="list-style-type: none"> • I will just ask Baffinland, do you want all questions or would you like to answer after each? • We will take all of your questions and then answer. • Thank you.
<p>AK</p>	<ul style="list-style-type: none"> • Thank you. • Question number 2. • Within your 3 binders, you identified you will be making similar breakwater that is designed in Nanisivik mine. • My question is, when will you start building the breakwater, because of that question is within the Milne Inlet area – as we all know it is a calving ground for narwhales. • That is my second question. • My third question, back in January, 2013 Baffinland and DFO went here and did some presentation regarding HADD. • Will you be building that similar HADD around the dock in Milne Inlet? • My fourth question, I have not seen anything that was studied from Phillips Creek. • Since there are fish in that creek, is there any plan to do any studies with Phillips Creek because of the fish, and it will be right next to the airstrip. • Thank you.
<p>SE</p>	<ul style="list-style-type: none"> • Thank you. Baffinland?
<p>EM</p>	<ul style="list-style-type: none"> • Thanks for the questions Abraham. It is Erik Madsen with Baffinland. • So, regarding permafrost along the road, you are correct. • All of those culverts and bridges that going to be replaced in various areas, the engineers have looked at the ground in the area and where there is – obviously there is permafrost in the area – so they have to engineer design the culverts and bridges to take the permafrost into consideration where they are building those crossings. • Regarding the – you call it the breakwater – I guess what we call it, it is actually an ore dock that we are proposing to build as part of this Early Revenue Phase. • So, when we will build it, as indicated that the final Nunavut Impact Review Board hearings are the week of January 27th to the 31st. • And, there will be discussed more at that hearing how it is going to be built and stuff, but we cannot build that ore dock until we get approval to, we have to wait and see if the Nunavut Impact Review Board recommends the approval to go ahead with the Early Revenue Phase. • If they do – so let's say they do, then we will start construction on that ore dock this summer. • And it will be summer 2014 and there will be a lot of jobs associated with the construction of that ore dock. • The third thing your question had, yes there – with that ore dock being in water, yes we will have do a HADD related to that ore dock.

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	<ul style="list-style-type: none"> • So, yes it is required. • And the last one regarding Phillips Creek, regarding any monitoring, we do get our fresh water out of Phillips Creek and so under our class A water license, there are a number of sampling stations we have to monitor from and we also have to have an Aquatic Effects Monitoring Program, or AMP program, that has to be developed and is being developed as part of the water license, so there will be monitoring related of the water and other components of in the Aquatic Effects Monitoring Program related to Phillips Creek.
SE	<ul style="list-style-type: none"> • Thank you Baffinland.
BA	<ul style="list-style-type: none"> • Thank you. • For the benefit of the public, and you please describe what HADD and AMP is please?
EM	<ul style="list-style-type: none"> • No, I cannot. Just joking. • No, so AMP stands for Aquatic Effects Monitoring Program, and that is in the class A licence's requirement. • And, HADD is a requirement under the Department of Fisheries and Oceans and it deals with, harmful alteration, disruption and destruction. • So, when we build something in an area where there are fish, we have to compensate for that and develop a HADD to make sure that we compensate for that.
BA	<ul style="list-style-type: none"> • [Inuktitut] Any other questions? Anyone? • Please state your name.
CS	<ul style="list-style-type: none"> • [Inuktitut] Caleb Sanguyamaki. • On page 8 it states on transportation, the ones that do not load anything and will be able to have about 30 vehicles on a run, not exceeding 30. • What is it referring to dog teams? • Are these dog teams included and will be counted as well? • Because, I believe Igloolik will be coming here or vise-versa and eventually there will be over 30. • There will be ski-doo's and dog teams and trucks during summer. • Yes, what kind of vehicles is this stating? • Thank you.
BA	<ul style="list-style-type: none"> • [Inuktitut] Thank you. Baffinland.
GM	<ul style="list-style-type: none"> • Thank you Madam Chair. Thanks Caleb for the questions. • The vehicles that are referred to are mine site vehicles, so they certainly would not include something like the dog sleds, in fact we have started to speak with some of the organizers of the dog sled event and it sounds like they will be travelling through the Mary River area or site on their race course and we are certainly looking forward to having them there and cooperating with the event. • So, there will be no problem with the dog sleds on the road. • Thanks for bringing that up.
BA	<ul style="list-style-type: none"> • [Inuktitut] Was your question answered?

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CS	<ul style="list-style-type: none"> • [Inuktitut] Yes, an additional question. • I have the corridor that is already made; • It states that it is a public road. • The public road that we have in our community and in the city, like how is it you cannot count vehicles and it states there is a limit.
BA	<ul style="list-style-type: none"> • Thank you. Baffinland.
GM	<ul style="list-style-type: none"> • We are just checking the exact slide that Caleb is referring to here. • Which document is that Caleb, can you just hold it up please?
CS	<ul style="list-style-type: none"> • I do not think, it is not in here, so that road from Milne Inlet to Mary River.
GM	<ul style="list-style-type: none"> • No, the 30, you mentioned 30, where do you see that?
CS	<ul style="list-style-type: none"> • 30 vehicles on page 8. • Ore truck or vehicle traffic per day is estimated at 30 vehicles. • That was the first question. • The second question here, that road that they consider. • We have been told that road is a public road, but we understand it everywhere in Canada, every road they have no limits. • How come they have limits and even though consider of the public road? • Why? • Is it a special road?
GM	<ul style="list-style-type: none"> • OK, now I understand Caleb. Thanks. • So, the line that you are referring to is just a – it is a summary of information from a November 2013 document where we were just talking about the type of the traffic that we were estimating that we would be using on the road. • Our vehicles. • It talks about ore trucks and it talks about non-ore trucks, and those are Baffinland vehicles and we are just estimating that we will have approximately 30 vehicles, 30 non-ore truck vehicles on that road each day. • And, that would be vehicles like a bus, like service vehicles, half-ton trucks. • We fully recognize and understand that it is a public road. • In fact, it says that in the Nunavut Land Claim Agreement, that it is a public easement, and we do understand that and obviously we cannot limit the public's access to that road. • But, we also want to make sure that the road is used safely and that is why we are meeting with the HTO as regularly as we are here in Pond Inlet to make sure the hunters understand the activity that Baffinland is having on the road and so that we understand the hunter's traffic on the road as well. • But, it is a public road, we agree with you. • Thank you.
BA	<ul style="list-style-type: none"> • [Inuktitut] Was your question answered? • Ok, thank you, any others? • Ok Abraham, say your name again.



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AK	<ul style="list-style-type: none"> • I am Abraham Kublu • For the past 2 years, Baffinland has been partnering with the Hamlet of Pond Inlet with the Work Ready Program. • As we all know, QL and QC are no longer with the contract of employment with Baffinland. • How fast can there be more Northern Baffin residents to go with the program? • That is my first question.
BA	<ul style="list-style-type: none"> • Baffinland, can you answer his question please?
GM	<ul style="list-style-type: none"> • Thank you Mr. Chair. • Abraham's talking about the Work Ready Program which Baffinland's conducted over, I guess it started in both the fall of 2012 and has occurred since then up until the fall of 2013. • The idea of the Work Ready Program was to create a pool of workers from the North Baffin communities that could be hired in the very early phases of construction. • And, Abraham's question is, how quickly can we put more people through the Work Ready Program. • Am I understanding that correctly Abraham? • As I have talked about many times here in Pond Inlet, the Work Ready Program was always intended to start off a certain way with having the programs conducted in the communities, and then once we got a bunch of people working at site, which we have successfully done now, then we would transition to providing Work Ready training programs at the Mary River Site. • So, that would mean we would hire people first, and then put them through Work-Ready training at the site. • It will be a little bit of a different program. • It might be a little bit shorter, because that was one of the, some of the feedback that we received on Work Ready in the communities was that the program was a little too long. • And, so we will probably shorten it up a little bit, but we want to keep the program essentially the same so that the work that can be covered in the program can still be taught to all of the new employees. • So, thanks for bringing that up Abraham.
BA	<ul style="list-style-type: none"> • [Inuktitut] Thank you Abraham. • The microphone will be handed to Joe.
BA	<ul style="list-style-type: none"> • Up to the microphone in the back. Stanley, please?
JI	<ul style="list-style-type: none"> • [Inuktitut] Good evening I am Joe Inuk. • I just need more clarity on - and if I am getting off track just let me know as you stated that we are going to have to comment only on the topics you spoke on Land Use and transportation; if my topic is beyond these please let me know. • I need to ask this question. • We have a high percentage of employment dealing with Mary River, Lancaster Sound and after 2 weeks - and I do not fully understand what you are trying to refer to here - and as you spoke that you are under NLCA and you were established under NLCA. • I do not understand if you have to be part of this, why were you not included in first



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	<p>place when all this was happening?</p> <ul style="list-style-type: none"> • I do not remember seeing you. • Please make clarifications on what your work is so I can understand more clearly.
BA	<ul style="list-style-type: none"> • Thank you Joe.
SE	<ul style="list-style-type: none"> • Thank you Joe. • The Nunavut Impact Review Board initiated the environmental assessment with the Baffinland project. • The Nunavut Planning Commission, under the North Baffin Regional Land Use Plan, this process is separate from the environmental assessment. • This is specific to a Land Use Plan amendment on the Early Revenue Phase of the Mary River project. • So, this is a different process. • It is specific to the amendment of the plan; it is not to the environmental assessment.
JI	<ul style="list-style-type: none"> • Thank you, which leads me to my next question.
JI	<ul style="list-style-type: none"> • [Inuktitut] The road has always been there, because it was built in 1960's. • And, the road has always been used by the people and hunters. • How is it when it was just being built we had no worry about it and if you are working on land use, how come we did not do this type of ERP. • I want to understand. • Thank you.
BA	<ul style="list-style-type: none"> • [Inuktitut] Thank you Joe, I will get our Legal Counsel to answer your question. • Alan will answer you.
AB	<ul style="list-style-type: none"> • Thanks for the question. • And I hope I captured all through the interpretation. • The tote road aspect of the transportation corridor which is being reviewed now is part of a public easement, and so you are correct that it has been in widespread use and was recognized in Land Claims Agreement. • That, as came up in an earlier question, is available for the public to use. • Baffinland use is an intensification of that aspect of the transportation corridor. • The North Baffin Regional Land Use Plan which came into effect in the year 2000, contemplates if there is a development of a transportation corridor, there is a process for an amendment. • And, that is exactly what is happening now. • There is an application to develop a transportation corridor, and we received an application. • We are doing the review with NIRB, NIRB is providing information through their process which appears to be a duplication, but indeed NIRB has a different mandate. • NIRB's mandate is broader than merely a plan amendment. • It is dealing with the environmental effects and mitigation measures and those kinds of issues. • So, as NIRB gathers that information, as our joint review partner, they feed that information into the amendment consideration that is the responsibility of the NPC.



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	<ul style="list-style-type: none"> • So, NIRB is not sitting here with us, but we have access to their information. • And, to pick up on the question you raised a moment ago about 4 years ago, NPC and the NIRB were involved in a very similar process, an amendment, but only for the railway portion. • That was within the North Baffin Plan. • And, you recall from that earlier process that the route down to Steensby Inlet is 130-150 kilometres down to Steensby, but only the first 30 or so kilometers are in the North Baffin Regional Land Use Plan. • So, we were involved with NIRB, but since most of that transportation corridor south was not in the North Baffin Regional Land Use Plan geographical area, NIRB took the lead. • And we were with them in that process, but not in a front and centre role that you see now. • So, I wanted to be clear that the NPC was involved in that earlier amendment request, but not in such a pivotal way. • Thank you.
JI	<ul style="list-style-type: none"> • Thank you Chair, if I can ask one more question?
BA	<ul style="list-style-type: none"> • One more question Joe. Go ahead. • Thank you Joe. • The one at the back please state your name.
GK	<ul style="list-style-type: none"> • [Inuktitut] My name is Geesoonie Killiktee. • I just got appointed to be on the Mary River Committee, just a while ago, and I would like to ask about Eclipse Sound. • As per my understanding, Baffinland were approved only for heavy equipment to Milne Inlet to getting loads there was approved. • But, I have no clue if they can get loads for ore. • Who gets to approve to transport ore? • Who approved that they can transport ore from Eclipse Sound the Baffinland?
BA	<ul style="list-style-type: none"> • [Inuktitut] Thank you, can Baffinland answer his question.
EM	<ul style="list-style-type: none"> • It is Erik Madsen with Baffinland. • So, as part of the approved railway project, we have approval to bring equipment, supplies, and fuel into Milne Inlet and to haul it down Milne Inlet to Mary River. • We have approval of that by the Nunavut Impact Review Board. • What we do not have approval for is the hauling of ore from the mine site down back to Milne Inlet and then to put it on ships out of Milne Inlet. • That is what this assessment is for and that is why we will be coming back at the end of this month for the final hearings with the Nunavut Impact Review Board. • And I will let the NPC describe any more about their process, how that is involved in this.
AB	<ul style="list-style-type: none"> • Hello it is Allan Blair again, Legal Counsel. • I think Eric has covered it quite well but it is clear the use of Milne Inlet and the existing infrastructure at the Milne Inlet Port has been to help get the Mary River project developed at Mary River. • The only ore transport that I am aware of was the sampling program that occurred 3 or 4



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	<p>years ago and Erik Madsen mentioned, I think, the figure was 200 thousand tons, which came out through Milne Inlet for the purpose of getting it to – for the ore sampling program.</p> <ul style="list-style-type: none"> • So, you are correct that ore has not come out of the North route other than for that sampling. • So, this would be the first time it is being considered as part of the approval, both the NIRB process and this NPC amendment process for the shipment of ore and for longer than that short-term sampling program. • I hope that is clear. • Thank you.
GA	<ul style="list-style-type: none"> • [Inuktitut] Thank you, may I ask another question I have? • As they will be transporting ore from Eclipse Sound, is there a study on this or was a study done on this?
BA	<ul style="list-style-type: none"> • Thank you. Baffinland?
EM	<ul style="list-style-type: none"> • It is Erick Madsen with Baffinland. • Yes, we are already studying the marine wildlife in Milne Inlet and Eclipse Sound already. • This slide we have up here is a narwhal land-based study that was done for 6 weeks. • There were representatives from Pond Inlet that participated with biologists watching narwhal in Eclipse Sound off of Bruce Head for a period of end of August to the end of September observing how narwhal reacted to ships as they came through the area. • We have also done aerial surveys by air throughout all of Eclipse Sound and Navy Board Inlet looking at the various marine animals that are present and that was done for a 6-week period too in September and October. • And so, these monitoring programs will continue throughout the, during the project and the other types of monitoring and seals and other marine wildlife. • So, the answer is yes, we have done sampling as part of the baseline studies and we will continue on throughout the life of the project.
BA	<ul style="list-style-type: none"> • [Inuktitut] Thank you Erik, did he answer your question?
GK	<ul style="list-style-type: none"> • [Inuktitut] Yes he did, Thank you.
BA	<ul style="list-style-type: none"> • Stanley, the lady in the back. • Sorry, that was a lady there. • This gentleman here behind Abraham. Sorry.
SErk	<ul style="list-style-type: none"> • My name is Samson Erkloo. • In connection with what he asked, will Baffinland be working in conjunction with the National Marine Conservation Parks to study the animals? • And if they issue a moratorium on shipping, like limiting the shipping, will you adhere to it?
BA	<ul style="list-style-type: none"> • Thank you. Baffinland?
GM	<ul style="list-style-type: none"> • Can we just get clarification on the first part of the question that was asked please?

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SErk	<ul style="list-style-type: none"> • Like Lancaster Sound and Eclipse Sound is going to be a National Marine Conservation Area. • Will you be working in conjunction with them to study the animals? • And, if they issue a moratorium on shipping, like limiting the shipping because it is disturbing the animals, would you listen to them?
BA	<ul style="list-style-type: none"> • Baffinland?
GM	<ul style="list-style-type: none"> • Thank you Mr. Chair and thanks for that question. • So, our shipping route does not travel through Lancaster Sound, so we would have no reason to use the Lancaster Sound area.
SErk	<ul style="list-style-type: none"> • No, I mean, it is going to be even Eclipse Sound. • Have you seen the map?
BA	<ul style="list-style-type: none"> • The proposed boundary also includes Eclipse Sound, I believe.
GM	<ul style="list-style-type: none"> • Thanks for that clarification. • So, in terms of shipping, we would have our requirements to ship out the ore that we need to get out each year, so that is something that we would have to be able – to have those ships move through that area in order for the project to run. • And to run - for us to be able to financially afford to run that project. • If we cannot move the ore, we cannot sell the ore, then we cannot afford to run the project or to have – to pay any people who work there. • So, we do need to ship the ore, and the ore needs to have a way to move out from project.
BA	<ul style="list-style-type: none"> • [Inuktitut] Anyone else?
BA	<ul style="list-style-type: none"> • The gentleman in the front, Stanley.
JN	<ul style="list-style-type: none"> • [Inuktitut] Joel Nashook from Pond Inlet. • I am not sure if there should be an addition to the hill on the land, the one that will be transporting ore. • I think it would be better off if it is closed and it will not affect and according to what is written and I believe it's also included to maybe as long if there's a building and kept closed I guess it would be safer for the ore, that's all I have to say and thank you.
BA	<ul style="list-style-type: none"> • [Inuktitut] I believe that NIRB will be looking into this and they should be here in few weeks and then you can ask this question to NIRB.
BA	<ul style="list-style-type: none"> • Baffinland, would you like to comment on that as well?
GM	<ul style="list-style-type: none"> • Thank you Mr. Chair. Thanks for that question Joe. • This is a point that is of interest, very strong interest to Joe and he asks it at every meeting that we have here and what we usually talk about around this topic is that iron ore is a little bit of a different product than some of the other mine sites that people might be familiar with here. • At Nanisivik, they created a concentrate, a very fine concentrate powder, which is very



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	<p>different from what we will have at Mary River.</p> <ul style="list-style-type: none"> • At Mary River we are going to have bigger pieces of iron ore that will be about the size of a baseball or a golf ball and then down to the size of about a piece of gravel. • So, they will not be that fine, fine material like what some people may know existed at the Nanisivik project or any other project that created a fine concentrate. • We are not aware of anywhere in the world where iron ore is stored inside of an enclosed containment area, so the industry standard for iron ore is to stockpile it and then load the ships off of the stockpile. • So, we will be following industry standard on that, but as Erik mentioned there are many tests that we do in terms of water quality and air quality, all around the site to make sure that we are not doing anything to harm any of the water or hurt the air in any way as well. • So, thanks for bringing up again Joe.
BA	<ul style="list-style-type: none"> • [Inuktitut] Thank you, anyone else? • Ok Abraham, can you wait for a minute to see if there is anyone else who would like to ask a question? • Abraham.
AK	<ul style="list-style-type: none"> • Thank you. • As you mentioned, sorry Abraham Kubloo, as you mentioned they will be similar size of golf balls, my question is, your little tester monitoring thingamajig are on the tote road. • Why is it 15 meters away from the road? • As you mentioned, how come it is not closer to the road? • That thingamajig test. • That little thing that is monitoring the dust. • Thank you.
BA	<ul style="list-style-type: none"> • Baffinland?
EM	<ul style="list-style-type: none"> • So, let me, it is Erik Madsen with Baffinland. • I will try to say what Abraham is talking about – the thingamajig. • I think he is saying they are dust monitor collectors. • So, yes as part of our vegetation dust monitoring we are required to set up dust monitors along the road to assess how far the dust from the trucks, not from the ore in the trucks, but from the – as those trucks, those trailers I showed you – as you are driving down the road, it creates dust on the road just like it creates dust on the road around here. • We are required to show how far the dust goes off the road and we have to monitor the dust that is going off that road in various locations along the road. • And, we have to produce a report that shows that every year and based on that if it shows that it is dusty, we will have to put mitigations in place to reduce the monitored dust – more watering or other dust-suppressant types to deal with the dust. • Again, that dust is not from the iron ore, it is just like from the dust off the trucks that you drive up and down the road here.
BA	<ul style="list-style-type: none"> • Thank you Erik and Abraham did he answer your question. Stanley the gentleman behind you. Behind you.



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BA	<ul style="list-style-type: none"> • [Inuktitut] Please say your name. • Sorry, it did not record. Please say your name again.
CE	<ul style="list-style-type: none"> • [Inuktitut] My name is Charlie Enuaraq. • My question is referring to this meeting. • We are having now the ERP on Eekpeekiturjuak road and cannot operate with the funding available. • Can you estimate how many years the life of the project is, and transporting iron ore, and the road to Eekpeekiturjuak? • Thank you.
BA	<ul style="list-style-type: none"> • Thank you, Baffinland?
GM	<ul style="list-style-type: none"> • Thank you Mr. Chair. Thank you for that question Mr. Mayor. • This is a very important point and it is something that we have talked about many times here in Pond Inlet. • And, it is something that is of concern to a lot of people here in Pond Inlet as well. • When we put the application in for the Early Revenue Phase we did not know how long we would have, whether we would operate the Early Revenue Phase, or the trucking portion. • So, as part of our application we said we would like it to be for 21 years. • We do not know at what point in that 21 years that we may build the rail line, or if we will even be able to build the rail line in that 21-year period. • The reason that we do not know is that the whole project is based on the global market all around the world for iron ore. • About in the last 5-10 years, there has been a lot of growth in different parts of the world, particularly in China. • China is growing at a very, very fast rate, and what that caused was it caused the price of iron ore to go up, so the price per ton was quite high. • There were many iron ore projects that started and got built and then what happened in the last 3 or 4 years is the growth in China, while it is still going quickly, it slowed down some. • And so, that has caused the price of iron ore to go down quite dramatically in the last couple of years. • And so, all of the companies, all of the mining companies in the world that build big mining projects, they pay attention to the price that you can get for your product and this project is no different. • So, the companies that own Baffinland, they had to make a decision about the Mary River project and they knew that the price of iron ore was down. • They knew that the global demand for iron ore was down, but they still wanted to find a way to get this project going. • So, they came to the management team of Baffinland and they said, "What can we do to get this project started, even if it is a bit smaller?" • So, that is where we came up with the idea of the trucking option and what we call the Early Revenue Phase. • And the whole idea was to still get this project going even though it was a smaller project and less tons of iron ore would be mined each year and transported each year, but it still allowed the project to get going.



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	<ul style="list-style-type: none"> • And we believed that it would still be a really good, strong project even though it was going to be smaller. • And I think we are starting to see the results of that now where, during 2013 we started construction at the sites and over about 6 months in 2013 we went from having 10 people at site to having almost 350 people at site. • So, there has been a lot of activity there and a lot of involvement of people from the North Baffin communities that are working there. • Here in Pond Inlet, there are almost 50 people from Pond Inlet that are working at the Mary River project, either with ourselves or with some our contractors that are working there. • And, when you think about how much money those people are making, it brings - literally brings millions of dollars back into the community. • And, it is not only this community but it is all of the North Baffin communities. • So, all of the things we have been talking about with Mary River for the last 5,6,7 years – they are finally starting to happen, and I think we are starting to see some of the positives that are coming out of the project as well. • The Early Revenue Phase is smaller, Charlie, you are absolutely right, and it is a little bit different than what we talked about for the big rail project, but it was a way for this project to get started and get going. • We are pretty sure we want to make this project bigger, but we just do not know when that will be. • We have to make sure we can get this Early Revenue Phase up and going and make run successfully. • And, if we can do that and we can prove that the ore is as good as we say it is and believe it is and we can sell the ore around the world, then we are going to want to make this project bigger. • But, we just do not know when that might be. • So, we will make sure that we stay in close contact with Pond Inlet about that, and when we know that it is time to start growing the project, or to make it bigger, then this will be one of the first places we come and talk to you about that. • But, right now we are just focusing on the Early Revenue Phase. • Thank you.
BA	<ul style="list-style-type: none"> • Thank you Greg.
BA	<ul style="list-style-type: none"> • [Inuktitut] Did he answer your question? • Thank you, please say your name.
JA	<ul style="list-style-type: none"> • [Inuktitut] Jose Atagootak. • A few years ago when the caribou were decreasing - though I did not say anything about this earlier – you will be coming back here, but anyways the dock for transporting iron ore to the ship, if there can be something that would be closed? • Open the sound is much louder than the water, you should make some kind of a box, I guess. • It would be safer, thank you.
BA	<ul style="list-style-type: none"> • Thank you Jose. Would you like to respond Baffinland?



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EM	<ul style="list-style-type: none"> It is Erik Madsen with Baffinland and I think that is more of an environmental impact study thing that it is probably best discussed at the Nunavut Impact Board Review meeting, but I will say as part of our monitoring we are required to put acoustic sampling in areas of Milne Inlet and Eclipse Sound, to monitor sound under the water. So, that is part of our monitoring program, and so we will require to provide all of that information as part of our yearly monitoring program, so sound underwater will be monitored.
BA	<ul style="list-style-type: none"> Thank you Erik. Stanley?
BA	<ul style="list-style-type: none"> [Inuktitut] This time please say your name. Thank you.
CS	<ul style="list-style-type: none"> [Inuktitut] Caleb Sanguya. I am going to ask a question but it will not refer to Mary River. It is to the Land Use Planning Commission. The land where it is located has old tent rings and where dogs used to be tied up, and that was our hunting area. Are we going to have protection under Land Use Plan? Are we able to use that area too? Our tent rings have been covered or could it be available to us? We hunted there for seals and fished, it is also under Land Use Plan according to the rules by the Government and the Hamlet. Within 1 mile from the community we cannot shoot a gun within Hamlet boundary, and we have used that land and sea because outside of 1 mile we are able to hunt and I am asking to the Land Use Planning Commission, is there a protection for hunting grounds? And yet, we can put a fish net inside 1 mile. Thank you.
BA	<ul style="list-style-type: none"> [Inuktitut] I will respond to your question. Apparently the NPC is doing community consultations regarding how the community want the environmental impacts that will be affected. After we review, and when everything is completed and apparently right now we are collecting from each community and after all this we will go to the next level and we want to hear from the people.
BA	<ul style="list-style-type: none"> [Inuktitut] I cannot answer your question right now due to the fact that we are collecting from community consultations, and after that we will go to the next step.
BA	<ul style="list-style-type: none"> [Inuktitut] I did not hear you.
CS	<ul style="list-style-type: none"> [Inuktitut] Ok, please do inquire about the shipping within 1 mile, and 1 mile from the hill. On that area we are not supposed to hunt at that area according to the agreement. And of course, we want to have access to that area because we go fishing and go seal hunting and some of the hunting grounds are just 1 mile away.
BA	<ul style="list-style-type: none"> Very understandable, the NIRB will also work on that Baffinland, what you've said is being recorded to. Baffinland would you like to comment?



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EM	<ul style="list-style-type: none"> • It is Erik Madsen with Baffinland. • I just want to comment that in our Impact Benefit Agreement, that there are sections about harvesting access in the agreement, but as indicated for safety reasons we have people working around the mine site at Milne Inlet and Mary River • And, for safety reasons there are set distances in there where people are allowed to hunt in the area, and that is for safety reasons at a mine site – for the public safety of not only the hunters in the area, but also the employees working in the area. • So, I just want to say that under that Land Claim Agreement, we have to allow public and hunting access into the area, but it is also a project certificate conditions that we have to comply with.
BA	<ul style="list-style-type: none"> • Thank you Baffinland.
BA	<ul style="list-style-type: none"> • [Inuktitut] Anyone else?
BA	<ul style="list-style-type: none"> • Stanley, behind you. Lady in the blue parka. Please say your name
MA	<ul style="list-style-type: none"> • [Inuktitut] I am Mary Amagoalik. • Once it is open, will there be employment? • That is all I wanted to ask.
BA	<ul style="list-style-type: none"> • Thank you, Baffinland would you like to respond?
GM	<ul style="list-style-type: none"> • Just if we could clarify the question, I think the question was when the project gets started, will it have employees, and I am assuming perhaps she is asking, employees from this community.
BA	<ul style="list-style-type: none"> • Her question was will there be employment
GM	<ul style="list-style-type: none"> • Ok, thank you Mr. Chair.
SE	<ul style="list-style-type: none"> • Greg, I would ask if you could further clarify for Baffinland to answer the question appropriately, is it employment from this community that you are looking for the answer to, or if you can define what it is specifically so they can answer. • Thank you.
MA	<ul style="list-style-type: none"> • [Inuktitut] Mary Amagoalik. • The Mary River project we have been talked about, would there be employment?
BA	<ul style="list-style-type: none"> • [Inuktitut] The people from here, are you referring to that?
MA	<ul style="list-style-type: none"> • [Inuktitut] Once Mary River opens, will there be employment?
BA	<ul style="list-style-type: none"> • Do you understand the question? We sort of do not understand your question.
MA	<ul style="list-style-type: none"> • [Inuktitut] I thought you mentioned that it is opening.
BA	<ul style="list-style-type: none"> • [Inuktitut] To the people of Pond Inlet?

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MA	<ul style="list-style-type: none"> • [Inuktitut] What was going to be monitored?
MA	<ul style="list-style-type: none"> • [Inuktitut] Can you wait for a minute?
BA	<ul style="list-style-type: none"> • Can you also let her know that provide an explanation from your colleague. • Thank you.
GM	<ul style="list-style-type: none"> • Ok, thank you for that question and I think it is related to employment and we will talk about it. • Because we are here in Pond Inlet, we will talk about it in terms of Pond Inlet to begin with. • We just put a slide up on the board here that shows the people from Pond Inlet who are currently working at the site that is small print and pretty challenging to read, but there are almost 50 names on that sheet. • That is a number that we are very proud of. • We think there is a lot of interest here in Pond Inlet for employment opportunities at site. • In addition to the people from Pond Inlet, we have about 150 other Inuit employees from the North Baffin – the other 4 North Baffin communities. • And, that is almost 200 people in total from the North Baffin communities that are currently working either for Baffinland or for our contractors at Mary River or Milne Inlet. • So, there is no question that the project is generating employment opportunities for people. • It is providing training as well for people when they are at the mine site. • And, once people have training then they can use, they can take those skills and they can be transferred to other jobs that they might want to take in the future. • We have a lot of interest from young people from the communities that are coming and working at the site. • Young people who have young families that they want to provide for. • And, that is a very important part of a project like this, that we can provide those opportunities. • So, thank you for that question.
BA	<ul style="list-style-type: none"> • Thank you Greg.
BA	<ul style="list-style-type: none"> • [Inuktitut] Did he answer your question? • Are there others? Anyone else? • I think he answered your question, anyone else? • Please go ahead.
CE	<ul style="list-style-type: none"> • [Inuktitut] Let me ask another question. • I am Charlie Enuaraq. • There is quite a bit of employment now from this. • At another time you did a presentation that there would be employment for elders - the ones that would be counsellors/advisors. • So, are you still looking into this and does this only refer to elders?
BA	<ul style="list-style-type: none"> • [Inuktitut] Thank you. Baffinland?

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GM	<ul style="list-style-type: none"> • Thank you Mr. Chair and thank you Mr. Mayor for that question. • Charlie is absolutely right and what the program is, it is something that was negotiated in the Impact Benefit Agreement. • And that is for us to have 2 Inuit elders at site. • One is there at all times. • They would work a 2-week-in, 2-week-out rotation just like all of our employees. • We have identified one elder now and we hope to have them in place shortly. • We are in the process of trying to identify a second elder. • We want one elder to be male and one to be female, and as Charlie mentioned, the idea of having elders on site is to provide someone that our Inuit employees can go to and can talk to if they have any issues, either at the workplace or maybe any issues that they are experiencing at home. • And, we hope that it is a way for people to be a bit little more comfortable while they are working at that site. • And, that is something that is going to be coming into place here in the next few months, so thank you for raising that Charlie. • I appreciate it.
BA	<ul style="list-style-type: none"> • [Inuktitut] Thank you. • We will be taking 2 questions/comments now. • The first one, Stanley, behind you.
SErk	<ul style="list-style-type: none"> • Thank you. Samson Erkloo • You just mentioned 2-weeks-in, 2-weeks-out rotation; however that is not being practiced today. • I know for a fact that 2 people who have not gone to work since November. • What is that 2-weeks-in, 2-weeks-out?
BA	<ul style="list-style-type: none"> • [Inuktitut] Can you hold for a minute Samson? • It is not referring to anything here and I will not let him respond to this, but thank you anyways.
SErk	<ul style="list-style-type: none"> • He brought it up, the number he said 50 workers
BA	<ul style="list-style-type: none"> • Thank you Sam. Can you give this microphone to the gentleman please, over there? • Please say your name.
EE	<ul style="list-style-type: none"> • [Inuktitut] Enookie Enuaraq. • In regards to the summary of information, I would like to ask a question. • On Page 13 number 3 it states that it will not really impact on businesses, and I would like to ask - are the businesses - I'll speak in English, what are the plans if businesses are affected?
EE	<ul style="list-style-type: none"> • What are the plans for the community businesses that are going to be affected?
BA	<ul style="list-style-type: none"> • Thank you. Baffinland?
SE	<ul style="list-style-type: none"> • Greg, did you understand the question?

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EE	<ul style="list-style-type: none"> 2:16:26 to 2:16:42 - Enookie Enuaraq asked a question but it was not recorded.
BA	<ul style="list-style-type: none"> [Inuktitut] Baffinland?
GM	<ul style="list-style-type: none"> Thanks Mr. Chair. Thanks for the time for us to discuss that. Thanks for your question Enookie. So, Enookie is asking what we would do if we did have negative effects on any business as a result of the ERP, is that correct? So, what we would have to do is we would have to work with that business and try to come up with a solution for, or understand what the concern is, and then try to come up with a solution to that concern. Obviously we would have to deal with any of these on a case-by-case basis, because each one would be unique. So, obviously our goal is to not negatively affect any businesses that are going on here, so we would just have to deal with the businesses individually in this case.
BA	<ul style="list-style-type: none"> [Inuktitut] Did he answer your question?
EE	<ul style="list-style-type: none"> Yes, he did and thank you Mr. Chair So is that a commitment I hear? For the NPC, that Baffinland will be working the community businesses that are negatively affected?
BA	<ul style="list-style-type: none"> Baffinland?
GM	<ul style="list-style-type: none"> Thanks Mr. Chair. Thanks Enukie. So, I think basically what you are saying is what we have stated in the document – that we are committing to work with businesses to do everything we can to make sure that they are not negatively affected.
BA	<ul style="list-style-type: none"> Thank you. Charlie I am handing it to Charlie now. Charlie had his hand up. We will get back to you when Charlie is done. We will give Charlie an opportunity please. Thank you.
BA	<ul style="list-style-type: none"> [Inuktitut] Charlie, please say your name. Oh, are you done? I thought you wanted to ask; changed his mind, ok.
BA	<ul style="list-style-type: none"> Change your mind? Ok, so we will end it with you there. Last question. This is the last question.
EE	<ul style="list-style-type: none"> [Inuktitut] Enookie Enuaraq. Thank you Mr. Chair, Enookie Enuaraq. Referring to number 3, it states about wildlife and the hunters and that it will not be affected. And, those who own businesses in the community and Pond Inlet HTO, they sell country food such as beluga whale and fish and it states here that wildlife will not be affected.

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	<ul style="list-style-type: none"> Also the beluga whales are being sold to Inuit and it is the business here in Pond Inlet and if it is affected - the incoming revenue from HTO - what would Baffinland do in this case?
BA	<ul style="list-style-type: none"> Thank you. Baffinland?
GM	<ul style="list-style-type: none"> Thanks Mr. Chair. Thanks Enookie for that question. I think when you start to get into some of the wildlife-related potential effects like the situation you just outlined, then that starts to get into clauses in the Impact Benefit Agreement regarding wildlife compensation. And, that is where I guess we would feel that something like that would be covered would be under wildlife compensation in the IIBA.
SE	<ul style="list-style-type: none"> Enookie?
EE	<ul style="list-style-type: none"> [Inuktitut] Thank you Mr. Chair. Yes, only if HTO's revenue is affected and then it would link to IIBA and it would only refer to HTO income, but I do not think then it would link to IIBA. If I am wrong please correct me. Thank you.
SE	<ul style="list-style-type: none"> Baffinland?
GM	<ul style="list-style-type: none"> Thanks Enookie for that follow-up comment. I think you start to get into probably a little of a grey area there on that, in my opinion, and so I think that would be something there would have to be a lot more discussion about and what is considered an IIBA matter and maybe what is not considered an IIBA matter. So, I do not think it is fair for either one of us to make any commitments on this particular topic tonight. But, I would need a lot more discussion on something like that which we can do either through our IIBA management committee or the executive committee of the IIBA or even further follow-up discussions with the HTO, that is fine.
SE	<ul style="list-style-type: none"> Thank you Greg. Alright, I do not see any more hands so, at this point we are moving to number 11 in our agenda. And, the Commission would ask Baffinland for any final comments before we close the hearing. Baffinland?
GM	<ul style="list-style-type: none"> Thank you Madam Chair. We have – we do have a bit of a longer comment tonight given that it is the final meeting of our 5-day tour. So, I just ask for patience. We have about a page and a half here that I will read into the record please.
SE	<ul style="list-style-type: none"> Go ahead. Thank you Greg.

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GM

- Thank you Madam Chair and Mr. Chair.
- We will be filing a detailed closing argument with the Nunavut Planning Commission on January 31st which, as we mentioned, in day 1 will further address the issues outlined in our August 2nd, 2013 submission.
- But, we would like to take the opportunity to thank the community of Pond Inlet for coming out tonight and participating in these very important proceedings.
- We would also like to make some closing remarks for the oral hearings that we have participated in this week.
- Baffinland does request that at the conclusion of its process and that of the Nunavut Impact Review Board process, that the Nunavut Planning Commission find that the application materials filed with the Nunavut Planning Commission conform with appendices J and K of the North Baffin Regional Land Use Plan.
- And, if an amendment is required, we request that the Nunavut Planning Commission issue a positive recommendation to the Minister to amend the North Baffin Regional Land Use Plan to permit Baffinland to use the existing Milne Inlet tote road and the northern shipping route for the Early Revenue Phase project.
- We believe that the evidence already filed with the Nunavut Planning Commission, as well as the evidence heard by the Nunavut Planning Commission during these public hearings, together with the materials filed with the Nunavut Impact Review Board in relation to Baffinland's application to amend the project certificate support these findings.
- The Nunavut Planning Commission will be producing a transcript of these oral hearings, but Baffinland would like to highlight some of the important information that the communities provided to the Nunavut Planning Commission during this oral hearing process.
- First of all, no member of the community in Clyde River, Grise Fiord, Resolute, Arctic Bay, and Pond Inlet objected to the use of the Milne Inlet tote road or the use of the northern shipping route to support the Early Revenue Phase activities.
- Members of the communities confirmed that these transportation routes have been used by various parties for a number of years and are not new transportation corridors.
- Second, the communities all told us this week that the protection of wildlife, marine mammals, and the marine environment are important to them.
- Baffinland agrees with this.
- These matters are very important to our company and the project as well, which is why we have invested significant effort in evaluating the potential impact of the project and developing appropriate monitoring and adaptive management plans.
- Through the Nunavut Impact Review Board process, Baffinland has made detailed commitments for design, construction, and operation of the Early Revenue Phase in its management plans and in the technical meetings that NIRB held in Iqaluit in November.
- Those management plans include: mitigation measures for all aspects of the environment including vegetation, water quality, air quality, caribou habitat and movement, migratory birds, fish habitat, marine water quality, and marine mammals, as well as the socio-economic environment.
- Members of the communities in Arctic Bay and Resolute where their experience with shipping in relation to operating mining projects talked about the potential impact of shipping on marine mammals.
- In several cases, community members and elders stated that the animals will temporarily move away when a ship is on its way, but that they will come back.

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- In Arctic Bay, several elders made similar comments regarding caribou in relation to traffic along a road.
- Baffinland's assessment impact predictions are saying this exact same thing.
- Currently Baffinland has representatives from Pond Inlet and the HTO involved in a narwhal land-based study and aerial surveys, which were talked about earlier tonight.
- This work will continue through the coming years and will be monitored by the Marine Environment Working Group, which includes members of the HTO and the QIA, as well as we will be reporting through the Nunavut Impact Review Board monitoring process.
- As I said, the issue of potential impact on marine mammals from shipping is a very important point and will be the subject of much more extensive consideration and expert evidence during the Nunavut Impact Review Board hearings which are taking place here in Pond Inlet at the end of this month and which will be attended by the Nunavut Planning Commission and considered in their decision-making process.
- Third, in every community the Nunavut Planning Commission has visited during these hearings, we have heard that the economic benefits of the Early Revenue Phase project are very important to the people in the North Baffin region.
- Even at this early construction stage, the benefits of this project have been significant.
- Already the Mary River project has provided a significant increase in paid employment in Hall Beach, Igloolik, Arctic Bay, Pond Inlet, and Clyde River.
- Almost 200 people have already benefitted from the project in the North Baffin.
- In this community of Pond Inlet, approximately 50 people are currently directly benefitting from employment with Baffinland or its contractors.
- We are hopefully just getting started and we look to the future when other communities in the North Baffin or in the region will be looked to for employment as well.
- The Early Revenue Phase is essential to the continued development of the iron ore deposits at Mary River and approval of the Early Revenue Phase is required if these benefits to the people of the region are to continue and to expand in the future.
- On behalf of Baffinland, I would like to thank the Nunavut Planning Commission, to each of the communities that have hosted us during these hearings, and to those of you in Pond Inlet here tonight that have come out to join us.
- We hope to see you again during our next set of meetings here in Pond Inlet at the end of the month.
- Thank you very much.

SE

- Thank you Greg.
- So at this point I would like to thank each of you for coming out and participating openly.
- The Commission will accept comments in writing until 5 pm January 15th, 2014.
- The Amendment Applicant may reply to those comments separately, or in its submissions by 5 pm January 31st, 2014.
- Participants can send the Commission written arguments on evidence heard in the oral hearings until 5 pm January 31st, 2014, at which point the record shall be closed.
- The exception to this will be the NIRB's final report to the Minister which will be considered by the Commission.
- Participants will have until 5 pm eastern time on the 7th day after the release of the NIRB's final report to make written arguments to the Nunavut Planning Commission to draw to the Commission's attention to any part of the NIRB final report they say are relevant to the Nunavut Planning Commission public review or to make any further comments or representation thereon.



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- So, again I thank you very much and at this point this hearing is now adjourned.
- Thank you to the community of Pond Inlet for coming out.