



# Nunavut Planning Commission Public Hearing

January 8<sup>th</sup>, 2014 – Resolute Bay

## Presenters

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| <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

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|           | <ul style="list-style-type: none"> <li>• Transcript of initial presentations to follow</li> </ul>  |
| <b>BA</b> | <ul style="list-style-type: none"> <li>• [Inuktitut] Thank you very much Erik.</li> <li>• Those who have questions in regards to the presenter, these which are on the walls you can review them.</li> <li>• We will have a 10-minute break and once we get back you can ask questions then.</li> <li>• Get back to your seats as we will continue.</li> </ul>   |
| <b>BA</b> | <ul style="list-style-type: none"> <li>• Christopher, do you want to start? Thank you.</li> </ul>  |
| <b>BA</b> | <ul style="list-style-type: none"> <li>• In this point of the agenda we generally give, or attempt to give, an opportunity for participants or other agencies to ask questions to Baffinland or comment on their presentation, and/or to each other.</li> <li>• They have all confirmed that they do not have any, so I am going to give it to the floor.</li> </ul>   |
| <b>BA</b> | <ul style="list-style-type: none"> <li>• [Inuktitut] We are going to give it to the floor now; those who have questions are able to ask questions now.</li> <li>• When you are going to speak, please clearly state your name as we are recording this session.</li> </ul>   |
| <b>JA</b> | <ul style="list-style-type: none"> <li>• All right, thank you. Joadamie Amaroalik, Resolute I guess.</li> <li>• I would like to welcome everyone to Resolute.</li> <li>• I just want to say too, with Resolute, I think they have a little bit of a disconnect with Mary River – so far away – and we never had and real benefits just like Pont Inlet, Arctic Bay, and Clyde River.</li> <li>• I understand they get a little bit of benefits right now from Mary River.</li> <li>• We never even had jobs yet from there.</li> <li>• Nobody from here is working over there.</li> <li>• I just want to comment on the Mary River presentation.</li> <li>• It never said how long the mine life is and from what we are hearing from people that are working over there, they used to call this a 30-year mine life, but from what I understand it being called a 100-year mine life now.</li> <li>• And, this permit that Mary River is trying to get, or has been approved I guess, and you said only for this 30-year contract they have with this – whatever company they are selling that</li> </ul> |



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|    | <p>ore to.</p> <ul style="list-style-type: none"> <li>• And like the Baffinland said, with the uncertain markets and uncertain prices, that if the Asian market ever came to be, would then the shipping route change to the Northwest Passage?</li> <li>• That is the only reason why I am here today, is just to make sure if that Baffinland did get some kind of contract or get Asian markets interested in Baffinland, is the shipping route going to change?</li> <li>• And if it is going to change, are there going to be more public consultations, just to ensure that they are not disturbing all wildlife.</li> <li>• And this name here – Northern Shipping Route – I think it should be changed.</li> <li>• I think it should be called Eclipse Sound Shipping Route, just in case that Baffinland uses this permit approval as an all-encompassing permit to suddenly - if the markets changed to the west - that they could go ahead that way with no real consultations.</li> <li>• Thank you.</li> </ul>   |
| BA | <ul style="list-style-type: none"> <li>• Thank you. Baffinland, would you like to respond to that? Thank you.</li> </ul>  |
| GM | <ul style="list-style-type: none"> <li>• Thank you Mr. Chair and thanks for those questions and comments.</li> <li>• I think I will try to start off where I think your question started off, and that was about the disconnect I think you called it, between Resolute and Mary River.</li> <li>• It is a good point and it is worth spending a little bit of time talking about.</li> <li>• We are here today with the Nunavut Planning Commission, but most of our work up to this point over the last 6 years of getting this project approved has been work that we have been doing with the Nunavut Impact Review Board, and that is for the environmental and socio-economic impact assessment.</li> <li>• Under the Nunavut Impact Review Board’s process, they identified 5 affected North Baffin communities – those being Clyde River, Pond Inlet, Arctic Bay, Igloodik, and Hall Beach.</li> <li>• And so our focus has been on working with those 5 communities through the Nunavut Impact Review Board process.</li> <li>• And in addition to that, those are the 5 communities that have been designated as communities of priority in our work with the Quikitan Inuit Association on our Inuit Impact Benefit Agreement.</li> <li>• Now, even though those 5 communities are considered the most impacted communities, we are willing to look beyond those 5 communities in terms of hiring, and we are also required to look even across Nunavut if we need to go that far to fill jobs at the Mary River site.</li> <li>• But, you have to remember as well that our Impact Benefit Agreement was just formally signed on September 6<sup>th</sup> of 2013, which is about 3 months ago, so very recent.</li> <li>• And, we are just in the process now of implementing the agreement and working with the QIA on that, and so as time goes on I think you will see people coming and working at Mary River from other communities, not only in this region but perhaps from other regions in Nunavut as well.</li> <li>• But for the time being, our focus is on those 5 North Baffin communities that I mentioned.</li> <li>• You also talked about the shipment of ore out of Mary River and how long the mine life is.</li> <li>• The project that we put through the Nunavut Impact Review Board process, which we have received a project certificate for, was for a 21-year term, but that was at a shipping rate of 18 million tons per year.</li> <li>• And, all of that material would have come from deposit – what we call deposit number 1 –</li> </ul> |

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|           | <p>and that is the only deposit that we are talking about at the moment is deposit number 1.</p> <ul style="list-style-type: none"> <li>• There are many other deposits at Mary River – we have 9 deposits in total, but for the purpose of this review process, we only have deposit number 1 that we are talking about.</li> <li>• I think the reason that you are hearing about the mine possibly lasting up to 100 years is probably due to the fact that we have changed our plans a little bit with this Early Revenue Phase and with the trucking, because in the Early Review Phase we are only going to be trucking about 3 ½ million tons of iron ore a year up to Milne Inlet.</li> <li>• And, if you think about the total volume of material that is in deposit number 1, it is about 365 million tons of iron ore there.</li> <li>• So, if you did the math on that and you said, well if you only mine 3 ½ million tons per year and wanted to mine the whole 365 million tons, well that would take 100 years or 100 plus years to do that.</li> <li>• That is not what we want to do with this project.</li> <li>• We want the project to be bigger than that.</li> <li>• It is why we went through the process of getting a rail phase approved and our goal is to still develop that rail phase, but as Erik said, we can only do that when the global iron ore markets are strong enough and the price of iron ore is strong enough to be able to afford to build that rail phase, because the rail line itself is a very expensive undertaking.</li> <li>• It is about 6 billion dollars in total to build that rail project and right now that big of a project, or those types of large projects, just are not being developed anywhere in the world right now.</li> <li>• So, this is no different than anywhere else in the world and it is affected by prices and by markets.</li> <li>• I think the last point that you made that I would try to respond to is the comment you made about transporting ore through the Northwest Passage.</li> <li>• We have no plans whatsoever to transport ore through the Northwest Passage</li> <li>• The Northwest Passage does have limitations in terms of the depth of the water at different points that are there.</li> <li>• We need to use fairly large ships for transporting the iron ore, so for the time being we have no plans whatsoever to use the Northwest Passage.</li> <li>• So, thanks for those good comments.</li> </ul> |
| <p>JA</p> | <ul style="list-style-type: none"> <li>• Ok, just a last question I guess, just for the Nunavut Planning Commission.</li> <li>• You said that you are looking at the North Baffin Land Use Plan.</li> <li>• We were contacted not too long ago by the Federal Government.</li> <li>• They were going to start doing community consultations on Baffin Bay oil and gas exploration.</li> <li>• And, if that ever started too, with Mary River happening, and there is another mine just below Kugluktuk or over on Taloyoak area - the amount of shipping through the Northwest Passage, I guess 4 times going over to the west and 1 time a year going to the east.</li> <li>• So, 4 times a year going to the east and once a year going to the west.</li> <li>• These cumulative more or less fixed on our area.</li> <li>• Hope Nunavut Planning Commission – are you going to take all of this into consideration, not just see one project and be reactionary to that?</li> <li>• And another project where they more or less react to that.</li> <li>• Hopefully Nunavut Planning Commission will try to at least use the whole Nunavut North Baffin Land Use Plan to hopefully take all of these projects, make sure that they are environmentally friendly as the amount of animals that we have up here.</li> </ul>   |



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|    | <ul style="list-style-type: none"> <li>• Thank you</li> </ul>   |
| SE | <ul style="list-style-type: none"> <li>• Thank you Joadamie</li> <li>• So, these are good questions and it is not, it does not pertain to this specific project, but for cumulative impacts, part of the Commission's role is recommend to NIRB when there are cumulative impacts or when the number of mines or explorations that are happening.</li> <li>• So, for sure the answer would be yes.</li> <li>• We would take it into consideration and we would advise accordingly to the Nunavut Impact Review Board and their agencies on the cumulative impacts or the potential for.</li> <li>• So, thank you and Joadamie, any more questions?</li> <li>• Simon?</li> </ul>   |
| SI | <ul style="list-style-type: none"> <li>• [Inuktitut] Simon Idlout, eventually from here I was born just across from here inside an igloo.</li> <li>• In regards to Mary River, I have been attending meetings on this.</li> <li>• People who are saying wildlife issues; I myself know this because I work with wildlife, moving the wildlife to another location.</li> <li>• What I am referring to is putting collars on marine animals.</li> <li>• Also I have worked with the mining company close by.</li> <li>• Most wildlife that were visible most of the time, beluga whales, walrus, bearded seals and most like the polar bears; even when the mine closed.</li> <li>• I was employed for 11 years, and walrus and beluga whales were there but walrus and bearded seals were decreasing when there was no more shipping coming in/out.</li> <li>• The noise of the air planes, we always had fear because new modern days were coming - ships and airplanes - but today we know these things.</li> <li>• We know that the wildlife and humans are no longer afraid of the sounds of airplanes and ships.</li> <li>• We have concerns about our wildlife, and with Mary River - they have concerns about it.</li> <li>• It is not much of a danger when ships will be going to Mary River.</li> <li>• I know because I have worked in mining companies and oil and gas explorations.</li> <li>• For those who will be working at Mary River, it is bringing employment and I had driven by ski-doo to Mary River and I am sure we will be having a meeting again on this, also I will be going up to Pond Inlet.</li> <li>• Our wildlife and people know the sound of airplanes now and are not affected by it now.</li> <li>• At that time when I was a child, an airplane had landed on water and we cried and tried to hide under the blanket, not just me.</li> <li>• Most of wildlife and people know now about these noises, now that is all I would like to say.</li> <li>• Thank you.</li> </ul> |
| BA | <ul style="list-style-type: none"> <li>• [Inuktitut] Thank you.</li> <li>• I do not think you have asked questions, but had comments.</li> <li>• To let you know too, it is being recorded and we will be reviewing it after.</li> <li>• It is understandable what you have said.</li> <li>• Thank you.</li> </ul>  |
| BA | <ul style="list-style-type: none"> <li>• Do you want to comment on that or are you...? Baffinland.</li> </ul>   |

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| <b>GM</b> | <ul style="list-style-type: none"> <li>• Thanks Mr. Chair and thanks for those comments Simon.</li> <li>• I think we share the same point of view that you do on that.</li> <li>• But, you made the one comment about the hill disappearing and I just wanted to make sure that you knew that we are not removing all of the hill, only a little bit off of one side, and so there still will be a hill there on the landscape for people to see and use as a landmark, so I wanted to make sure that you were aware of that.</li> <li>• Thank you.</li> </ul>  |
| <b>BA</b> | <ul style="list-style-type: none"> <li>• [Inuktitut] Thank you, others who have questions or comments?</li> <li>• Please state your name clearly.</li> </ul>  |
| <b>PA</b> | <ul style="list-style-type: none"> <li>• I'm Paul Amagoalik eventually from Resolute Bay, I am also with the QIA Board of Directors.</li> <li>• Just to clarify maybe and appreciate that Resolute Bay will be considered for job opportunities and/or other revenue options to consider.</li> <li>• Now that Milne Inlet is going to be processing and construction is underway, does that mean you are going to start building your railroad towards Steensby Inlet at the same time?</li> <li>• Thank you.</li> </ul>  |
| <b>BA</b> | <ul style="list-style-type: none"> <li>• [Inuktitut] Thank you, Baffinland?</li> </ul>  |
| <b>GM</b> | <ul style="list-style-type: none"> <li>• Thank you Mr. Chair, thanks for that question.</li> <li>• So at the moment we are not building the rail line to Steensby.</li> <li>• We are just going to be building and using the tote road up to Milne Inlet from Mary River.</li> <li>• We have approvals to build the rail line down the Steensby, but right now that project is a bit too expensive for us to do, so we are going to start off a little bit more slowly with a smaller project and that is what this Early Revenue Phase is.</li> <li>• And so, that will be just the trucking of the ore up to Milne Inlet.</li> <li>• If the iron ore markets improve around the world, then we are hoping that someday we can build the rail line, but we just do not know when that might happen.</li> <li>• Thank you.</li> </ul> |
| <b>BA</b> | <ul style="list-style-type: none"> <li>• [Inuktitut] Thank you, again?</li> </ul>   |
| <b>PA</b> | <ul style="list-style-type: none"> <li>• Ok, thank you. I understand.</li> <li>• The amendment will be on the tote road and the sea route.</li> <li>• You came and told us your opinion and proposal.</li> <li>• As a community and as our QIA representative, we are just going to have to go along with Pond Inlet's decision, because they will be the most effected and/or Igloodik, so just to assure you that we are very happy that you came and we look forward to meeting you again, probably in the very near future, maybe even at the QIA Board's next meeting.</li> <li>• Thank you.</li> </ul>  |
| <b>BA</b> | <ul style="list-style-type: none"> <li>• [Inuktitut] Thank you, I do not think you have asked a question, but anyone else?</li> <li>• Please state your name.</li> </ul>  |
| <b>JA</b> | <ul style="list-style-type: none"> <li>• I am Joadamie Amaroalik.</li> <li>• Thanks for the Nunavut Planning Commission.</li> <li>• You mentioned NIRB is part of the joint review process with the Nunavut Planning</li> </ul>   |



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|    | <p>Commission.</p> <ul style="list-style-type: none"> <li>• Did the Nunavut Planning Commission come late into this process?</li> <li>• It seemed like the permit is already basically approved.</li> <li>• Now Nunavut Planning Commission is trying to see if they conform to the North Baffin Land Use Plan.</li> <li>• That does not make sense.</li> <li>• How come you guys did not already do this in the way back when in the beginning – make the Baffin Land Use Plan, then see this Mary River conforms to that.</li> <li>• It seemed like Nunavut Planning Commission came late in the process to suddenly say, “I wonder if this conforms to the North Baffin Land Use Plan?”</li> <li>• Is that the way it happened, or were you guys letting NIRB take the lead, and once basically NIRB was sort of satisfied with all of the conditions that Mary River put out, and say yes to the project, then suddenly Nunavut Planning Commission said, “Oh yeah wait, we want to be part of the process”.</li> <li>• Can you clarify that please?</li> <li>• Thank you.</li> </ul> |
| SE | <ul style="list-style-type: none"> <li>• Thank you Joadamie.</li> <li>• So, the railway, the NIRB led the joint review on the amendment for the railway, and that was a separate amendment.</li> <li>• When the Early Revenue project came forward, the Commission issued a conditional conformity, pending the outcome of this joint hearing, so no we were not in the process late.</li> <li>• The NIRB has distinct, their role, for environmental assessment.</li> <li>• The Commission is looking as required under this Land Use Plan for the amendment of the existing North Baffin Regional Land Use Plan.</li> <li>• And, it is specific to the transportation and communications corridors for the Early Revenue Phase of the project.</li> <li>• It is not that we want to be part of it, our mandate specifies that we must comply with the Land Claims Agreement and the terms and conditions of the Land Use Plan – the approved North Baffin Regional Land Use Plan.</li> </ul>  |
| JA | <ul style="list-style-type: none"> <li>• Alright, Joadamie Amaroalik Alright thank you.</li> <li>• I just wanted to clear that up because like, just how many bodies are needed to approve this?</li> <li>• Because now it is you, it was NIRB, now you guys are in the mix now.</li> <li>• Like, are you guys trying to approve something at the moment, or are you guys just looking at the project and just getting community consultation on it, then you guys are just going to go ahead and approve it anyway. Right?</li> </ul>  |
| SE | <ul style="list-style-type: none"> <li>• Thank you Joadamie Amaroalik. Good question.</li> <li>• To ensure that the public understands, this review is separate from the NIRB process for the environmental assessment.</li> <li>• We are to deal with land use planning and approved land use plans.</li> <li>• This process is specific to the amendment of the Plan, and NIRB is assisting and we will utilize the information from the NIRB report, but this is specific for an amendment, not for the environmental assessment process</li> <li>• And NIRB is responsible for the environmental assessment process and the Commission the</li> </ul>   |



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|    | Land Use Plan.   |
| BA | <ul style="list-style-type: none"> <li>• [Inuktitut] Do others have questions or comments?</li> <li>• Go right ahead Simon.</li> </ul>   |
| SI | <ul style="list-style-type: none"> <li>• [Inuktitut] Simon Idlout.</li> <li>• While I was in Pond Inlet, there was a road going up to Mary River.</li> <li>• At that time we would go caribou hunting, the road that was made was very helpful and at that time I have seen iron ore.</li> <li>• I have been with the mining industry; no wonder they are interested in iron ore.</li> <li>• When we used to live in Pond Inlet, we were glad that the road was made; the older road is what I am referring to.</li> <li>• That is all I have to say now.</li> <li>• Thank you.</li> </ul>   |
| BA | <ul style="list-style-type: none"> <li>• [Inuktitut] Thank you Simon.</li> <li>• I will tell you once again, these are being recorded.</li> <li>• Others who would like to comment or have questions?</li> <li>• Please state your name clearly.</li> </ul>  |
| OS | <ul style="list-style-type: none"> <li>• Oliver Salluviniq.</li> <li>• If a person from Resolute Bay or Grise Fiord wants to get a job at Mary River, is it true that they would have to pay their own way from their pocket to either one of the communities, either to Arctic Bay or Pond Inlet to get a connecting flight to Mary River?</li> </ul>   |
| BA | <ul style="list-style-type: none"> <li>• [Inuktitut] I will get your question answered.</li> <li>• After we have this meeting, you will be able to talk to him and you can personally ask the question.</li> <li>• Oliver is the question embarrassing?</li> <li>• No it is not.</li> </ul>  |
| BA | <ul style="list-style-type: none"> <li>• Baffinland, go ahead please. Thank you.</li> </ul>  |
| GM | <ul style="list-style-type: none"> <li>• Thank you Mr. Chair. Thanks for that question.</li> <li>• Under the agreement that we have with the QIA for points of hire, we have the 5 communities as points of hire.</li> <li>• That was being Hall Lake, Igloolik, Arctic Bay, Pond Inlet, and Clyde River.</li> <li>• The travel to site from those 5 points of hire is paid for, from those 5 communities.</li> <li>• And so, at this time, you are right.</li> <li>• If someone came from somewhere else, they would have to pay their way to a point of hire, but that is something that you know the QIA can think about and you as a community can talk to the QIA as well and see if they have any interest in looking at that.</li> <li>• But, right now we only have 5 points of hire in the North Baffin.</li> </ul> |
| BA | <ul style="list-style-type: none"> <li>• [Inuktitut] Go ahead.</li> </ul>  |
| OS | <ul style="list-style-type: none"> <li>• Thank you.</li> <li>• How about people from other towns or cities or communities out of Nunavut.</li> </ul>   |



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|           | <ul style="list-style-type: none"> <li>• How about them? Do they pay their own way too?</li> </ul>   |
| <b>BM</b> | <ul style="list-style-type: none"> <li>• Yes, we have 2 other points of hire other than the North Baffin.</li> <li>• One is also Iqaluit and the other one, we have a southern point, which we are flying out of is Kitchener-Waterloo.</li> <li>• So, from that point to site is paid for, but people have to pay their own way to get to Kitchener-Waterloo, to that point of hire as well.</li> </ul>   |
| <b>OS</b> | <ul style="list-style-type: none"> <li>• Thank you.</li> </ul>   |
| <b>BA</b> | <ul style="list-style-type: none"> <li>• [Inuktitut] I guess no more comments?</li> <li>• Oh, ok go ahead.</li> <li>• Do we not have any more interpreters, what's happening?</li> <li>• Can you speak in English?</li> </ul>  |
| <b>JA</b> | <ul style="list-style-type: none"> <li>• Joadamie Amagoalik again.</li> <li>• Just a last comment on this here.</li> <li>• With the impact that Mary is going to have on Pond Inlet and stuff like that, the Nunavut Planning Commission should really...</li> <li>• Too bad they did not really do a good study on Polaris mine and the impact study they had on our waterways and on the Iqaluit community.</li> <li>• The biggest impact that Polaris mine had with us was our - there is a large migration route of beluga whales and narwhales that goes through here.</li> <li>• Basically thousands of them, and once that shipping started happening, they literally disappeared.</li> <li>• They changed their migration routes overnight, just by the fact that the shipping was coming through here quite a bit.</li> <li>• And when the Mary River company said that "there is a ship there, and you can't see it", actually the animals that are around there are marine.</li> <li>• They could hear the ship in the water.</li> <li>• Forget about the people that can't see it.</li> <li>• Look at the animals that actually hear it that are impacted by them.</li> <li>• So, when Mary River company tried to say, this can be one ship going through and you can hardly see it, the actual impact on the marine life as we saw it here in Resolute when the Polaris mine was operating was significant.</li> <li>• In those times, we would be lucky if we caught 12 belugas and that impacted our actual income because we had to buy more store-bought food.</li> <li>• So, if Nunavut Planning Commission does really look at this, that for maybe official references that is good that a lot of marine monitoring is going to be happening with Mary River, because, make sure you guys do a really good monitoring of it so if it does start having a negative impact, you guys are not going to be able to stop it.</li> <li>• You guys are going to have let the mine life run through, and damn the impact on the animals.</li> <li>• So, make sure Nunavut Panning Commission takes this socio-impact seriously and not just really look at it where jobs are being provided, but as we all know that not that everybody in Pond Inlet, Igloolik, Clyde River is going to be able to go work there, maybe because of qualifications and stuff like that.</li> <li>• There are people there that are unilingual, that do not really have job skills, that are living</li> </ul> |



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|                  | <p>by hunting and what we saw through Polaris mine shipping, it does have an impact on our marine life</p> <ul style="list-style-type: none"> <li>• I just wanted to say that.</li> <li>• Thank you.</li> </ul>   |
| <p><b>BA</b></p> | <ul style="list-style-type: none"> <li>• [Inuktitut] Thank you Joadamie.</li> <li>• We will review your question again.</li> <li>• In regards to the Polaris Mine you have just mentioned, Polaris Mine opened when the Nunavut Planning Commission was not established yet.</li> <li>• Later the Nunavut Planning Commission was established in 1996.</li> <li>• What we are doing right now, we are being very cautious.</li> <li>• We are looking at each corner of it.</li> <li>• Thank you, are there any others?</li> </ul>   |
| <p><b>BA</b></p> | <ul style="list-style-type: none"> <li>• Ok, Greg.</li> </ul>   |
| <p><b>GM</b></p> | <ul style="list-style-type: none"> <li>• Thank you Mr. Chair. Thanks for those comments.</li> <li>• Since the time that the Polaris mine was operating and that many people here knew about it, many changes have happened, not only in the mining industry but here in Nunavut as well in terms of regulations.</li> <li>• Since that time, the Nunavut Land Claim Agreement has been put in place, the Nunavut Planning Commission was created, the Nunavut Impact Review Board, the Nunavut Water Board.</li> <li>• There has been a process that has been created, an environment assessment process that has been created, that has a very heavy involvement of the communities in the area of a project that will be developed, and that was all put into place so that we could come to communities like Resolute or any other communities and hear what people's concerns were or hear what their questions were, and we take that into consideration for the project.</li> <li>• One thing we have heard a lot about on this project over the last 6 years is people's interests in making sure that marine mammals are not effected in any significant way, and as we developed our environmental impact assessment documents, we built into that a lot of monitoring and data collection that has to happen for marine mammals.</li> <li>• So, we have done countless studies in Fox Basin, in Eclipse Sound, in Milne Inlet, both on the water and from the air as well to see what is happening with the marine mammals.</li> <li>• We have done traditional knowledge studies in all of the North Baffin communities so that we collect information from hunters and elders to help us understand what some of the habits are of the animals.</li> <li>• And in some cases, it has even caused us to make changes to the project.</li> <li>• We changed the shipping route we were planning on using in Fox Basin, we changed because the hunters and elders in Igloodik felt that the route we were proposing was in an area where there were too many walrus, and so we changed the shipping route.</li> <li>• And that is one example of many where we take into consideration the comments that we hear in the communities and we take that very seriously.</li> <li>• What you are going to see going forward with the project is, you are going to see a lot of monitoring, you are going to see a lot of involvement of local people working on the monitoring, so that they can see first-hand what effects we are having, if we are having any effects.</li> </ul> |

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|    | <ul style="list-style-type: none"> <li>• One example is some of the slides that Erik has on the screen here at the moment.</li> <li>• This is what we called the Bruce Head narwhal study, and it was a study that we did starting this last year in 2013</li> <li>• And, this is a good picture here.</li> <li>• There were hunters from Pond Inlet that were involved in the study and we used some very high-tech equipment to monitor narwhal movement in Milne Inlet during the shipping period to see what the narwhal were doing as the ships passed by.</li> <li>• And, we found there was a lot of interesting information that we found, out of this.</li> <li>• There was a large number of narwhal that were observed in this area, but there were also a large number of boats and ships that were in this area in addition to any of the boats that Baffinland had.</li> <li>• You can see there were sailboats, some pleasure boats, hunting boats as well.</li> <li>• There were some military boats that were in the area – many different watercraft use that waterway, but then were all observed this past year.</li> <li>• This is just one study that we started last year that we will continue to do, but we did it with the cooperation of the hunters from Pond Inlet.</li> <li>• We are going to be working a lot with the Hunters and Trappers Organization in Pond Inlet as time goes on, and their input into all of these studies is going to help us greatly.</li> <li>• So, that is a very long response to your comments, but I wanted to make sure that you were aware of these, so thank you.</li> </ul> |
| EM | <ul style="list-style-type: none"> <li>• And just to add Joadamie, you are absolutely right.</li> <li>• What they saw is exactly that.</li> <li>• The whales started moving before they even saw the ships.</li> <li>• And you are absolutely right, it is not the view of them.</li> <li>• The whales hear the noise under the water and they start moving.</li> <li>• That is what these guys observed; they observed before the ships came, they saw the narwhal moving.</li> <li>• And, when the ships went by, they time how long it takes for the narwhales to come back in the area, and they did come back.</li> <li>• So that is what this study will continue to do every year to monitor that, so a lot more work than was ever done probably with the Polaris project, so that is what we are committed to doing.</li> </ul>   |
| BA | <ul style="list-style-type: none"> <li>• [Inuktitut] Thank you, any more questions?</li> <li>• Go right ahead if you have questions.</li> </ul>  |
| JA | <ul style="list-style-type: none"> <li>• Alright, Joadamie Amaroalik</li> <li>• It is great, that you know, Mary River is doing all of this monitoring and stuff like that.</li> <li>• And, I guess you must have been monitoring with those big-time ships that you guys have been using.</li> <li>• I guess they have already gone a couple of times through Eclipse Sound, so all of these agreements and everything like that, you guys have got with certain Inuit organizations with all of the protection and all of these agreements were signed.</li> <li>• The only thing is that animals do not know anything about any agreements.</li> <li>• They are there and if you guys ever have a chance to, you know, go outside the community and just go and listen, you will hear nothing.</li> <li>• That is what animals hear all of the time, and it is all good and well, you know, having all</li> </ul>   |

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|    | <p>these agreements signed and everything like that, but animals basically are going to be the ones that are going to be impacted on this one way or another.</p> <ul style="list-style-type: none"> <li>• I just wanted to mention that to the Nunavut Planning Commission.</li> <li>• Take that really into consideration.</li> <li>• You said that the wealth that is going to be generated by the mine...look at the wealth that is already here.</li> <li>• Thank you.</li> </ul>  |
| BA | <ul style="list-style-type: none"> <li>• Thank you. I will give Baffinland the opportunity to respond first for a comment. Thank you.</li> </ul>  |
| BA | <ul style="list-style-type: none"> <li>• [Inuktitut] Thank you, what you just commented is understandable.</li> <li>• We are here and like to listen to what you have to say, and because the comments that were made are very important, we must understand.</li> <li>• We also have staff; we will review the things we have gone through.</li> <li>• Thank you. Are there any other comments?</li> <li>• From here we will close the comments or questions.</li> </ul>   |
| BA | <ul style="list-style-type: none"> <li>• The next item on the agenda is closing remarks by Sharon.</li> </ul>   |
| SE | <ul style="list-style-type: none"> <li>• Thank you Brian. And I thank everyone for their comments.</li> <li>• I will ask Baffinland if they have any final remarks.</li> </ul>  |
| GM | <ul style="list-style-type: none"> <li>• Thank you Madam Chair.</li> <li>• On behalf of Baffinland we would just like to thank you folks for coming out tonight to the meeting and providing your questions.</li> <li>• This is a very helpful part of the process which helps us continue on with what we need to do for the project and hopefully we will be able to get back to Resolute again someday and give you a further update.</li> <li>• So, thank you.</li> </ul>   |
| SE | <ul style="list-style-type: none"> <li>• Thank you Greg.</li> <li>• So, at this point, as Brian said earlier, throughout this week we are doing are hearings at Clyde River, we have done that.</li> <li>• We were at Grise Fiord earlier today, and today here in Resolute.</li> <li>• Tomorrow we are continuing on to Arctic Bay, and then to Pond.</li> <li>• So, the Commission will accept comments in writing until 5 pm on January 15<sup>th</sup>, 2014 on this process.</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 in the oral hearings until 5 pm on January 31<sup>st</sup>, 2014, at which point the Commission will close the record.</li> <li>• The exception will be for the NIRB final report to the Minister which will be considered by the Commission in making its decisions.</li> <li>• 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 NPC to draw the NPC's attention to any part of the NIRB final report that they say are relevant to the NPC's public review and to make any further comments or representation thereon.</li> </ul> |



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- So, again I do thank you very much for your openness and your questions and at this point I thank the community and we will adjourn this oral hearing in this community.
- Thank you.