

ATTACHMENT 1

EXECUTIVE SUMMARY

Mary River Project – Phase 2 Proposal

Water Licence Application Executive Summary

Location of the Undertaking

The Mary River Project is an operating iron ore mine located on northern Baffin Island, in the Qikiqtani Region of Nunavut (Figure 1). Baffinland Iron Mines Corporation (Baffinland) is the owner and operator of the Project. Baffinland is planning to initiate an expansion of its Mary River Project, termed the Phase 2 Proposal. The Phase 2 Proposal will involve an increase in the mine production rate at the Mine, the construction of a North Railway located adjacent the Milne Inlet Tote Road (collectively referred to as the Northern Transportation Corridor), and additional ore handling facilities and docking at Milne Port (Figure 2). There will also be an associated increase in shipping activities.

To be able to undertake its Phase 2 Proposal, Baffinland requires an amendment to its Type A Water Licence 2AM-MRY1325 (the Licence; Nunavut Water Board 2015). This application for an amendment to the Licence is being submitted to the Nunavut Water Board (NWB or Board) as part of an amendment to the Final Environmental Impact Statement being filed with the Nunavut Impact Review Board (NIRB), so that the Phase 2 Proposal can be evaluated jointly by the NIRB and the NWB in a coordinated process (NIRB and NWB, 2012).

Description of the Undertaking

The Phase 2 Proposal involves increasing the quantity of ore shipped through Milne Port to 12 Mtpa, via the construction of a new railway running mostly adjacent to the existing Tote Road (called the North Railway; Figure 2). Total mine production will eventually increase to 30 Mtpa to accommodate 12 Mtpa being transported via the North Railway to Milne Port and the approved 18 Mtpa transported via the South Railway to Steensby Port. Construction on the North Railway is planned to begin in late 2019. Completion of construction of the North Railway is expected by 2021 with some temporary commissioning activities commencing in 2020 with transportation of ore to Milne Port facilitated by a combination of trucks and railway. As a result, shipping from Milne Port will also increase to 12 Mtpa by 2020. Construction of the South Railway and Steensby Port will commence in 2021 with commissioning and a gradual increase to 18 Mtpa from Steensby Port will begin in 2025.

Phase 2 also involves the development of additional infrastructure at Milne Port, including a second ore dock (Figure 3). Shipping at Milne Port will continue to occur during the open water season, and may extend into the shoulder periods when the landfast ice is not being used to support travel and harvesting by Inuit, approximately July 1 to November 15.

Various upgrades and additional infrastructure will also be required at the Mine Site and along both the north and south transportation corridors to support the increase in production and construction of the two rail lines (Figure 4).

Facilities associated with the South Railway and Steensby Port have yet to be built. IFC drawings and other required submissions will be submitted to the Board in accordance with Part B, Item 10 of the Licence, prior to construction of these project components.

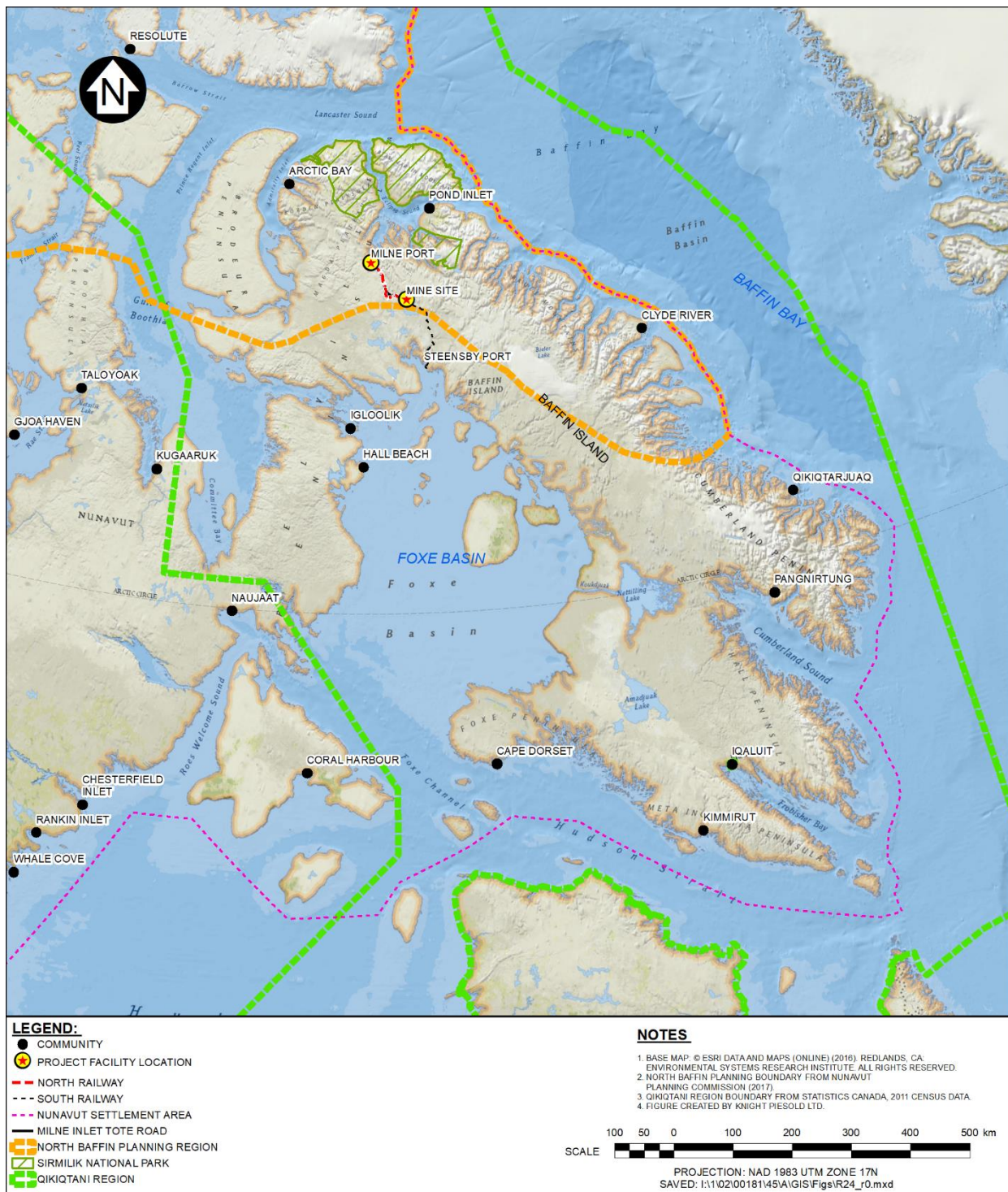


Figure 1 Project Location Map

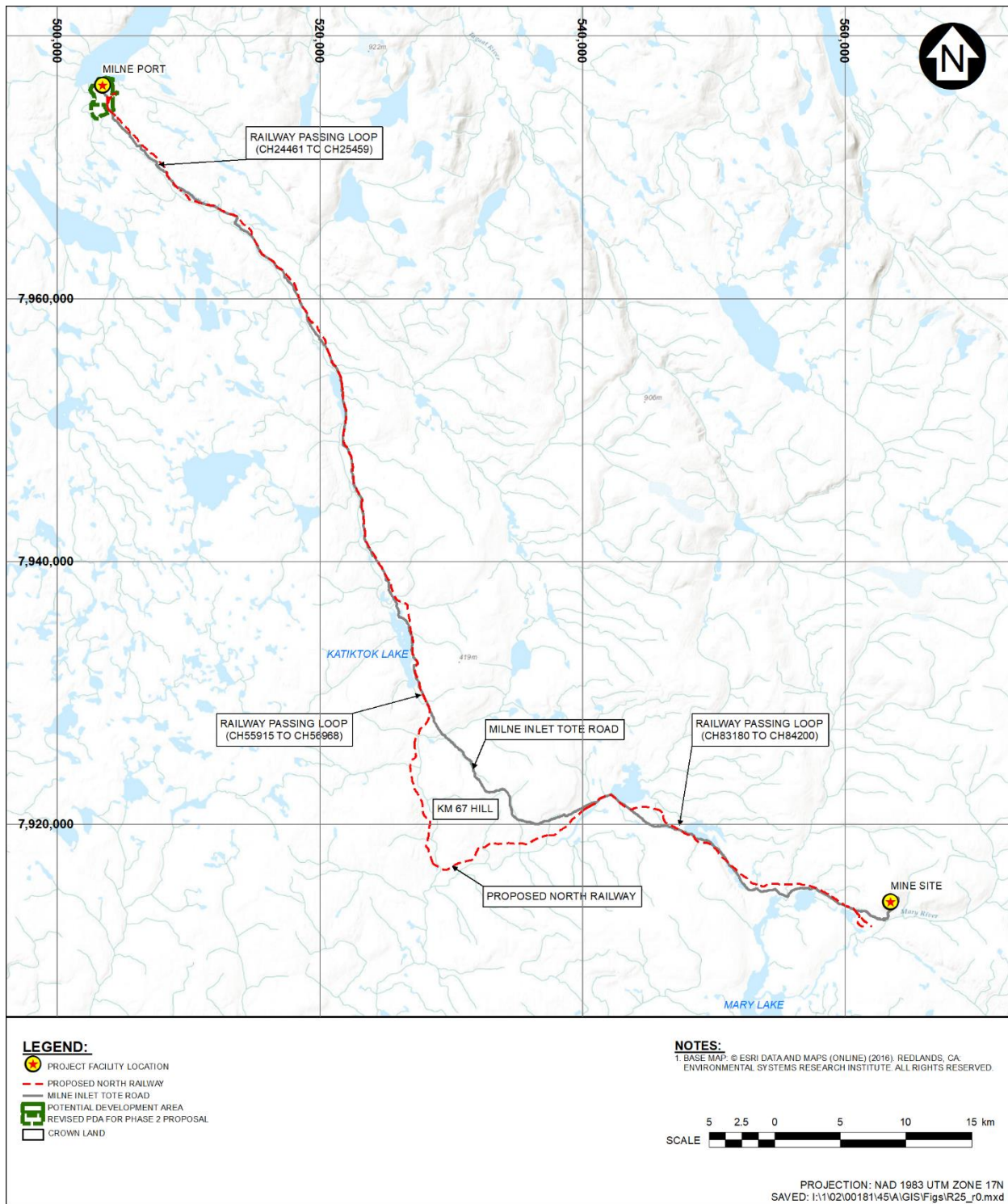


Figure 2 Phase 2 Proposal Project Areas

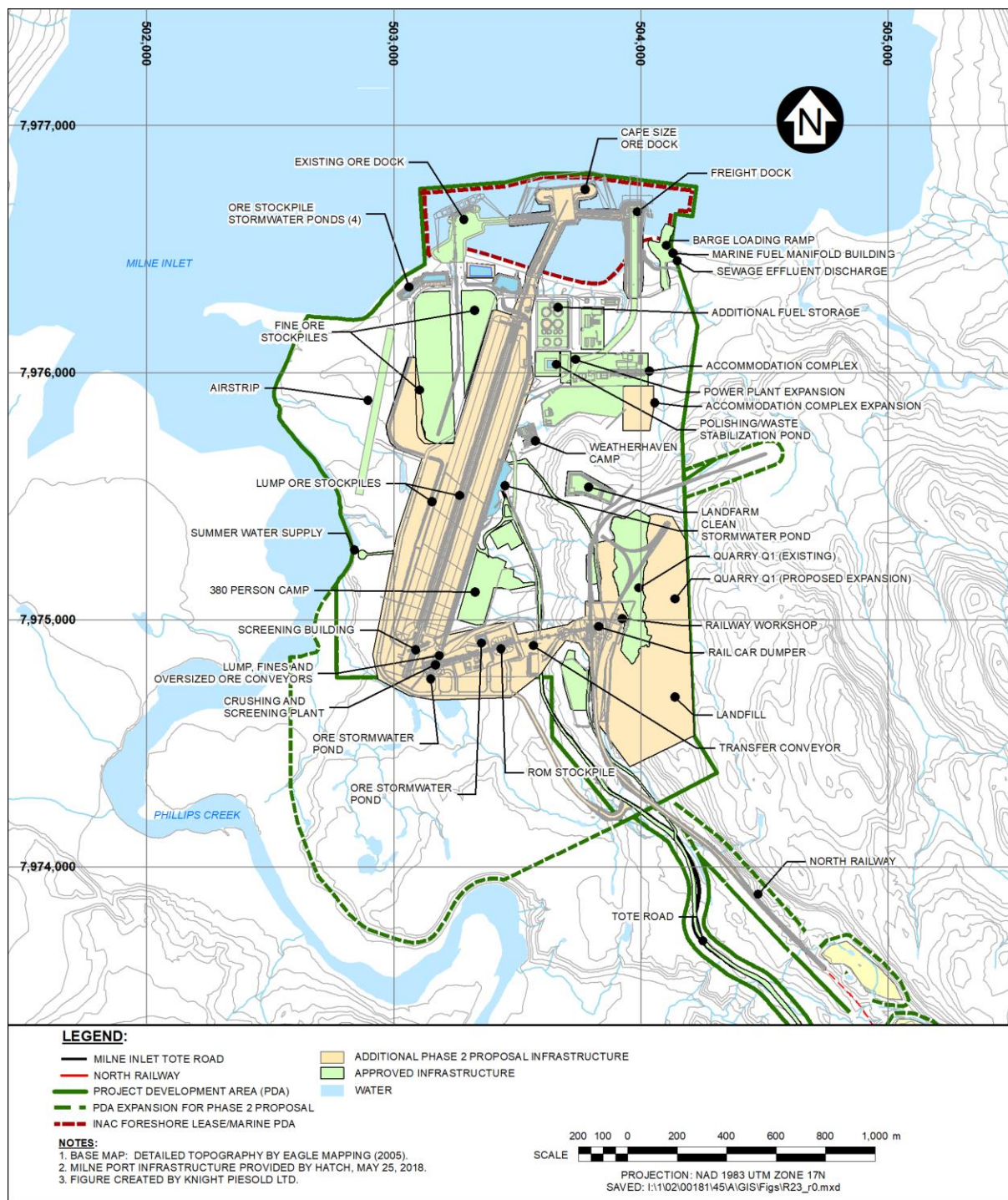


Figure 3 Milne Port – Phase 2 Proposal Layout

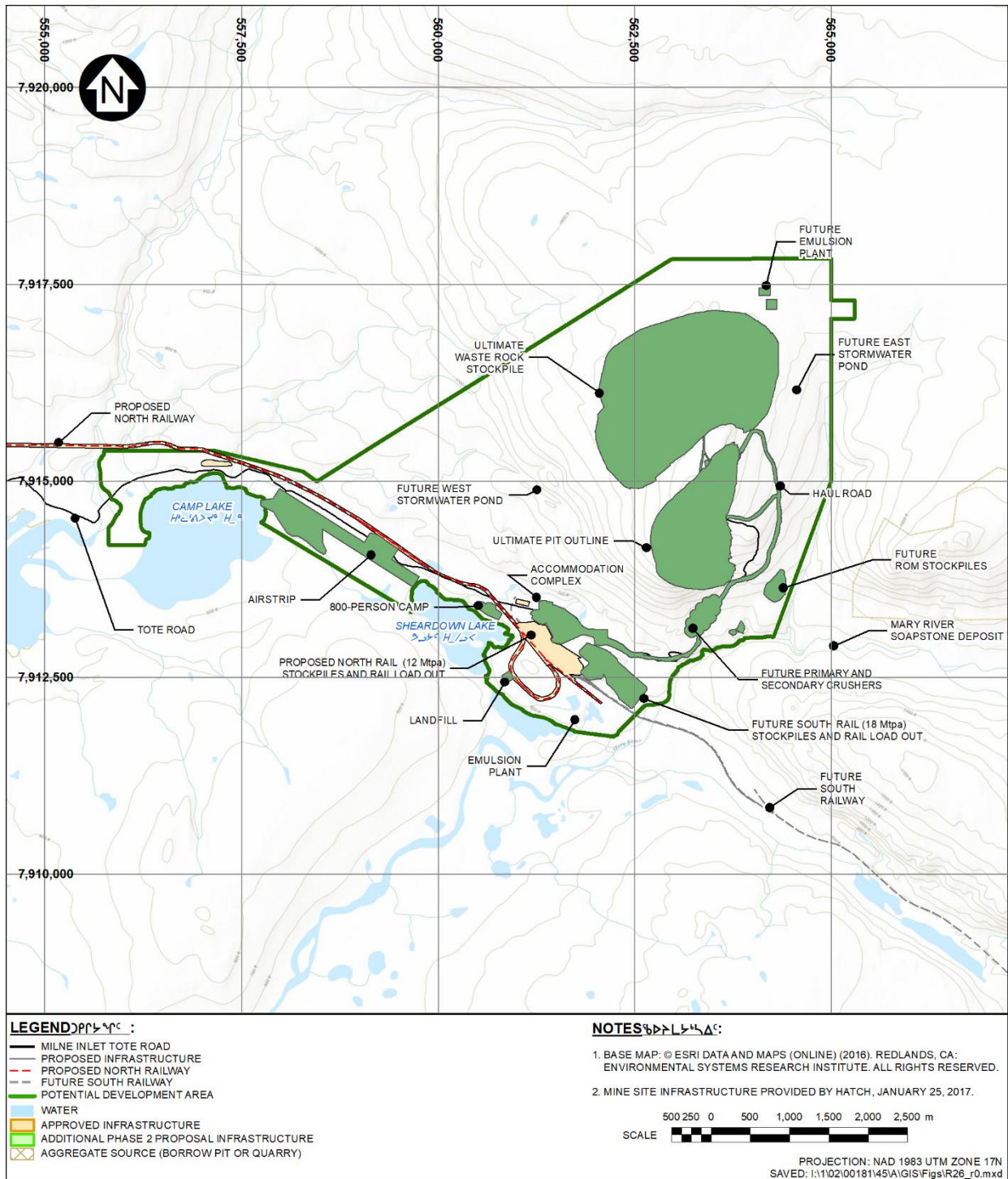


Figure 4 Mine Site – Phase 2 Proposal Layout

Water Use

The Phase 2 Proposal will not require increases to daily water withdrawal limits for domestic and industrial water use at Milne Port's two water supplies (Phillips Creek in summer and km32 Lake in winter). There will not be any changes to the Mine Site water supply (Camp Lake). There will be no changes to the water withdrawal volumes from Phillips Creek and Camp Lake for dust suppression.

Along the Northern Transportation Corridor, the existing 12 dust suppression water sources (including Phillips Creek and Camp Lake) will continue to be used, and an additional 13 water sources have been identified along this corridor for use in dust suppression. The total daily water withdrawal for dust suppression changes from 1,500 m³/day from 12 stations to 2,600 m³/day from 25 stations.

Waste Disposal

Existing solid waste management and disposal facilities will continue to be used during the Phase 2 Proposal, in accordance with Baffinland's Waste Management Plan. This includes incinerators at Milne Port and the Mine Site, a landfill at the Mine Site, and hazardous waste storage facilities at both sites. These existing facilities will be adequate to support construction of the additional infrastructure associated with the Phase 2 Proposal (mainly the North Railway), including temporary mobile camps established along the North Railway.

Additional waste disposal activities/infrastructure will include:

- Milne Port landfill – A landfill will be constructed within an expanded Quarry Q1 following completion of construction activities
- Milne Port additional settling ponds – Perimeter ditching, with sumps, along the lump ore stockpile and two additional ponds at the rail unloading and crusher area facilities at Milne Port will be constructed to manage runoff. The final discharge point for all stormwater will continue to be the marine environment of Milne Inlet.
- Mine Site Ore Stockpiling and Rail Loading Facilities – Secondary crushing will be relocated indoors at Milne Port; the existing crusher pad, ore stockpile and settling pond will be modified and expanded to accommodate the increased volume of ore destined for Milne Port.
- Temporary Ore Transfer Area – The Phase 2 Proposal will involve establishing a temporary ore transfer area at km56.8, to be used for 1-2 years during the construction phase. The North Railway from Milne Port to km56.8 will be commissioned early, and haul trucks will deliver up to 12 Mtpa of ore to the ore transfer area to be loaded into the railway for delivery to Milne Port. Runoff from temporary stockpiles will be collected in a settling pond. The settling pond will be emptied using a vacuum truck and will be transferred to Milne Port settling ponds.

Other Persons or Properties Affected by the Undertaking

There are no persons occupying the general area, though the area has been and continues to be used by local communities, mainly Pond Inlet. Baffinland has undertaken numerous public meetings and community workshops with the five potentially affected North Baffin communities of Arctic Bay, Clyde River, Hall Beach, Igloolik and Pond Inlet since the Phase 2 Proposal was announced in October 2014.

Predicted Environmental Impacts of the Undertaking and Proposed Mitigation Measures

The Phase 2 Proposal will result in a higher maximum production rate at the Mine Site, the construction

and operation of the North Railway, construction and operation of a second ore dock at Milne Port, and increased open water shipping from Milne Port that may extend into the shoulder season in some years.

None of the activities presented by the Phase 2 Proposal are new, and as such, many of the mitigation measures being implemented for the Approved Project and described in Baffinland's management plans remain relevant. The incremental effects of the Phase 2 Proposal are summarized below:

- **Climate Change** – Implementing the Phase 2 Proposal will reduce life of mine GHG emissions by approximately 10% in comparison to the Approved Project
- **Air Quality** – Despite an increase in the production rate at the Mine Site from 22.2 Mtpa to 30 Mtpa, particulate matter emissions and dust deposition will be reduced overall. This is due to additional mitigation with secondary crushing moving indoors at the Port. Particulate matter emissions and dust deposition along the Northern Transportation Corridor will increase temporarily during construction due to truck haulage of ore at an increased rate (6 to 12 Mtpa) concurrent with rail construction. Following the construction phase, dust emissions will be substantially reduced by using rail to haul ore to the port. The concentrations of air quality contaminants at Milne Port will increase, but will not be significant.
- **Noise** – Noise levels will temporarily increase at all project sites during the construction phase, and will remain slightly higher than levels from the Approved Project during the operation phase.
- **Landforms, Soil and Permafrost** – Construction of the North Railway will have minor effects to important landforms, crossing one esker feature. Rail construction has the potential to disrupt permafrost conditions, and the railway design incorporates a number of design mitigation measures to minimize these effects and the consequent effects of ground instability on the railway.
- **Surface Water** – The Phase 2 Proposal will involve minor changes to water quantity (flow) resulting from rail construction and the installation of stream diversions. These effects were reviewed and where meaningful increases in flow will occur (mainly from diverting the upstream portion of a stream affected by a rock cut on the railway into an adjacent stream), mitigation measures such as channel improvements or bank armoured will be in place to ensure the receiving stream can handle the increased flows. No changes to the mine plan or waste rock disposal plan will occur as a result of the Phase 2 Proposal. The effects of increased dust deposition at Milne Port on water quality was assessed to be not significant. Other water quality effects, such as construction of the railway and the installation of crossings, will be managed using standard mitigation measures (i.e., sediment and erosion control measures) described in Baffinland's existing management plans.
- **Freshwater Biota** – The railway will involve the installation of a large number of culverts and bridges in streams, infilling of streams affected by rock cuts, and encroachment on several ponds or small lakes. A portion of these interactions will occur in waters supporting fish. The railway has been routed to minimize impacts on fish and fish habitat. Other standard mitigation measures have been identified to minimize impacts, and an offsetting plan developed to compensate for serious harm to fish habitat. Baffinland will be seeking an authorization under the Fisheries Act from Fisheries and Oceans Canada.
- **Vegetation** – The Phase 2 Proposal involves an expansion at Milne Port and the creation of the North Railway resulting in additional loss of terrestrial habitat. However, the total area affected

is a small proportion of the available habitat and activities will be planned and conducted to reduce the footprint of the Phase 2 Proposal to only that which is necessary. Changes to culturally valued vegetation as a result of the Phase 2 Proposal are predicted to be negligible as the abundance of indicator species (blueberry) is very low in the area. Fugitive dust emissions due to the transport of ore will increase temporarily along the Tote Road during construction, however once the North Railway is operational, the level of traffic on the road will decrease substantially compared to current operation and construction, as will the corresponding fugitive dust emissions along the road.

- **Terrestrial Wildlife** - Construction, operation and closure activities of the Phase 2 Proposal have the potential to impact distribution and abundance of wildlife in the RSA. Habitat can be impacted through direct loss within the footprint of the Phase 2 Proposal or through indirect loss from project activities that create sensory disturbances that reduces the effectiveness (usefulness) of adjacent habitats. Traditional movement patterns can be altered by Phase 2 Proposal related infrastructure or activities that act as a barrier or filter to movement. Wildlife mortality may increase as a direct result of collisions, or indirectly through increased harvesting access. Also, effluent, dust and air emissions released into the environment have the potential to be absorbed, ingested or inhaled by wildlife, which may have an impact on the health of individual animals and, consequently, wildlife abundance. Baffinland has implemented a Project-wide wildlife policy that has resulted in no direct mortality of caribou.
- **Marine Environment** - The expanded Project footprint in the marine environment will result in the potential loss of productive fish habitat. Other potential effects of the Project on marine water and sediment quality, marine fish habitat, and Arctic char health may result from port construction, vessel traffic, ballast water discharge, which could introduce invasive species to the marine environment, as well as wastewater discharges, ore dust deposition, and underwater noise. Proposed mitigation for potential effects includes implementation of management plans, such as the Shipping and Wildlife Management Plan, the Emergency Response and Spill Contingency Plan, Environmental Protection and Monitoring Plans, and the Surface Water and Aquatic Ecosystem Management Plan. Habitat loss will be compensated through the creation of new habitat, as required by the Fisheries Act.
- **Marine Wildlife** – Potential Project effects on marine mammals include loss of habitat due to port expansion, disturbance and, hearing impairment, and auditory masking from underwater noise generated by shipping and port construction (i.e., pile driving), and potential injury or mortality to marine mammals from ship strikes along the shipping corridor. Mitigation measures have been incorporated into dock design to reduce loss and/or alteration of marine mammal habitat, including reducing the overall subtidal footprint of the dock. Disturbance effects from ship noise will be reduced through reductions in ship speed, which reduces the overall noise output generated by ship propulsion. Noise will also be reduced by requiring vessels to maintain a constant course and speed when in transit and reduce idling when docked at Milne Port. These measures will also help reduce ship strikes.
- **Land Use and Other Socio-economic Effects** - The Phase 2 Proposal is predicted to have both positive and adverse effects on LSA communities with respect to the socio-economic environment. Positive residual effect on labour force capacity, and adverse residual effect on competition for skilled workers are anticipated to arise from Project employment opportunities. Adverse effects were also predicted for human health and well-being, particularly, community

social stability due to absence from the community during work rotation arising primarily from the new incomes the Project brings and challenges fly-in/fly-out employment can present. Activities associated with the Phase 2 Proposal have the potential to adversely interact with culture, resources and land use, including Inuit access to and availability of resources and land. Baffinland looks to boost its efforts on the recruitment, retention, and training of its Inuit workforce through the implementation of provisions in the Inuit Impact Benefits Agreement (IIBA) such as the development of an Inuit Human Resource Strategy (IHRS) and Inuit Procurement and Contracting Strategy (IPCS), and the Q-STEP training program. Baffinland has implemented an Employee and Family Assistance Program (EFAP) for permanent employees and their dependents who may require family-related, parenting, or other forms of personal counselling and assistance.

Water Rights

Most of the Phase 2 Proposal infrastructure is located in Inuit Owned Land. Baffinland has an existing Water Compensation Agreement with the Qikiqtani Inuit Association.

The Phase 2 Proposal is not expected to significantly affect the flow or quality of water flowing through Inuit Owned Lands. Any claims that may arise as a result of the Phase 2 Proposal will be subject to the existing Water Compensation Agreement.

Proposed Phase 2 Proposal Schedule

Table 1 presents the development schedule for the Phase 2 Proposal. Baffinland aims to initiate construction in late 2019, and aims to start operating the North Railway in 2021. Construction of the South Railway is planned to commence the same year and the combined production and transportation of iron ore will reach 30 Mtpa by 2025. The mine will operate through 2035; the mine operating life continues to be 21 years. Mine closure and reclamation activities will be undertaken in the three years following (2036 to 2038).

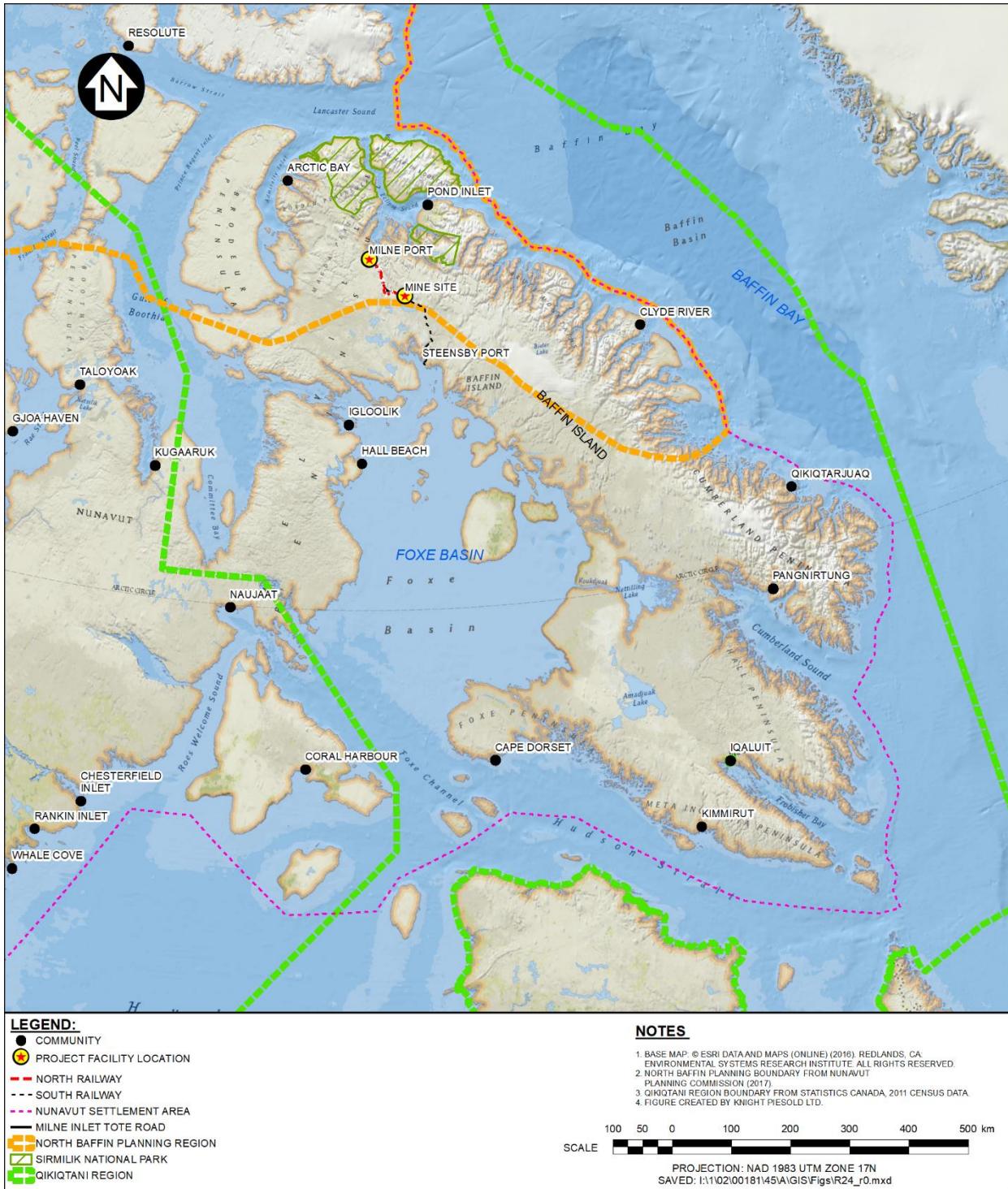
Table 1 Phase 2 Proposal Schedule

<i>Area</i>	<i>2018</i>	<i>2019-2020</i>	<i>2021</i>	<i>2022-2023</i>	<i>2024</i>	<i>2025-2035</i>
Mine	5.5 Mtpa	6 Mtpa	12 Mtpa	12 Mtpa	21 Mtpa	30 Mtpa
Tote Road/Trucking	5.5 Mtpa	6 Mtpa	12 Mtpa*	NA	NA	NA
North Rail	NA	NA	12 Mtpa*	12 Mtpa	12 Mtpa	12 Mtpa
South Rail	NA	NA	NA	NA	9 Mtpa	18 Mtpa
Milne Port	5.5 Mtpa	6 Mtpa	12 Mtpa	12 Mtpa	12 Mtpa	12 Mtpa
South/Steensby Port	NA	NA	NA	NA	9 Mtpa	18 Mtpa

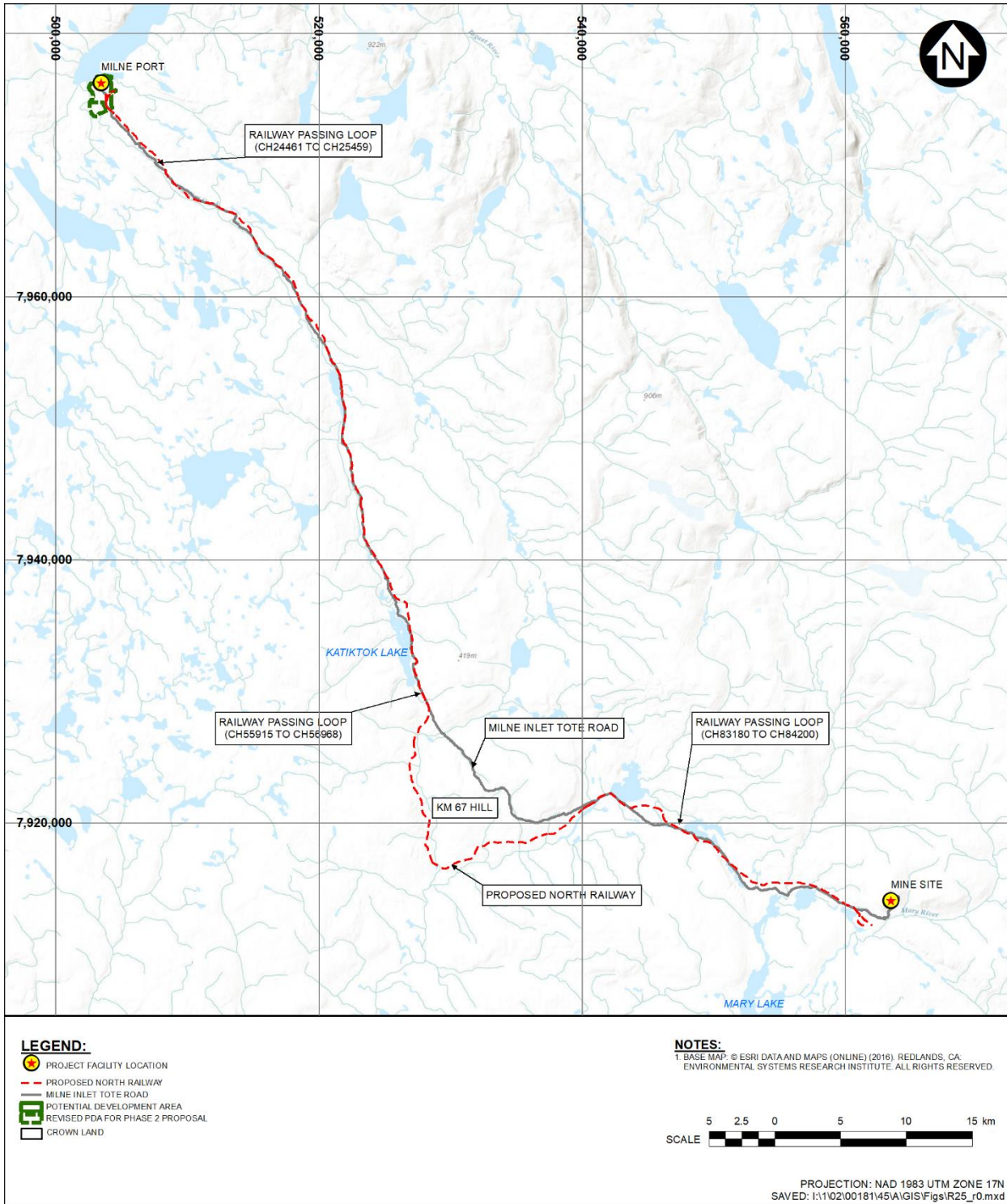
NA = not applicable

* = 12 Mtpa transported by truck from Mine Site to km 56, and by rail from km 56 to Milne Port in 2021

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Projet de la rivière Mary – Proposition de la phase 2

Résumé de la demande de permis d'utilisation d'eau

Lieu de l'entreprise

Le Projet de la rivière Mary est une mine de minerai de fer en activité dans le nord de l'île de Baffin, dans la région de Qikiqtani, au Nunavut (figure 1). Baffinland Iron Mines Corporation (Baffinland) est le propriétaire et l'exploitant du projet. Baffinland prévoit entreprendre une expansion de son projet de la rivière Mary, appelée Proposition de la phase 2. La proposition de la phase 2 comprendra une augmentation du taux de production minière à la mine, la construction d'un chemin de fer du Nord adjacent au chemin Tote de Milne Inlet (collectivement, appelés couloir de transport du Nord) et d'autres installations de manutention du minerai au port de Milne (figure 2). Il y aura également une augmentation associée des activités d'expédition.

Pour être en mesure d'entreprendre sa proposition de la phase 2, Baffinland nécessite une modification à sa licence d'utilisation de l'eau de type A 2AM-MRY1325 (la licence : Office des eaux du Nunavut, 2015). Cette demande de modification à la licence est soumise à l'Office des eaux du Nunavut (OEN ou Office) dans le cadre d'une modification à l'Énoncé final des incidences environnementales (EIE) déposée auprès de la Commission du Nunavut chargée de l'examen des répercussions (CNER), afin que la proposition de la phase 2 puisse être évaluée conjointement par la CNER et l'OEN dans le cadre d'un processus coordonné (CNER et OEN, 2012).

Description de l'entreprise

Cela implique l'augmentation de la quantité de minerai expédiée par le port de Milne à 12 TPA, par la construction d'un nouveau chemin de fer longeant en grande partie l'actuel chemin Tote (appelé le chemin de fer du nord; figure 2). La production totale de la mine passera à 30 TPA, dont 12 TPA seront transportées par le chemin de fer du nord jusqu'au port de Milne et 18 autres autorisées, transportées par le chemin de fer du sud jusqu'au port de Steensby. La construction du chemin de fer du Nord devrait débuter vers la fin de 2019. L'achèvement de la construction du chemin de fer du Nord est prévu pour 2021, avec des activités de mise en service temporaires débutant en 2020. Le transport du minerai vers le port de Milne est facilité par une combinaison de camions et de chemin de fer. L'expédition à partir du port de Milne passera également à 12 TPA d'ici 2020. La construction du chemin de fer du sud et du port de Steensby débutera en 2021 avec une mise en service et une augmentation progressive de la production minière à 18 TPA à partir du port de Steensby qui commencera en 2025.

La phase 2 comprend également le développement d'infrastructures additionnelles au port de Milne, y compris un second quai de minerai (figure 3). Les expéditions au port de Milne se maintiendront pendant la saison des eaux libres et pourraient se prolonger pendant les périodes où la glace de rive n'est pas utilisée pour supporter les déplacements et les récoltes des Inuits, du 1er juillet au 15 novembre environ de chaque année.

Diverses améliorations et infrastructures additionnelles seront également nécessaires sur le site minier et le long des corridors de transport nord et sud pour soutenir l'augmentation de la production et de la construction des deux lignes ferroviaires (figure 4).

Les installations associées au chemin de fer du Sud et au port de Steensby n'ont pas encore été construites. Les schémas d'IFC et les autres soumissions exigées seront soumis à l'Office conformément à l'article 10 de la partie B du permis, ce avant la construction de ces composantes du projet.

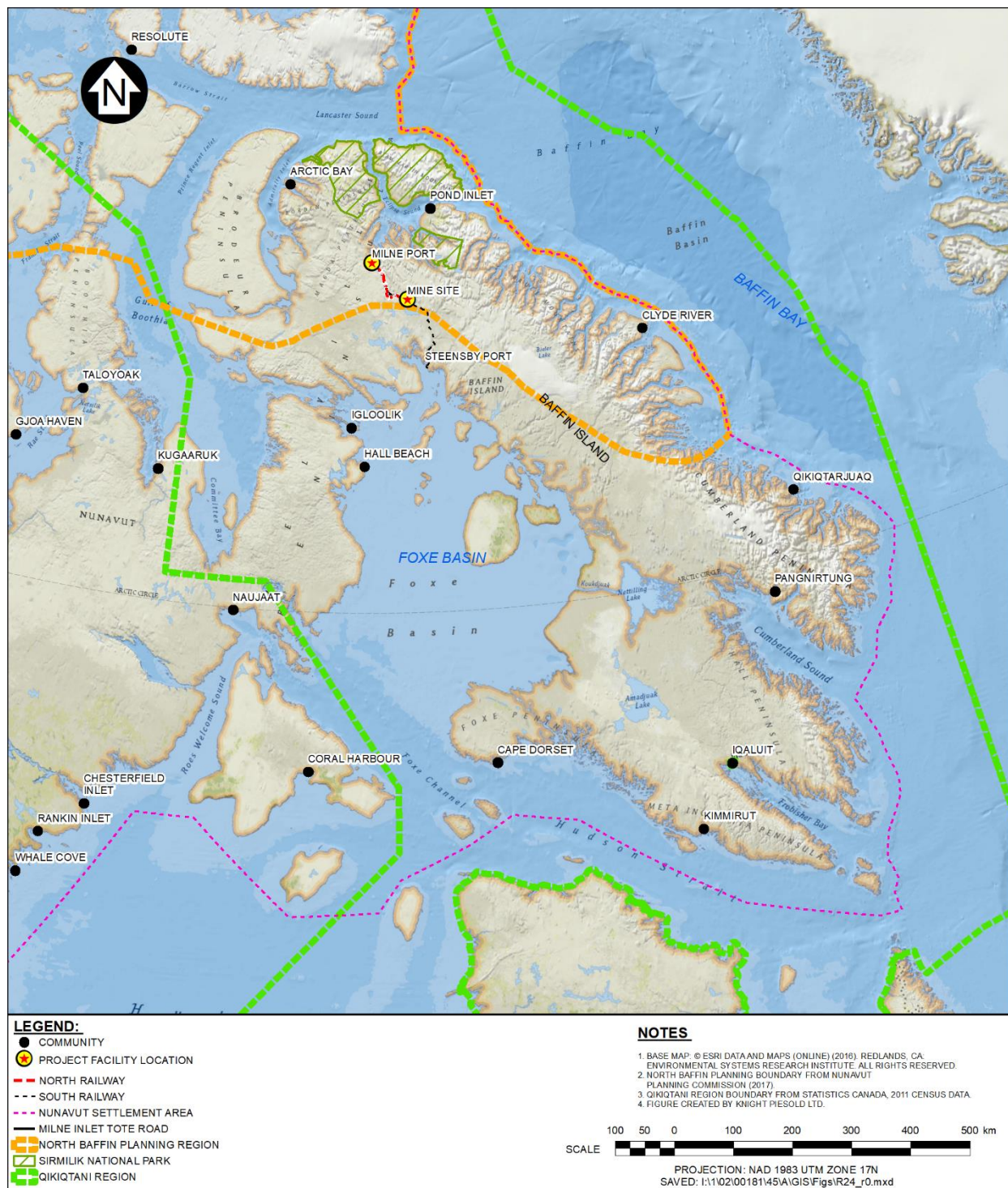


Figure 1 Carte de localisation du projet

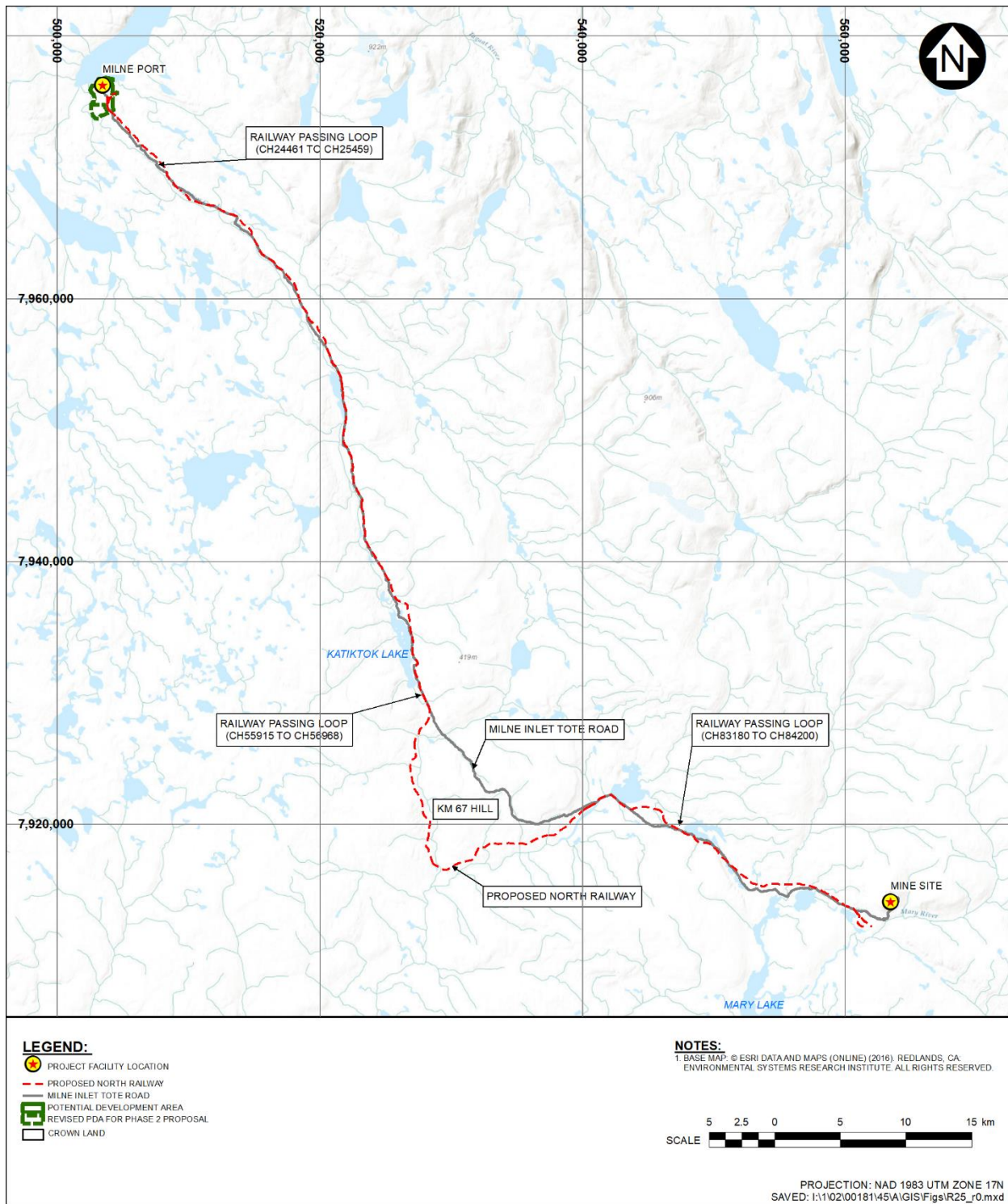


Figure 2 Zones du projet de la Proposition de la phase 2

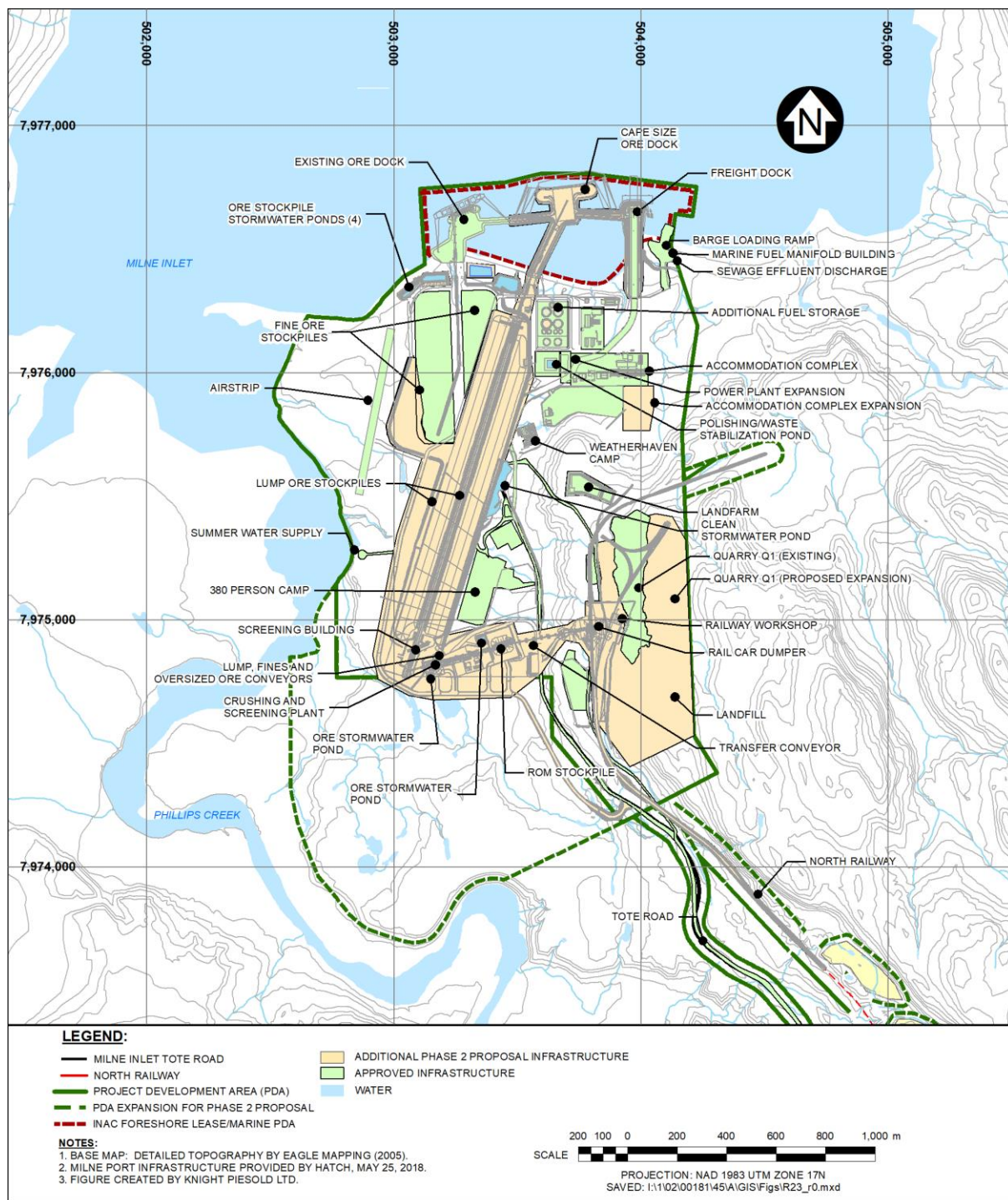


Figure 3 Port de Milne - Présentation de la proposition de la phase 2

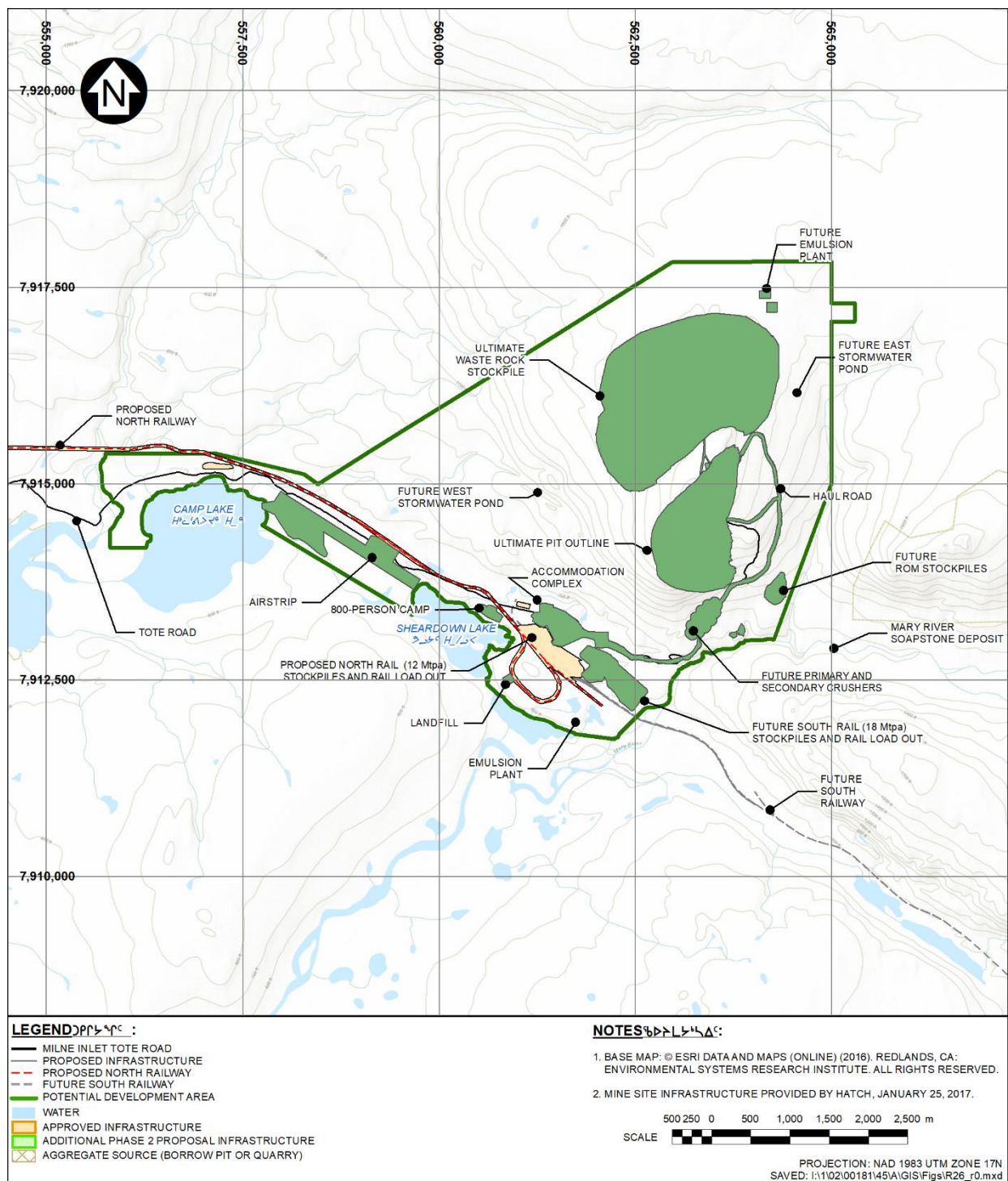


Figure 4 Site minier - Présentation de la proposition de la phase 2

Utilisation de l'eau

La proposition de la phase 2 n'exigera pas d'augmentation des limites quotidiennes de prélèvement d'eau pour utilisation domestique et industrielle des deux sources d'approvisionnement en eau du port de Milne (Phillips Creek en été et le lac du km 32 en hiver). Il n'y aura pas de changement à la source d'approvisionnement en eau du site minier (lac Camp). Il n'y aura aucun changement aux volumes de prélèvement d'eau à Phillips Creek et au lac Camp pour la suppression des poussières.

Le long du corridor de transport du Nord, les 12 sources d'eau de suppression des poussières (y compris Phillips Creeks et le lac Camp) continueront d'être utilisées et 13 autres sources d'eau ont été identifiées dans ce corridor pour l'élimination des poussières. Le prélèvement d'eau total quotidien pour l'élimination des poussières passe de 1500 m³/jour auprès de 12 stations à 2 600 m³/jour auprès de 25 stations.

Élimination des déchets

Les installations existantes de gestion et d'élimination des déchets solides continueront d'être utilisées pendant la phase 2 de la proposition, conformément au plan de gestion des déchets de Baffinland. Ce plan comprend l'utilisation des incinérateurs du port de Milne et du site minier, une décharge sur le site minier et des installations d'entreposage de déchets dangereux sur les deux sites. Ces installations existantes seront suffisantes pour soutenir la construction des infrastructures additionnelles associées à la proposition de la phase 2 (principalement le chemin de fer du Nord), y compris les camps mobiles temporaires établis le long du chemin de fer du Nord.

Les activités/infrastructures d'élimination des déchets additionnelles comprendront :

- Site d'enfouissement du port de Milne - Un site d'enfouissement sera construit dans une carrière élargie Q1 après l'achèvement des activités de construction.
- Bassins de décantation additionnels au port de Milne - Des fossés périmétriques, avec puisards, le long des tas de minerai en morceaux et deux autres bassins aux installations de déchargement ferroviaire et de concassage du port de Milne seront construits afin de gérer le ruissellement. Le point de rejet final de toutes les eaux pluviales continuera d'être l'environnement marin de Milne Inlet.
- Installations d'entassement de minerai sur le site minier et au site de chargement du chemin de fer - Le concassage secondaire sera relocalisé à l'intérieur du port de Milne; la plate-forme de concassage, le tas de minerai et le bassin de décantation existants seront modifiés et agrandis pour répondre à l'augmentation du volume de minerai destiné au port de Milne.
- Zone de transfert temporaire du minerai - La proposition de la phase 2 comprendra l'établissement d'une zone de transfert temporaire du minerai au km 56,8, qui sera utilisée pendant un à deux ans pendant la phase de construction. Le chemin de fer du nord du port de Milne, au km 56,8, sera mis en service tôt et les camions de transport livreront jusqu'à 12 TMPA de minerai à la zone de transfert du minerai qui sera chargée dans le chemin de fer pour être livrée au port de Milne. Les eaux de ruissellement provenant des tas temporaires seront collectées dans un bassin de décantation. Le bassin de décantation sera vidé à l'aide d'un camion aspirateur et le contenu sera transféré dans les bassins de décantation du port de Milne.

Autres personnes ou biens affectés par l'entreprise

Personne n'occupe la zone générale, bien que la zone ait été et continue d'être utilisée par les communautés locales, principalement Pond Inlet. Baffinland a tenu de nombreuses réunions publiques et ateliers communautaires avec les cinq collectivités potentiellement touchées du nord de Baffin, Arctic Bay, Clyde River, Hall Beach, Igloolik et Pond Inlet depuis l'annonce de la proposition de la phase 2, en octobre 2014.

Impacts environnementaux prévus de l'entreprise et mesures d'atténuation proposées

La proposition de la phase 2 permettra d'augmenter le taux de production maximal au site minier, de construire et d'exploiter le chemin de fer du Nord, de construire et d'exploiter un deuxième quai au port de Milne et d'augmenter la navigation en eau libre au port de Milne de manière à prolonger la saison intermédiaire dans quelques années.

Aucune des activités présentées dans la proposition de la phase 2 n'est nouvelle et, à ce titre, bon nombre des mesures d'atténuation mises en œuvre pour le projet approuvé et décrites dans les plans de gestion de Baffinland demeurent pertinentes. Les effets différentiels de la proposition de la phase 2 sont résumés ci-dessous :

- **Changement climatique** - La mise en œuvre de la proposition de la phase 2 réduira d'environ 10 % la durée de vie des émissions de GES de la mine par rapport au projet approuvé.
- **Qualité de l'air** - Malgré une augmentation du taux de production sur le site minier, passant de 22,2 TMPA à 30 TMPA, les émissions de particules et les dépôts de poussière seront globalement réduits. Cela est dû à la mise en place de mesures d'atténuation additionnelles associées au déplacement des activités de broyage secondaire à l'intérieur du port. Les émissions de particules et les dépôts de poussière le long du corridor de transport du Nord augmenteront temporairement pendant la construction en raison du transport du minerai à un taux accru (de 6 à 12 TMPA) parallèlement à la construction du chemin de fer. Après la phase de construction, les émissions de poussière seront considérablement réduites par l'utilisation du chemin de fer pour transporter le minerai jusqu'au port. Les concentrations de contaminants nuisant à la qualité de l'air au port de Milne augmenteront, mais pas de manière significative.
- **Bruit** - Les niveaux de bruit augmenteront temporairement sur tous les sites du projet pendant la phase de construction et demeureront légèrement supérieurs aux niveaux du projet approuvé pendant la phase d'exploitation.
- **Reliefs, sol et pergélisol** - La construction du chemin de fer du Nord aura des effets mineurs sur les reliefs importants par la traversée d'un esker. La construction des chemins de fer pourrait perturber les conditions du pergélisol; leur conception comprend par conséquent un certain nombre de mesures d'atténuation visant à minimiser ces effets et les conséquences de l'instabilité du sol sur le chemin de fer.
- **Eaux de surface** – La proposition de la phase 2 entraînera des changements mineurs à la quantité d'eau (débit) résultant de la construction du chemin de fer et de l'installation de dérivations de cours d'eau. Ces effets ont été examinés et, dans les endroits où des augmentations significatives du débit se produiront (principalement en détournant la partie amont d'un cours d'eau touché par une coupe de roche dans un cours d'eau adjacent), des mesures d'atténuation telles que l'amélioration des chenaux ou l'armement des rives seront

prises pour s'assurer que le flux de réception peut gérer les flux accrus. Aucun changement au plan de la mine ou au plan d'élimination des stériles n'aura lieu à la suite de la proposition de la phase 2. Les effets de l'augmentation des dépôts de poussière au port de Milne sur la qualité de l'eau ont été jugés non significatifs. Les autres impacts prévus sur la qualité de l'eau, tels que la construction du chemin de fer et l'installation de passages, seront gérés au moyen de mesures d'atténuation normales (c.-à-d. des mesures de contrôle des sédiments et de l'érosion) décrites dans les plans de gestion actuels de Baffinland.

- **Biote d'eau douce** - Le chemin de fer nécessitera l'installation d'un grand nombre de ponceaux et de ponts dans les cours d'eau, le remplissage des cours d'eau touchés par les coupes de roche et l'empiétement sur plusieurs étangs ou petits lacs. Une partie de ces interactions se produiront dans des eaux où vivent des poissons. Le chemin de fer a été aménagé de manière à minimiser les impacts sur le poisson et son habitat. D'autres mesures d'atténuation normales ont été identifiées pour minimiser les impacts, et un plan de compensation a été développé pour compenser les dommages sérieux à l'habitat du poisson. Baffinland demandera une autorisation en vertu de la Loi sur les pêches de Pêches et Océans Canada.
- **Végétation** - La proposition de la phase 2 comprend une expansion au port de Milne et la création du chemin de fer du Nord, entraînant une perte supplémentaire d'habitat terrestre. Cependant, la superficie totale affectée n'est qu'une petite proportion de l'habitat disponible et des activités seront planifiées et menées pour réduire l'empreinte de la proposition de la phase 2 au strict minimum. Les changements à la végétation ayant une valeur culturelle à la suite de la proposition de la phase 2 devraient être négligeables, car l'abondance des espèces indicatrices (bleuets) est très faible dans la région. Les émissions de poussières fugitives dues au transport de minerai augmenteront temporairement le long du chemin Tote pendant la construction, mais une fois le chemin de fer du Nord opérationnel, le niveau de circulation diminuera considérablement par rapport à l'exploitation et à la construction actuelles, tout comme les émissions de poussières fugitives le long de la route.
- **Faune terrestre** - Les activités de construction, d'exploitation et de fermeture de la proposition de la phase 2 pourraient avoir une incidence sur la répartition et l'abondance de la faune dans la ZER. L'habitat peut être affecté par une perte directe dans l'empreinte de la proposition de la phase 2 ou par une perte indirecte causée par les activités du projet qui créent des perturbations sensorielles qui réduisent l'efficacité (l'utilité) des habitats adjacents. Les schémas de mouvement traditionnels peuvent être modifiés par l'infrastructure ou les activités liées à la proposition de la phase 2 qui agissent comme une barrière ou un filtre au mouvement. La mortalité de la faune peut augmenter directement, à la suite de collisions, ou indirectement, en raison d'un accès accru au prélèvement. De plus, les effluents, les poussières et les émissions atmosphériques rejetés dans l'environnement peuvent être absorbés, ingérés ou inhalés par la faune, ce qui peut avoir une incidence sur la santé de chaque animal et, par conséquent, sur l'abondance de la faune. Baffinland a mis en œuvre une politique sur la faune à l'échelle du Projet qui a permis d'éviter toute mortalité directe du caribou.
- **Milieu marin** - L'empreinte élargie du projet dans le milieu marin entraînera la perte potentielle de l'habitat productif du poisson. D'autres impacts potentiels du projet sur la qualité des eaux de mer et des sédiments marins, l'habitat du poisson marin et la santé des ombles chevaliers pourraient résulter de la construction de ports, du trafic maritime, des eaux de ballast, lesquelles pourraient introduire des espèces envahissantes dans le milieu marin, de la décharge

d'eaux usées, du dépôt de minerai et du bruit sous-marin. Les mesures d'atténuation proposées pour contrer de tels impacts comprennent la mise en œuvre de plans de gestion, tels que le plan de gestion de la navigation et de la faune, d'un plan d'intervention d'urgence et de lutte contre les déversements, de plans de protection et de surveillance de l'environnement et d'un plan de gestion des eaux de surface et aquatiques. La perte d'habitat sera compensée par la création d'un nouvel habitat, comme l'exige la Loi sur les pêches.

- **Faune marine** – Les effets du projet reportés dans l'évaluation comprennent la perte d'habitat due à l'expansion des installations portuaires, les perturbations, la déficience auditive et le masquage auditif du bruit sous-marin généré par la navigation et la construction portuaire (c.-à-d. battage de pieux) ainsi que les blessures ou la mortalité potentielles des mammifères marins causées par les collisions avec les navires le long du corridor de navigation. Des mesures d'atténuation ont été incorporées dans la conception des quais pour réduire la perte et/ou l'altération de l'habitat des mammifères marins, y compris la réduction de l'empreinte infratidale du quai. Les effets de perturbations causées par le bruit des navires seront réduits grâce à la réduction de la vitesse du navire, ce qui réduit le bruit global produit par la propulsion du navire. Le bruit sera également réduit en obligeant les navires à maintenir un cap et une vitesse constants lorsqu'ils sont en transit et à réduire la marche au ralenti lorsqu'ils sont amarrés au port de Milne. Ces mesures aideront également à réduire les collisions avec les navires.
- **Utilisation des terres et autres impacts socio-économiques** - On prévoit que la proposition de la phase 2 aura des impacts positifs et négatifs sur les collectivités de la ZEL en ce qui concerne l'environnement socio-économique. Des impacts résiduels positifs sur la capacité de la population active et des impacts résiduels négatifs sur la concurrence pour les travailleurs qualifiés devraient découler des possibilités d'emploi du Projet. Des impacts négatifs ont également été prévus pour la santé et le bien-être, en particulier la stabilité sociale de la communauté due à l'absence de la communauté pendant la rotation de travail, découlant principalement des nouveaux revenus générés par le projet apporte et des défis que pose l'emploi de type volant. Les activités associées à la proposition de la phase 2 peuvent avoir des impacts négatifs sur la culture, les ressources et l'utilisation des terres, y compris l'accès et la disponibilité des ressources et des terres pour les Inuits. Baffinland cherche à accroître ses efforts de recrutement, de maintien en poste et de formation de sa main-d'œuvre inuite en appliquant les dispositions de l'Entente sur les répercussions et les avantages pour les Inuit (ERAI), notamment l'élaboration d'une stratégie de ressources humaines inuites (SRHI) et la mise en œuvre du programme de formation Q-STEP. Baffinland a mis en place un programme d'aide aux employés et aux familles (PAEF) pour les employés permanents et les personnes à leur charge qui peuvent avoir besoin de services de soutien et d'aide personnels liés à la famille et à l'éducation des enfants ou autres formes.

Droits à l'eau

La majeure partie de l'infrastructure de la proposition de la phase 2 est située dans des terres inuites. Baffinland a conclu une entente d'indemnisation pour l'eau avec la Qikiqtani Inuit Association.

La proposition de la phase 2 ne devrait pas avoir d'incidence importante sur le débit ou la qualité de l'eau qui traverse les terres inuites. Toute réclamation qui pourrait découler de la proposition de la phase 2 sera assujettie à l'entente d'indemnisation en matière d'eau existante.

Calendrier avancé pour la proposition de la phase 2

Le tableau 1 présente le calendrier de développement de la proposition de la phase 2. Baffinland vise à lancer la construction à la fin de 2019, et vise à commencer à exploiter le chemin de fer du Nord en 2021. La construction du chemin de fer du Sud est prévue de commencer la même année; l'exploitation et le transport du minerai de fer atteindront un volume de 30 TMPA d'ici 2025. La mine fonctionnera jusqu'en 2035; la durée d'exploitation prévue de la mine demeure toujours 21 ans. Les activités de fermeture et de remise en état des mines seront entreprises dans les trois années qui suivront (de 2036 à 2038).

Tableau 1 **Calendrier de la proposition de la phase 2**

<i>Région</i>	<i>2018</i>	<i>2019-2020</i>	<i>2021</i>	<i>2022-2023</i>	<i>2024</i>	<i>2025-2035</i>
Mine	5,5 TMPA	6 TMPA	12 TMPA	12 TMPA	21 TMPA	30 TMPA
Chemin Tote/camionnage	5,5 TMPA	6 TMPA	12 TMPA*	S. o.	S. o.	S. o.
Chemin de fer du Nord	S. o.	S. o.	12 TMPA*	12 TMPA	12 TMPA	12 TMPA
Chemin de fer du Sud	S. o.	S. o.	S. o.	S. o.	9 TMPA	18 TMPA
Port de Milne	5,5 TMPA	6 TMPA	12 TMPA	12 TMPA	12 TMPA	12 TMPA
Chemin de fer du Sud/port de Steensby	S. o.	S. o.	S. o.	S. o.	9 TMPA	18 TMPA

S. o. = Sans objet

* = 12 TMPA transportées par camion du site minier au km 56 et par rail du km 56 au port de Milne en 2021

ATTACHMENT 2

APPLICATION FOR WATER LICENCE AMENDMENT



Application for Water Licence Amendment

Document Date: April 2013

Application Submission Date:

Month/Day/Year

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DOCUMENT MANAGEMENT

Original Document Date: April 2010

DOCUMENT AMENDMENTS

	Description	Date
(1)	Updated for public distribution as separate document from NWB Guide 7	June 2010
(2)	Updated NWB logos and reformatted table to allow rows to break across page	May 2011
(3)	New NWB logo; request for background information; and change to Block 24	April 2013
(4)		
(5)		
(6)		
(7)		
(8)		
(9)		
(10)		



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NUNAVUT WATER BOARD

NUNAVUT IMALIRIYIN KATIMAYIT

OFFICE DES EAUX DU NUNAVUT

APPLICATION FOR WATER LICENCE AMENDMENT

The applicant is referred to the NWB's Guide 7: Licensee Requirements Following the Issuance of a Water Licence for more information about this application form.

Where possible, provide background information regarding the original licence application or attach previously submitted information.

EXISTING LICENCE NO: 2AM-MRY1325

1. LICENSEE CONTACT INFORMATION

Is the licensee the same as that referred to on the existing licence?

☒ Yes ☐ No

If No, a licence assignment must be completed and approved by the NWB. **An amendment will only be issued in the name of the current licensee in the absence of assignment of the licence.**

If the licensee is the same, but the name of the licensee has changed, attach a certificate of name change.

Name:

Address:

Phone: _____

Fax: _____

e-mail: _____

2. LICENSEE REPRESENTATIVE CONTACT INFORMATION – If different from Block 1.

Name:

Address:

Phone: _____

Fax: _____

e-mail: _____

(Attach authorization letter.)

3. NAME OF PROJECT

Has the name of the project changed?

☐ Yes ☒ No

If Yes, indicate the name of the project including the name of the location: _____

4. LOCATION OF UNDERTAKING

Does the proposed amendment change the location of the amended undertaking?

☐ Yes ☒ No

Provide the project extents and camp locations. Identify proposed changes.

Project Extents

NW: Latitude: (° ' " N)

Longitude: (° ' " W)

NE: Latitude: (° ' " N)

Longitude: (° ' " W)

SE: Latitude: (° ' " N)

Longitude: (° ' " W)

SW: Latitude: (° ' " N)

Longitude: (° ' " W)

Camp Location(s)

Latitude: (° ' " N)

Longitude: (° ' " W)

5. MAP

Does the proposed amendment change the locations of any of the main components of the undertaking?

☐ Yes ☒ No

Attach a topographical map, indicating the main components of the undertaking. Identify proposed changes.

NTS Map Sheet No.: _____ Map Name: _____ Map Scale: _____

6. NATURE OF INTEREST IN THE LAND

Does the proposed amendment change the nature of the interest in the land?

☐ Yes ☒ No

If Yes, indicate changes. _____

Check any of the following that are applicable to the proposed undertaking (at least one box under the 'Surface' header must be checked).

Sub-surface

☐ Mineral Lease from Nunavut Tunngavik Incorporated (NTI)

Date (expected date) of issuance: _____ Date of expiry: _____

☐ Mineral Lease from Indian and Northern Affairs Canada (INAC)

Date (expected date) of issuance: _____ Date of expiry: _____

Surface

☒ Crown Land Use Authorization from Indian and Northern Affairs Canada (INAC)

Date (expected date) of issuance: June 2019 Date of expiry: Renew N2014C0013

☐ Inuit Owned Land (IOL) Authorization from Kitikmeot Inuit Association (KIA)

Date (expected date) of issuance: _____ Date of expiry: _____

☐ IOL Authorization from Kivalliq Inuit Association (KivIA)

Date (expected date) of issuance: _____ Date of expiry: _____

☒ IOL Authorization from Qikiqtani Inuit Association (QIA)

Date (expected date) of issuance: 2019 Date of expiry: Amend Lease Q13C301

☐ Commissioner's Land Use Authorization

Date (expected date) of issuance: _____ Date of expiry: _____

☐ Other _____

Date (expected date) of issuance: _____ Date of expiry: _____

Is the name of the entity(s) holding authorizations the same as that considered in the existing water licence?

☒ Yes ☐ No

If No, a licence assignment must be completed and approved by the NWB.

Name of entity(s) holding authorizations:

7. NUNAVUT PLANNING COMMISSION (NPC) DETERMINATION

Indicate the land use planning area in which the existing project is located.

- ☒ North Baffin
☐ South Baffin
☐ Akunnig

- ☐ Keewatin
☐ Sanikiluaq
☐ West Kitikmeot

Does the proposed amendment change the land use planning area?

- ☐ Yes ☒ No

If yes, indicate the land use planning area in which the amended undertaking is located.

- ☐ North Baffin
☐ South Baffin
☐ Akunnig

- ☐ Keewatin
☐ Sanikiluaq
☐ West Kitikmeot

Was a land use plan conformity determination required from NPC prior to the issuance of the existing water licence?

- ☒ Yes ☐ No

If Yes, indicate date issued and attach copy. _____

Does the proposed amendment change the original NPC conformity determination or the need to obtain one?

- ☐ Yes ☒ No

If Yes, indicate date issued (or expected) and attach a copy. _____

If No, provide written confirmation from NPC confirming that a land use plan conformity review is not required.

8. NUNAVUT IMPACT REVIEW BOARD (NIRB) DETERMINATION

Was a screening determination required from NIRB prior to the issuance of the existing water licence?

- ☒ Yes ☐ No

If Yes, indicate date issued and attach copy. _____

Does the proposed amendment change the original NIRB screening determination or the need to obtain one?

- ☒ Yes ☐ No

If Yes, indicate date issued (or expected) and attach a copy. [2019 through coordinated NIRB/NWB Review of Phase 2 Proposal](#)

If No, provide written confirmation from NIRB confirming that a screening determination is not required.

9. DESCRIPTION OF UNDERTAKING

Does the proposed amendment change the description of the undertaking?

☐ Yes ☒ No

List and attach plans and drawings or project proposal. Identify proposed changes.

10. OPTIONS

Does the proposed amendment change any of the alternative methods and locations that were considered to carry out the project?

☐ Yes ☒ No

Provide a brief explanation of the alternative methods or locations that were considered to carry out the project. Identify proposed changes.

All following changes have been proposed under the Amendment No. 2 to the Final Environmental Impact Statement (FEIS Amendment No. 2).

Milne Port

- modifications to site drainage and surface water management
- additional oily water treatment facilities within the proposed rail maintenance facility
- new landfill proposed at Milne Port
- run-off management to include expanded ore crushing pads and stockpiling areas
- expansion of existing ore-stockpiling and related facilities
- construction and operation of a second ore dock

Mine Site

- two additional 15 ML fuel tanks added to the Mine Site tank farm
- run-off management to include expanded ore crushing pads and stockpiling areas

North Rail and Tote Road

- additional railway crossings including bridges, bank alterations, culverts, and erosion control
- minor realignments along the Tote Road, requiring additional culverts
- additional water sources for dust suppression

See the Supplemental Information provided in Appendix D of TSD-2 of the FEIS Addendum for the Phase 2 Proposal.

11. CLASSIFICATION OF PRIMARY UNDERTAKING

Indicate the primary classification of undertaking for the existing licence by checking one of the following boxes:

- | | |
|--|--|
| ☐ Industrial | ☐ Agricultural |
| ☒ Mining and Milling (includes exploration/drilling/exploration camps) | |
| ☐ Conservation | |
| ☐ Municipal (includes camps/lodges) | ☐ Recreational |
| ☐ Power | ☐ Miscellaneous (describe below): _____ |

Does the proposed amendment change the classification of primary undertaking?

☐ Yes ☒ No

If Yes, indicate the primary undertaking of the amendment: _____

Information in accordance with applicable Supplemental Information Guidelines (SIG) must be updated and submitted with an Application for Amendment. Indicate which SIG(s) are applicable to your application.

- | |
|--|
| ☐ Hydrostatic Testing |
| ☐ Tannery |
| ☐ Tourist / Remote Camp |
| ☐ Landfarm & On-Site Storage of Hydrocarbon Contaminated Soil |
| ☐ Onshore Oil and Gas Exploration Drilling |
| ☐ Mineral Exploration / Remote Camp |
| ☐ Advanced Exploration |
| ☒ Mine Development |
| ☐ Municipal |
| ☒ General Water Works |
| ☐ Power |

12. WATER USE

Indicate, using the boxes below, the types of water use(s) approved in the existing licence.

- | | |
|--|--|
| ☒ To obtain water for camp/ municipal purposes | ☒ To divert a watercourse |
| ☒ To obtain water for industrial purposes | ☒ To modify the bed or bank of a watercourse |
| ☒ To cross a watercourse | ☐ Flood control |
| ☒ To alter the flow of, or store water | |
| ☐ Other: _____ | |

Does the proposed amendment change the type(s) of water use(s)?

☐ Yes ☒ No

If Yes, indicate using the boxes below, the proposed change(s) to the type(s) of water use(s) noting any water use(s) that are to be added, continued, or removed.

- | | |
|---|---|
| ☐ To obtain water for camp/ municipal purposes | ☐ To divert a watercourse |
| ☐ To obtain water for industrial purposes | ☐ To modify the bed or bank of a watercourse |
| ☐ To cross a watercourse | ☐ Flood control |
| ☐ To alter the flow of, or store water | |
| ☐ Other: _____ | |

13. QUANTITY OF WATER INVOLVED

Does the proposed amendment change the source of water?

☒ Yes

☐ No

Indicate the water source(s). Identify proposed changes:

13 additional proposed water sources along the tote road. See supplemental information in TSD-2, Appendix D.

(show location(s) on map)

Does the proposed amendment change the quality of the water source and/or its available capacity?

☐ Yes ☒ No

No changes to the quality or available capacity of any water sources will occur.

Does the proposed amendment change the overall quantity of water to be used?

☒ Yes ☐ No

Provide the overall estimated quantity to be used. Identify proposed changes: Increase dust suppression water use by 1100 m³/day (from 1,500 m³/day to 2,600 m³/day).

Does the proposed amendment change the quantity of water to be used from each source?

☒ Yes ☐ No

Provide the estimated quantity(s) of water to be used from each source. Identify proposed changes. :

Additional water required from previously approved sources:

CV078 – an additional 15 m³/day is required

BG50 – an additional 60 m³/day is required

BG32 – an additional 60 m³/day is required

See supplemental information in TSD-2, Appendix D.

Does the proposed amendment change the quantity of water to be used for each purpose?

☒ Yes ☐ No

Provide the estimated quantities to be used for each purpose (camp, drilling, etc.). Identify proposed changes.:

Increased dust suppression efforts along the Tote Road and the railway construction right-of-way will require an additional 1100m³ of water per day.

Does the proposed amendment change the method(s) of extraction?

☐ Yes ☒ No

Describe the method(s) of extraction. Identify proposed changes. : _____

Does the proposed amendment change the quantity(s) of water returned to source(s)?

☐ Yes ☒ No

Estimated quantity(s) of water returned to source(s). Identify proposed changes. : _____ m³/day

Does the proposed amendment change the quality(s) of water returned to source(s)?

☐ Yes ☒ No

Describe the quality(s) of water(s) returned to source(s). Identify any changes. : _____

14. WASTE

Check the appropriate box(s) to indicate the types of waste(s) approved in the existing licence.

- | | |
|---|--|
| ☒ Sewage | ☒ Waste oil |
| ☒ Solid Waste | ☒ Greywater |
| ☒ Hazardous | ☒ Sludges |
| ☒ Bulky Items/Scrap Metal | ☒ Contaminated soil and/or water |
| ☐ Animal Waste | |
| ☐ Other (describe): _____ | |

Does the proposed amendment change the type(s) of waste(s) to be generated or deposited?

☐ Yes ☒ No

If Yes, indicate using the boxes below, the proposed change(s) to the type(s) of waste(s) to be generated and/or deposited noting the addition, removal or continued generation and/or disposal of waste(s).

- | | |
|--|---|
| ☐ Sewage | ☐ Waste oil |
| ☐ Solid Waste | ☐ Greywater |
| ☐ Hazardous | ☐ Sludges |
| ☐ Bulky Items/Scrap Metal | ☐ Contaminated soil and/or water |
| ☐ Animal Waste | |
| ☐ Other (describe): _____ | |

15. QUANTITY AND QUALITY OF WASTE INVOLVED

Does the proposed amendment change the quantity(s) of the types of wastes involved?

☒ Yes ☐ No

Does the proposed amendment change the composition(s) of the types of wastes involved?

☐ Yes ☒ No

Does the proposed amendment change the method(s) of treatment for the types of waste involved?

☐ Yes ☒ No

Does the proposed amendment change the method(s) of disposal for the types of waste involved?

☐ Yes ☒ No

If Yes to any of the above, describe the proposed changes: [The quantity of waste to be generated will](#)

increase. Construction activities, and increased trafficking of ore will result in increased quantities of waste oil and bulky scrap material. However, management and disposal methods will remain unchanged.

For each type of waste indicated in Block 14, describe its composition, quantity in cubic meters/day, method of treatment and method of disposal.

The revised quantities of waste are provided below.

Type of Waste	Composition	Quantity Generated	Treatment Method	Disposal Method
Sewage	Sewage Waste	676.5 m ³ /day	Treated in Sewage Treatment Plant	Discharge at current effluent discharge point
Solid Waste	Large bulk items, plastic, non-combustible non-hazardous waste	41.1 m ³ /day	Landfill	Landfill
Solid Waste	Combustible Waste, food, rags	6.2 m ³ /day	Incineration	Incineration
Hazardous Waste	Paint, aerosol cans, oils, grease	2.1 m ³ /day	Storage in lined facility	Shipped off Site and disposed at licenced facility

16. OTHER AUTHORIZATIONS

Does the proposed amendment change the need for other authorizations in addition to the sub-surface and surface land use authorizations provided in Block 6?

☒ Yes ☐ No

If Yes, indicate any additional authorizations required, which authorizations are no longer required, and which authorizations continue to be required.

For each provide the following:

Authorization: IOL Commercial Lease – will need to be amended for the Phase 2 Proposal

Administering Agency: Qikiqtani Inuit Association

Project Activity: Construction of the North Railway; possibly other changes within Commercial Lease Boundary

Date (expected date) of issuance: 2019 Date of expiry: TBD

17. PREDICTED ENVIRONMENTAL IMPACTS OF UNDERTAKING AND PROPOSED MITIGATION MEASURES

Does the proposed amendment change the predicted environmental impacts of the undertaking or the mitigation measures?

☐ Yes ☒ No

Describe direct, indirect, and cumulative impacts related to water and waste. Identify any changes.

[See FEIS Addendum for the Phase 2 Proposal.](#)

18. WATER RIGHTS OF EXISTING AND OTHER WATER USERS

Was compensation paid and/or an agreement(s) for compensation been entered into with any existing or other users of water during consideration of the existing licence?

☒ Yes ☐ No

[Baffinland has a Water Compensation Agreement in place with the Qikiqtani Inuit Association.](#)

If Yes, provide the names, addresses and the nature of water use by those persons or properties.

Does the proposed amendment adversely affect any known persons or property including those that hold licences for water use in precedence to the application, domestic users, in-stream users, authorized waste depositors, owners of property, occupiers of property, and/or holders of outfitting concessions, registered trapline holders, and holders of other rights of a similar nature?

☐ Yes ☒ No

If Yes, provide the names, addresses and the nature of water use of those persons or properties.

Advise the Board if compensation has been paid and/or an agreement(s) for compensation has been reached with any existing or other water users with respect to the proposed amendment.

[Baffinland has a Water Compensation Agreement in place with the Qikiqtani Inuit Association.](#)

19. INUIT WATER RIGHTS

Was compensation paid/ or an agreement(s) for compensation been entered into with any Designated Inuit Organization (DIO) during consideration of the existing licence?

☒ Yes ☐ No

If Yes, which DIO(s): [Qikiqtani Inuit Association \(QIA\)](#)

Does the proposed amendment substantially affect the quality, quantity or flow of waters flowing through Inuit Owned Land (IOL)?

☐ Yes ☒ No

If Yes, advise the Board if negotiations have commenced or an agreement to pay compensation for any loss or damage has been reached with one or more DIO(s) with respect to the proposed amendment.

20. CONSULTATION - Provide a summary of any consultation meetings including when the meetings were held, where and with whom. Include a list of concerns expressed and measures to address concerns.

[Summary of public consultation presented in the FEIS Addendum for the Phase 2 Proposal.](#)

21. SECURITY INFORMATION

Does the proposed amendment change the financial security assessment?

☒ Yes ☐ No

Does the proposed amendment change the estimate of the total financial security for final reclamation?

☒ Yes ☐ No

Provide an estimate of the total financial security for final reclamation equal to the total outstanding reclamation liability for land and water combined sufficient to cover the highest liability over the life of the undertaking. Estimates of reclamation costs must be based on the cost of having the necessary reclamation work done by a third party contractor if the operator defaults. The estimate must also include contingency factors appropriate to the particular work to be undertaken. Identify any changes in the financial security assessment resulting from the proposed amendment.

[An updated reclamation cost estimate to be submitted to the NWB and the QIA as part of the annual security review.](#)

Where applicable, the financial security assessment should be prepared in a manner consistent with the principals respecting mine site reclamation and implementation found in the *Mine Site Reclamation Policy for Nunavut*, Indian and Northern Affairs Canada, 2002.

22. FINANCIAL INFORMATION

Is the statement of financial security the same as that considered in the existing water licence?

☒ Yes ☐ No

Provide an updated statement of financial security. [Please see Attachment 15.1. Baffinland is not an entity that publically discloses audited financial statements](#)

If the applicant is a business entity, please answer the questions below:

Is the list of the officers of the company the same as those considered in the existing water licence?

☒ Yes ☐ No

Provide a list of the officers of the company. [Please see Attachment 15.2](#)

Is the Certificate of Incorporation or evidence of registration of the company name the same?

☒ Yes ☐ No

Attach a copy of the Certificate of Incorporation or evidence of registration of the company name. [Please see Attachment 15.2](#)

23. STUDIES UNDERTAKEN TO DATE

List and attach updated studies, reports, research etc.

[See FEIS Addendum for the Phase 2 Proposal, and supplemental information in TSD-2, Appendix D.](#)

Provide a compliance assessment and status report including a response to any inspector's reports. The licensee must contact the NWB for licence specific direction in completing the assessment and report.

[Please see Attachment 14 of Appendix D. Baffinland has initiated discussions with the NWB to confirm the approach to the Summary of Compliance Report is adequate.](#)

If in non-compliance, a licence may not be issued until compliance is achieved. If in non-compliance, attach plans/reports for consideration. Application will not be processed if significant issues of non-compliance exist.

24. PROPOSED TIME SCHEDULE

When are proposed amendments scheduled to be undertaken: _____

Does the proposed amendment change the time schedule considered in the existing licence for any phase of development?

☐ Yes ☒ No

Indicate the start and completion dates for each applicable phase of development (construction, operation, closure, and post closure). Identify proposed changes.

Construction

Proposed Start Date: 09/2019 Proposed Completion Date: 12/2021
(month/year) (month/year)

Operation

Proposed Start Date: Currently operating Proposed Completion Date: 12/2035
(month/year) (month/year)

Closure

Proposed Start Date: 01/2036 Proposed Completion Date: 12/2038
(month/year) (month/year)

Post - Closure

Proposed Start Date: 01/2039 Proposed Completion Date: 10/2041
(month/year) (month/year)

For each applicable phase of development indicate which season(s) activities occur.

Construction

☐ Winter ☐ Spring ☐ Summer ☐ Fall ☒ All season

Operation

☐ Winter ☐ Spring ☐ Summer ☐ Fall ☒ All season

Closure

☐ Winter ☐ Spring ☐ Summer ☐ Fall ☒ All season

Post - Closure

☐ Winter ☐ Spring ☒ Summer ☐ Fall ☐ All season

25. PROPOSED TERM OF LICENCE

On what date does the existing licence expire? June 10, 2025

Is the Licensee applying for a combined renewal and amendment of the existing licence?

☐ Yes ☒ No

If Yes, indicate the proposed term of the renewal (maximum of 25 years): _____

Requested date of renewal issuance: _____ Requested Expiry Date: _____
(month/year) (month/year)

(The requested date of renewal issuance must be at least three (3) months from the date of application for a type B water licence and at least one (1) year from the date of application for a type A water licence, to allow for processing of the water licence application. These timeframes are approximate and do not account for the time to complete any pre-licensing land use planning or development impact requirements, time for the applicant to prepare and submit a water licence application in accordance with any project specific guidelines issued by the NWB, or the time for the applicant to respond to requests for additional information. See the NWB's *Guide 5: Processing Water Licence Applications* for more information)

26. ANNUAL REPORTING

Will the proposed amendment change the content of annual reports or the annual report template?

☐ Yes ☒ No

If Yes, provide details regarding the content of annual reports and a proposed outline or template of the annual report.

27. CHECKLIST

The following must be included with the application for Amendment for the water licensing process to begin.

Completed Application for Water Licence Amendment form.

☒ Yes ☐ No If no, date expected _____

Information addressing Supplement Information Guideline (SIG), where applicable (see Block 11)

☒ Yes ☐ No If no, date expected _____

Compliance Assessment / Status Report (see Block 23).

☒ Yes ☐ No If no, date expected _____

Indication of Renewal Requirement (see Block 26)

☒ Yes ☐ No If no, date expected _____

English Summary of Amendment Application.

☒ Yes ☐ No If no, date expected _____

Inuktitut and/or Inuinnaqtun Summary of Amendment Application.

☒ Yes	☐ No	If no, date expected _____
Application fee of \$30.00 CDN (Payee Receiver General for Canada).		
☒ Yes	☐ No	If no, date expected _____
Water Use Fee Deposit of \$30.00 CDN (Payee Receiver General for Canada). The actual water use fee will be calculated by the NWB based upon the amount of water authorized for use in accordance with the Regulations at the time of issuance of the licence.		
☒ Yes	☐ No	If no, date expected _____

28. SIGNATURE			
Megan Lord-Hoyle	Director, Corporate Sustainability	<i>Megan Lord-Hoyle</i>	September 26, 2018
Name (Print)	Title (Print)	Signature	Date