



# TECHNICAL SUPPORTING DOCUMENT

Mary River Project | Phase 2 Proposal | FEIS Addendum | August 2018

TSD 04

Public Consultation Report





TSD 04: Public Consultation Report  
Phase 2 Proposal – Mary River Project

Baffinland Iron Mines Corporation  
Mary River Project  
NIRB File No. 08MN053

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## ABBREVIATIONS

MARY RIVER PROJECT .....	the Project
BAFFINLAND .....	Baffinland Iron Mines Corporation
BCLO.....	Baffinland Community Liaison Officer
CANNOR.....	Canadian Northern Economic Development Agency
DFO .....	Department of Fisheries and Oceans
ECCC.....	Environment and Climate Change Canada
EFAP .....	Employee and Family Assistance Program
FEIS.....	Final Environmental Impact Statement
HTO .....	Hunters and Trappers Organization
IHRIS.....	Inuit Human Resources Strategy
IIBA.....	Inuit Impact Benefit Agreement
INAC .....	Indigenous and Northern Affairs Canada
INPK .....	Ilagiiktunut Nunalinnullu Pivalliajutisait Kiinaujat
IQ .....	Inuit Qaujimajatuqangit
LSA .....	Local Study Area
MEWG.....	Marine Environmental Working Group
MHTO.....	Mittimatalik Hunters and Trappers Organization
MLA.....	Member of Legislative Assembly
MRCG.....	Mary River Community Group
NGO .....	Non-Governmental Organizations
NIRB .....	Nunavut Impact Review Board
NPC .....	Nunavut Planning Commission
NTI.....	Nunavut Tunngavik Inc.
QIA .....	Qikiqtani Inuit Association
Q-SEMC.....	Qikiqtaaluk Socio-Economic Working Group
SEAP .....	Stakeholder Engagement Action Plan
SEMWG.....	Socio-Economic Working Group
TEWG .....	Terrestrial Environmental Working Group
WWF .....	World Wildlife Fund

# 1 INTRODUCTION

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## 1.1 Background

The Mary River Project is an operating iron ore mine located in the Qikiqtani Region of Nunavut. Baffinland Iron Mines Corporation (Baffinland; the Proponent) is the owner and operator of the Project. As part of the regulatory approval process, Baffinland submitted a Final Environmental Impact Statement (FEIS) to the Nunavut Impact Review Board (NIRB), which presented in-depth analyses and evaluation of potential environmental and socioeconomic effects associated with the Project.

In 2012, NIRB issued Project Certificate No 005 which provided approval for Baffinland to mine 18 million tonnes per annum (Mtpa) of iron ore, construct a railway to transport the ore south to a port at Steensby Inlet which operates year-round, and to ship the ore to market. The Project Certificate was subsequently amended to include the mining of an additional 4.2 Mtpa of ore, trucking this amount of ore by an existing road (the Tote Road) north to an existing port at Milne Inlet, and shipping the ore to market during the open water season. The total approved iron ore production was increased to 22.2 Mtpa (4.2 Mtpa transported by road to Milne Port, and 18 Mtpa transported by rail to Steensby Port). This is now considered the Approved Project. The 18 Mtpa Steensby rail project has not yet been constructed, however 4.2 MTPA of iron ore is being transported north by road to Milne Port currently. Baffinland recently submitted a request for a second amendment to Project Certificate No.005 to allow for a short-term increase in production and transport of ore via road through Milne Port from the current 4.2 Mtpa to 6.0 Mtpa.

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 parallel to the existing Tote Road (called the North Railway). The total mine production will increase to 30 Mtpa with 12 Mtpa being transported via the North Railway to Milne Port and 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 2020 with transportation of ore to Milne Port by trucks and railway ramping up as mine production increases to 12 Mtpa by 2020. 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 in mine production to 30 Mtpa by 2024. Shipping of 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. 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. 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.

Throughout 2015 and 2016, Baffinland undertook five community workshops to collect Inuit Qaujimajatuqangit (IQ) to better understand the potential effects of the original Phase 2 Proposal on Inuit land use and harvesting, focusing on potential winter shipping impacts to Inuit use of the land for travel and harvesting. Detailed IQ workshop reports are provided in TSD 3. After careful consideration of results from the workshops and community consultation, the Phase 2 Proposal was subsequently revised to a reduced shipping season that relies primarily on open water shipping with limited shipping during periods of ice break-up and ice formation, and to include a railway alongside the Tote Road. Contrary to Baffinland's original Phase 2 Proposal, trans-shipping is not being proposed at this time.



This Public Consultation Report documents the feedback that has been received by Baffinland regarding its Phase 2 Proposal since October 2014.

## 1.2 Corporate Policies and Guidance

### 1.2.1 Sustainable Development and Human Rights Policy

Baffinland's Sustainable Development and Human Rights Policy guides the company's efforts in engagement:

*"At Baffinland Iron Mines Corporation (Baffinland), we are committed to conducting all aspects of our business in accordance with the principles of sustainable development & corporate responsibility and always with the needs of future generations in mind. Baffinland conducts its business in accordance with the Universal Declaration of Human Rights and ArcelorMittal's Human Rights Policy, which applies to all employees and affiliates globally.*

*Everything we do is underpinned by our responsibility to protect the environment, to operate safely and fiscally responsibly and with utmost respect for the cultural values and legal rights of Inuit. We expect each and every employee, contractor, and visitor to demonstrate courageous leadership in personally committing to this policy through their actions. The Sustainable Development and Human Rights Policy is communicated to the public, all employees and contractors and it will be reviewed and revised as necessary on a regular basis. These four pillars form the foundation of our corporate responsibility strategy:*

1. Health and Safety
2. Environment
3. Upholding Human Rights of Stakeholders
4. Transparent Governance

#### 1.0 HEALTH AND SAFETY

- *We strive to achieve the safest workplace for our employees and contractors; free from occupational injury and illness, where everyone goes home safe everyday of their working life. Why? Because our people are our greatest asset. Nothing is as important as their health and safety. Our motto is "Safety First, Always".*
- *We report, manage and learn from injuries, illnesses and high potential incidents to foster a workplace culture focused on safety and the prevention of incidents.*
- *We foster and maintain a positive culture of shared responsibility based on participation, behaviour, awareness and promoting active courageous leadership. We allow our employees and contractors the right to stop any work if and when they see something that is not safe.*

#### 2.0 ENVIRONMENT

- *Baffinland employs a balance of the best scientific and traditional Inuit knowledge to safeguard the environment.*
- *Baffinland applies the principles of pollution prevention, waste reduction and continuous improvement to minimize ecosystem impacts, and facilitate biodiversity conservation.*
- *We continuously seek to use energy, raw materials and natural resources more efficiently and effectively. We strive to develop more sustainable practices.*
- *Baffinland ensures that an effective closure strategy is in place at all stages of project development to ensure reclamation objectives are met.*

### 3.0 UPHOLDING HUMAN RIGHTS OF STAKEHOLDERS

- *We respect human rights, the dignity of others and the diversity in our workforce. Baffinland honours and respects the unique cultural values and traditions of Inuit.*
- *Baffinland does not tolerate discrimination against individuals on the basis of race, colour, gender, religion, political opinion, nationality or social origin, or harassment of individuals freely employed.*
- *Baffinland contributes to the social, cultural and economic development of sustainable communities in the North Baffin Region.*
- *We honour our commitments by being sensitive to local needs and priorities through engagement with local communities, governments, employees and the public. We work in active partnership to create a shared understanding of relevant social, economic and environmental issues, and take their views into consideration when making decisions.*
- *We expect our employees and contractors, as well as community members, to bring human rights concerns to our attention through our external grievance mechanism and internal human resources channels. Baffinland is committed to engaging with our communities of interest on our human rights impacts and to reporting on our performance.*

### 4.0 TRANSPARENT GOVERNANCE

- *Baffinland will take steps to understand, evaluate and manage risks on a continuing basis, including those that may impact the environment, employees, contractors, local communities, customers and shareholders.*
- *Baffinland endeavours to ensure that adequate resources are available and that systems are in place to implement risk-based management systems, including defined standards and objectives for continuous improvement.*
- *We measure and review performance with respect to our safety, health, environmental, socio-economic commitments and set annual targets and objectives.*
- *Baffinland conducts all activities in compliance with the highest applicable legal & regulatory requirements and internal standards.*
- *We strive to employ our shareholder's capital effectively and efficiently and demonstrate honesty and integrity by applying the highest standards of ethical conduct".*

Consistent with this policy, Baffinland is committed to undertaking a thorough public engagement process to create a shared understanding of relevant social, economic, and environmental concerns and opportunities with its communities, regulators, stakeholder organizations and the public. Additionally, Baffinland commits to creating an inclusive, healthy and safe work environment for all employees.

#### 1.2.2 NIRB's Statement of Consultation Principles and Practices

Baffinland has incorporated the Nunavut Impact Review Board's (NIRB's) Statement of Consultation Principles and Practices (2006) (NIRB's 10 Minimum EIS Requirements; NIRB 2015) into its consultation practices for the Phase 2 Proposal:

*"The Proponent must conduct pre-Project consultations with locally affected persons. Where at all possible, information about the Project must be distributed, and comments collected with a view to resolving any differences. Discussions should include, but not be limited to, land uses, policies, resource uses, archaeological areas, infrastructure, and terrain sensitivities. Inuit cultural concerns must be highlighted throughout. The Proponent shall explain where, how, why, and with whom it conducted*



*public consultation, and shall demonstrate an understanding of the rights, interests, values, aspirations, and concerns of the potentially affected communities. All comments from the public must be summarized, documented, and presented in the EIS.”*

### 1.3 Approach to Engagement

Meaningful Inuit community and stakeholder engagement is valued by Baffinland as a means of building and maintaining community relationships and continuously optimizing community benefits of the Project. Baffinland’s approach to engagement emphasizes the importance of informing Inuit communities and stakeholders, establishing effective communication strategies, and collecting feedback on potential issues and concerns (Figure 1.1).



**Figure 1.1 Baffinland’s Approach to Engagement**

### 1.4 Engagement Objectives

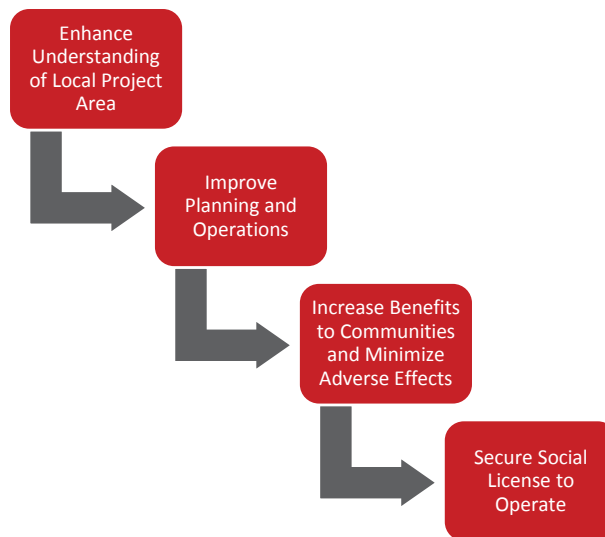
Baffinland is committed to meaningful engagement with Inuit communities and stakeholders potentially affected by the Project, including the five (5) North Baffin Inuit Communities (Arctic Bay, Clyde River, Hall Beach, Igloolik and Pond Inlet), the QIA, applicable regulatory agencies and the general public. Baffinland’s approach to meaningful engagement is integrally related to its commitment to corporate responsibility and sustainable development.

All engagement initiatives have been designed and implemented to achieve consistency with relevant corporate policies and regulatory authorizations, including the Inuit Impact and Benefit Agreement (IIBA) as well as the conditions of PC No. 005 and other regulatory instruments relating to consultation.

Baffinland's approach to Inuit community and stakeholder engagement has informed the development and implementation of the Stakeholder Engagement Action Plan (SEAP) for the Project.

The objectives of Baffinland's engagement efforts are to (Figure 1.2):

- Provide Inuit communities and stakeholders with relevant Project information in a timely, accessible and culturally appropriate manner in order to enable Inuit community members and stakeholders to identify issues and concerns and provide input into the development of appropriate mitigation measures;
- Ensure that Inuit communities and stakeholders have the opportunity to understand and meaningfully engage in the processes initiated by the Project;
- Build constructive and positive relationships with the Inuit communities most likely to be affected by the Project;
- Consider traditional and local knowledge as well as scientific expertise in internal decision-making processes;
- Facilitate effective implementation of and compliance with commitments contained in the IIBA;
- Focus priorities so that potential adverse effects are mitigated and Project benefits are enhanced; and
- Incorporate additional knowledge and expertise from potential partners (e.g. communities, academic researchers, government agencies).



**Figure 1.2 Overview of Baffinland's Engagement Objectives**

#### 1.4.1 Inuit Communities and Stakeholders

Baffinland engages with Inuit communities and stakeholders potentially affected by the Mary River Project and various regulatory authorities including, but not limited to:

- **North Baffin Communities:** Arctic Bay, Clyde River, Hall Beach, Igloolik, and Pond Inlet
- **HTOs:** Hunters and Trappers Organizations

- **Local Groups:** Mary River Community Group
- **Regional and Territorial Inuit Associations:** Qikiqtani Inuit Association (QIA) and Nunavut Tunngavik Inc. (NTI)
- **Various Governmental Agencies and Institutions of Public Government:** Nunavut Planning Commission (NPC), Nunavut Impact Review Board (NIRB), Government of Nunavut and Environment and Climate Change Canada (ECCC), Fisheries and Oceans Canada (DFO), Nunavut Water Board (NWB), Indigenous and Northern Affairs Canada (INAC), Workers' Safety & Compensation Commission of the NT and Nunavut (WSSC)
- **Education:** Nunavut Arctic College and local North Baffin schools
- **Non-Governmental Organizations:** World Wildlife Fund – Canada (WWF) and Oceans North

As part of the Phase 2 Proposal consultation initiatives, Baffinland has engaged Inuit communities and stakeholders through the implementation of a variety of mechanisms. To this end, Baffinland has:

- Provided regular and ongoing opportunities for the dissemination of Project-related information and receipt of input through Baffinland Community Liaison Officers (BCLOs) stationed in each of the 5 North Baffin communities;
- Hosted public meetings in each community;
- Conducted community and employee surveys;
- Participated in multi-stakeholder forums (e.g. Nunavut Mining Symposium, Annual Project Review Forum);
- Facilitated regular Working Group meetings with members of the Terrestrial Environment Working Group, the Marine Environment Working Group and the Mary River Socio-Economic Working Group in accordance with Project Certificate No. 005;
- Participated in meetings of the Qikiqtalluk Socio-Economic Monitoring Committee;
- Held focus groups, workshops and meetings with individual community groups, HTOs and Hamlet Councils; and
- Hosted site meetings and inspections with relevant regulatory agencies and other interested parties.

## 2 PHASE 2 CONSULTATION ACTIVITIES

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### 2.1 Overview

Baffinland has created a number of opportunities for Inuit community members and stakeholders to raise their concerns regarding the Phase 2 Proposal. For the past two years, the engagement program has included considerable consultation related to the Phase 2 Proposal, including the identification and discussion of topics of interest and concern regarding the proposal and potential effects.

From 2014 to 2018, Baffinland has used a number of methods of engagement on the Phase 2 Proposal, including:

- **Public Meetings** - Nineteen (19) public meetings held across the five North Baffin communities.
- **Inuit Knowledge Workshops** - Five (5) workshops to gather information regarding Inuit land use, shipping through ice, open water shipping, caribou and the effects of the Phase 2 Proposal on the Arctic Bay community.
- **Meetings with Community Groups** – Thirty-eight (38) meetings with the North Baffin LSA Hamlets, Hunters and Trappers Organizations (HTOs) and various other community groups, including the Annual Project Review Forum (representatives from each of the 5 North Baffin Communities)
- **Regional and Territorial Inuit Associations** – Sixteen (16) meeting with the QIA and Nunavut Tunngavik Inc. (NTI).
- **Working Groups** - Twenty-eight (28) meetings with the Terrestrial Environmental Working Group, Marine Environmental Working Group, Qikiqtaaluk Socio-Economic Monitoring Committee, and Mary River Socio-Economic Working Group
- **Meetings with Government Organizations** - meetings with various government organizations.
- **Meetings with Non-Governmental Organizations (NGOs)** - Meetings with the World Wildlife Fund (WWF) individually, and through the Marine and Terrestrial Environmental Working Groups.
- **Visit to Nain, Labrador** - Baffinland brought community representatives to Nain, Labrador, to witness ice breaking operations associated with the Voisey's Bay Mine and to discuss effects and mitigation measures with the Labrador Inuit.
- **Survey** - 205 community members in the five North Baffin LSA communities were surveyed to obtain feedback on perceptions of the proposed Project's impacts on the communities, general perceptions of Baffinland, and how community members wish to be engaged.
- **Baffinland Community Liaison Officers (BCLOs)** - Baffinland's BCLOs interact with the public and community members working at the Project, and document and report community feedback within the company.
- **Annual Project Review Forum** - Annual forum is held as part of the Mary River Inuit Impact and Benefit Agreement with the Qikiqtani Inuit Association. The forum is held in a North Baffin Community.

These engagement events are described in more detail in Table 2.1.

**Table 2.1 Categorization of Engagement Events**

Event Type	Proposed Use
Public Meeting	Meetings or open houses open to the public.
Community Group Meeting	Meetings with Hamlets/municipalities, hunter and trapper organizations (HTOs), elder's committees, youth groups or other community-based groups.
Inuit Qaujimajatuqangit (IQ) Workshop	Group discussions focused on the collection of IQ.
Regional and Territorial Inuit Association Meetings	Meetings with Designated Inuit Organizations, including the QIA and Nunavut Tunngavik Inc. (NTI).
Government Meetings	Meetings with regulatory agencies including Nunavut Planning Commission (NPC), Nunavut Impact Review Board (NIRB), Government of Nunavut and Environment and Climate Change Canada (ECCC), the Workers' Safety Compensation Commission (WSCC), Canadian Transportation Agency, Department of Fisheries and Oceans (DFO), Canadian Northern Economic Development Agency (CANNOR), Nunavut Water Board (NWB), Polar Knowledge Canada (POLAR), the Northern Projects Office and, Indigenous and Northern Affairs Canada (INAC)
Survey/Questionnaire	Feedback recorded in surveys are recorded under this event type.
Working Group Meeting	Any meeting of the Marine Environment, Terrestrial Environment or Socio-Economic Working Groups; Includes meetings with the Qikiqtaaluk Socio-economic Monitoring Committee (QSEMC). Also includes previous working groups that are no longer active, including the Pisiksik Working Group, and the Mary River Community Group (MRCG).
Non-Event Related Communications	Email correspondence, telephone conversations, and letters received/sent.

## 2.2 Public Meetings

Nineteen (19) public meetings were held across the five (5) North Baffin communities during consultation on the Phase 2 Proposal (Table 2.2). Public meetings were open to all members of the public and consisted of either an open house with Baffinland representatives at designated "topic stations" or involved an open forum format with presentations by Baffinland's Northern Affairs Manager. Occasionally, Hamlet and HTO meetings would overlap with public meetings.

**Table 2.2 Public Meetings in North Baffin Communities**

Community	Date(s) of Public Meeting
Arctic Bay	February 19, 2015
	November 23, 2016
	May 31, 2017
Clyde River	February 17, 2015
	November 21, 2016
	May 29, 2017
Hall Beach	February 20, 2015
	November 25, 2016
	June 2, 2017
Igloolik	February 20, 2015
	November 24, 2016

**Table 2.2 Public Meetings in North Baffin Communities**

Community	Date(s) of Public Meeting
Pond Inlet	June 1, 2017
	October 28, 2014
	January 22, 2015
	February 18, 2015
	March 6, 2015
	November 22, 2016
	December 6, 2016
	May 30, 2017

## 2.3 Meetings with Community Groups

Forty-seven (47) meetings were held with various community groups during consultation on the Phase 2 Proposal (Table 2.3). These groups include the Mary River Community Group (previously called the Pisiksik Working Group), HTOs, and other community interest groups (i.e., business community or those interested in career and training opportunities).

**Table 2.3 Summary of Community Group Meetings**

Community Group	Date	Topic
<b>Arctic Bay</b>		
Hamlet of Arctic Bay	November 23, 2016	Phase 2 Proposal
Arctic Bay Hunters and Trappers Organization	November 23, 2016	Phase 2 Proposal
Community residents	April 3-7, 2017	Career and Training Information Tour
Hamlet of Arctic Bay	May 31, 2017	Phase 2 Proposal
Arctic Bay Hunters and Trappers Organization	May 31, 2017	Phase 2 Proposal
Hamlet of Arctic Bay	June 13, 2018	Phase 2 – Impacts and Mitigations Workshop
Arctic Bay Hunters and Trappers Organization	June 13, 2018	Phase 2 – Impacts and Mitigations Workshop
<b>Clyde River</b>		
Hamlet of Clyde River	November 21, 2016	Phase 2 Proposal
Community residents	April 3-7, 2017	Career and Training Information Tour
Hamlet of Clyde River	May 29, 2017	Phase 2 Proposal
Clyde River Hunters and Trappers Organization	May 29, 2017	Phase 2 Proposal
Hamlet of Clyde River	June 11, 2018	Phase 2 – Impacts and Mitigations Workshop
Clyde River Hunters and Trappers Organization	June 11, 2018	Phase 2 – Impacts and Mitigations Workshop
<b>Hall Beach</b>		
Hamlet of Hall Beach	November 25, 2016	Phase 2 Proposal
Community residents	April 3-7, 2017	Career and Training Information Tour
Hamlet of Hall Beach	June 2, 2017	Phase 2 Proposal
Hall Beach Hunters and Trappers Organization	June 2, 2017	Phase 2 Proposal



**Table 2.3 Summary of Community Group Meetings**

Community Group	Date	Topic
Hamlet of Hall Beach	June 15, 2018	Phase 2 – Impacts and Mitigations Workshop
Hall Beach Hunters and Trappers Organization	June 15, 2018	Phase 2 – Impacts and Mitigations Workshop
<b>Igloolik</b>		
Hamlet of Igloolik	November 24, 2016	Phase 2 Proposal
Community residents	April 3-7, 2017	Career and Training Information Tour
Hamlet of Igloolik	June 1, 2017	Phase 2 Proposal
Igloolik Hunters and Trappers Organization	June 1, 2017	Phase 2 Proposal
Hamlet of Igloolik	June 14, 2018	Phase 2 – Impacts and Mitigations Workshop
Igloolik Hunters and Trappers Organization	June 14, 2018	Phase 2 – Impacts and Mitigations Workshop
<b>Iqaluit</b>		
Iqaluit Business Community	January 16, 2017	Procurement and Contracting Workshop
<b>Pond Inlet</b>		
Community Advisory Group	October 29, 2014	Phase 2 Proposal
Pisiksik Working Group (predecessor to the MRCG)	December 2, 2014	Community Engagement / Phase 2 Proposal
Mittimatalik Hunters and Trappers Organization (MHTO)	February 18, 2015	Phase 2 Proposal
Mary River Community Group - Pond Inlet	March 5, 2015	Community Engagement / Phase 2 Proposal
Mary River Community Group - Meeting #1	March 6, 2015	Community Engagement / Phase 2 Proposal
Mary River Community Group - Meeting #2	May 1, 2015	Community Engagement / Phase 2 Proposal
Mary River Community Group - Special Meeting	September 23, 2015	Community Engagement / Phase 2 Proposal
Mary River Community Group - Meeting #3	October 29, 2015	Community Engagement / Phase 2 Proposal
Mary River Community Group - Meeting #4	May 11, 2016	Community Engagement / Phase 2 Proposal
Hamlet of Pond Inlet	November 22, 2016	Phase 2 Proposal
Mittimatalik Hunters and Trappers Organization (MHTO)	November 22, 2016	Phase 2 Proposal
Hamlet of Pond Inlet	December 6, 2016	Phase 2 Proposal
Mittimatalik Hunters and Trappers Organization (MHTO)	December 6, 2016	Phase 2 Proposal
Member of Legislative Assembly (MLA)	December 6, 2016	Phase 2 Proposal
Pond Inlet Business Community	January 18-19, 2017	Procurement and Contracting Workshops
Community residents	April 3-7, 2017	Career and Training Information Tour
Hamlet of Pond Inlet	May 30, 2017	Phase 2 Proposal
Mittimatalik Hunters and Trappers Organization (MHTO)	May 30, 2017	Phase 2 Proposal
Mittimatalik Hunters and Trappers Organization (MHTO)	June 7, 2018	Phase 2 Proposal
Mittimatalik Hunters and Trappers Organization (MHTO)	June 12, 2018	Phase 2 - Impacts and Mitigation Workshop
Hamlet of Pond Inlet	June 12, 2018	Phase 2 - Impacts and Mitigation Workshop

## 2.4 Inuit Qaujimajatuqangit (IQ) Workshops

Baffinland organized five IQ workshops in Pond Inlet and Arctic Bay between March 2015 and May 2016 (Table 2.4). The purpose of these workshops was to collect additional information regarding the impacts of increased shipping and ice breaking activities on marine mammals and Inuit land use, as well as potential impacts from increased terrestrial transport of ore on caribou. The workshops provided an opportunity to discuss concerns specific to the Phase 2 Proposal in detail, and for participants to discuss potential mitigation measures.

**Table 2.4 Inuit Qaujimajatuqangit Workshops**

Event	Date	Location	Topic
Phase 2 IQ Workshop No. 1	March 3-4, 2015	Pond Inlet	Contemporary Inuit Land Use
Phase 2 IQ Workshop No. 2	April 27-29, 2015	Pond Inlet	Shipping Through Ice
Phase 2 IQ Workshop No. 3	October 26-27, 2015	Pond Inlet	Open Water Shipping
Phase 2 IQ Workshop No. 4	November 20-22, 2015	Pond Inlet	Caribou
Phase 2 IQ Workshop No. 5	May 5-6, 2016	Arctic Bay	Phase 2 and Arctic Bay

Details regarding each workshop, including attendees, and topics discussed are provided in TSD 03.

### 3 GENERAL CONSULTATION ACTIVITIES

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In support of achieving the engagement objectives defined for the Project, Baffinland implements a variety of engagement mechanisms that are intended to ensure that a broad and comprehensive approach to the creation of enhanced opportunities for dialogue and input are executed. In addition to Phase 2 specific consultation, Baffinland has also conducted regular engagement with the North Baffin communities, the QIA and various stakeholders related to the ERP and ongoing operations.

#### 3.1 Regional Inuit Association

Baffinland is committed to establishing and maintaining a positive relationship with the QIA through ongoing engagement and collaboration. Engagement with QIA takes place on two levels:

- **Engagement associated with implementation of the Inuit Impact and Benefit Agreement (IIBA):** Implementation of the IIBA is managed by a Joint Executive Committee (JEC) and a Joint Management Committee (JMC), each of which consists of an equal number of representatives from Baffinland and QIA. The JEC is responsible for oversight of the implementation of the IIBA through the setting of annual goals, objectives and priorities, the establishment of a supporting annual implementation budget, the review of reports and the provision of strategic advice. The JMC monitors the ongoing operations and management of the project as it relates to the IIBA and shares information regarding the progress of training initiatives, employment targets and contract awards. Issues arising from the JMC are referred to the JEC for resolution. Both the JEC and the JMC meet on a regular basis, by phone or face-to-face to discuss and resolve issues related to IIBA implementation. In addition to the work of the two Joint Committees, an IIBA Report is produced annually which describes implementation for the preceding calendar year. Together, QIA and Baffinland host an Annual Project Review Forum at which both parties provide Project updates and progress reports to representatives of the five North Baffin communities followed by a report which is publicly available. The Annual Project Review Forum provides a valuable opportunity to discuss and address Project-related issues of concern identified by community members and to develop collaborative solutions. In 2017, the Forum was held in Arctic Bay and the 2018 Forum was held in Hall Beach. The 2019 Forum will be held in Clyde River.
- **Engagement related to other regulatory authorizations:** Baffinland and QIA also engage on a regular basis with respect to regulatory authorizations, the commercial lease, and a range of management plans including the internal closure and reclamation plan, the roads management plan, and the snow management plan. Such engagement has been ongoing for the past several years and has been formalized and regularized. Engagement with QIA may also occur on an as-needed basis as issues arise. Such consultation activities have created an opportunity for Baffinland to provide information to the QIA on the Phase 2 Proposal on a regular basis.

**Table 3.1 Meetings with Regional and Territorial Inuit Associations**

Regional and Territorial Inuit Association	Date
QIA – IIBA Joint Management Committee Meeting	February 6-8, 2017
QIA – IIBA Joint Management Committee Meeting	March 13, 2017
QIA – IIBA Joint Management Committee Meeting	March 23-24, 2017
QIA – IIBA Joint Management Committee Meeting	April 5, 2017, 2017
QIA – IIBA Joint Management Committee Meeting	April 21, 2017
QIA – IIBA Joint Management Committee Meeting	May 2, 2017
QIA – IIBA Joint Management Committee Meeting	May 25, 2017
QIA – IIBA Joint Management Committee Meeting	June 16, 2017
QIA – Audit and Inspection	June 20-22, 2017
QIA – IIBA Joint Management Committee Meeting	June 27, 2017
QIA – Audit and Inspection	August 2, 2017
QIA– IIBA Joint Management Committee Meeting	August 28-29, 2017
QIA – Environmental Auditors Inspection	September 14-20, 2017
QIA – IIBA Joint Management Committee Meeting	September 19-20, 2017
QIA – IIBA Joint Management Committee Meeting	November 15-17, 2017
QIA – IIBA Joint Management Committee Meeting	December 7-9, 2017
QIA – Phase 2 Proposal	June 22, 2018

### 3.2 Meetings with Government

Baffinland regularly participates in meetings or communications with the regulatory agencies that have a jurisdictional interest in the Project. The purpose of such engagement is to ensure that regulators are provided with the full range of relevant Project-related information and frequent updates on Project progress. Table 3.2 presents a summary of meetings held with government agencies.

**Table 3.2 Meetings with Government Agencies**

Government Agency	Date
Nunavut Impact Review Board (NIRB) and Nunavut Planning Commission (NPC)	November 5, 2014
Canadian Northern Economic Development Agency (CANNOR)	November 6, 2014
Environment and Climate Change Canada (ECCC), and Department of Fisheries and Oceans (DFO)	November 6, 2014
CANNOR and other Federal Departments	November 14, 2014
CANNOR, ECCC, PC, Indigenous and Northern Affairs Canada (INAC)	November 28, 2014
Canadian Marine Advisory Council	May 13-14, 2015
INAC	May 17, 2015
ECCC	May 17, 2015
CANNOR	May 18, 2015
NIRB - Meeting with Ryan Barry	October 18, 2016

**Table 3.2 Meetings with Government Agencies**

<b>Government Agency</b>	<b>Date</b>
NIRB - Letter Requesting Updated Project Description	October 28, 2016
Canadian Transportation Agency - Rail Expansion Meeting	November 29, 2016
INAC	December 1, 2016
Workers' Safety Compensation Commission (WSCC) - Mines Inspector	March 1-7, 2017
NIRB	March 22-24, 2017
DFO - Initial Meeting	May 2, 2017
WSCC Mines Inspector – Regulatory Inspection	May 9-16, 2017
ECCC and INAC Environmental Inspectors and Water Resources Officers - Regulatory Inspection	May 29 – June 1, 2017
INAC Natural Resources and Environment Branch – Phase 2 Proposal Meeting	June 5, 2017
NPC – Phase 2 Proposal Meeting	July 18, 2017
ECCC Environmental Inspector - Regulatory Inspection	July 19 -20, 2017
INAC Natural Resources and Environment Branch – Phase 2 Proposal Meeting	August 2, 2017
WSCC Geotechnical Inspectors - Regulatory Inspection	August 18-19, 2017
WSCC Mines Inspector - Regulatory Inspection	August 22-29, 2017
INAC Geotechnical Inspector, Water Resources Officer - Regulatory Inspection	August 22-24, 2017
ECCC Environmental Inspector - Regulatory Inspection	August 23-24, 2017
NIRB Environmental Inspectors - Regulatory Inspection	August 24-26
Northern Projects Management Office – Phase 2 Proposal Meeting	September 14, 2017
Government of Nunavut (Various Departments) - Territorial Socio-Economic Monitoring Workshop	September 14-15, 2017
NPC – Phase 2 Proposal Meeting	September 19, 2017
Polar Knowledge Canada	October 18, 2017
NIRB – Phase 2 Proposal Meeting	October 19, 2017
INAC Water Resources Officer - Regulatory Inspection	November 7-9, 2017
NPC – Phase 2 Proposal Meeting	November 21, 2017
NPC – Phase 2 Proposal Meeting	December 4-5, 2017

### 3.3 Meetings with Non-Governmental Organizations

Baffinland regularly engages World Wildlife Fund and Oceans North Canada through the environmental Working Groups (refer to Section 2.7 for Working Group activities).

### 3.4 Working Group Meetings

Certain Project Certificate conditions mandate the establishment of working groups related to the terrestrial, marine, and socio-economic environments. Working groups provide a forum for ongoing communication, reporting and review between Baffinland and other interested parties and function as advisory bodies to provide recommendations on appropriate monitoring and environmental management approaches related to the Project. Baffinland chairs three working groups in accordance with the direction provided by the NIRB in Baffinland's Project Certificate:

- Terrestrial Environmental Working Group (TEWG);
- Marine Environmental Working Group (MEWG); and
- Mary River Socio-Economic Working Group (SEMWG).

The focus of each of the working groups is on current monitoring programs in place for the approved Project. However, some discussions on the Phase 2 Proposal have also been held during these meetings. The QSEMC meets annually and the SEMWG meets at least twice a year and the TEWG and MEWG meet, at a minimum, bi-annually, to discuss the impacts of the Project on marine wildlife, terrestrial wildlife, and the socio-economic environment. There have been 29 working group meetings held since the Phase 2 Proposal was announced in October 2014 are listed in Table 3.3.

**Table 3.3 Meetings with Working Groups**

Stakeholder Group	Date
SEMWG	July 19, 2016
	February 2, 2017
	September 14-15, 2017
	June 19, 2018
QSEMC	July 5-6, 2017
	September 14-15, 2017
	June 20, 2018
MEWG	November 27, 2014
	April 21, 2015
	November 18, 2015
	April 27, 2016
	November 29, 2016
	March 15, 2017
	September 13, 2017
	May 3, 2017
	November 30, 2017
	March 15, 2018
	June 6, 2018
TEWG	November 26, 2014
	April 22, 2015



**Table 3.3 Meetings with Working Groups**

Stakeholder Group	Date
	November 17, 2015
	April 28, 2016
	November 30, 2016
	March 16, 2017
	May 4, 2017
	October 3, 2017
	November 29, 2017
	March 22, 2018
	June 5, 2018

In addition, Baffinland also participates in the work of the Mary River Community Group. In 2014, the Pond Inlet Community Advisory Group (CAG) was established in Pond Inlet, working from the remaining membership of an Inuit Knowledge working group in Pond Inlet called Pisiksik which had worked under the direction of Baffinland consultants on the Inuit Knowledge Study. The purpose of the CAG was to create a direct line of communication and dialogue between the residents of Pond Inlet and Baffinland. Subsequently, early in 2015, QIA proposed the creation of a new group supported by both the QIA and Baffinland. CAG supported this initiative and in 2015 the Mary River Community Group (MRCG) was established.

### 3.5 Community Member Visit to Nain, Labrador

Baffinland sponsored a contingent of North Baffin Inuit to visit Nain, Labrador, from April 14 to 16, 2015. The purpose of this excursion was to allow community members to observe winter shipping activities and the mitigation measures employed by the Labrador Inuit to reduce adverse effects to the area of the ship's track. Fourteen (14) Inuit participants from Pond Inlet observed the passage of ice breaking ship MV Umiak I. The visit also included a presentation and question and answer session, allowing the visitors to learn about winter shipping operations in northern Labrador and discuss the experience of Labrador Inuit associated with the Voisey's Bay Mine. A report documenting the site visit is presented in Appendix A.

### 3.6 Baffinland Community Liaison Officers

BCLOs are employees and representatives of Baffinland who reside in the North Baffin communities of Arctic Bay, Clyde River, Hall Beach, Igloolik and Pond Inlet. The BCLOs perform a wide variety of functions in the community related to identifying training opportunities for community members, assisting employees, and act as the representatives of Baffinland in the community. As the representatives of Baffinland in the communities, BCLOs play a vital role in the dissemination of Project-related information, conducting consultation events, and the transmission of community issues and concerns to Baffinland.

### 3.7 Baffinland Community Survey

In September 2016, Baffinland conducted a community survey in the five North Baffin communities of Arctic Bay, Clyde River, Hall Beach, Igloolik and Pond Inlet. The survey was carried out online through Survey Monkey and hard copy (hard copy results were uploaded into Survey Monkey by BCLOs).

A total of 205 community members participated in the survey. Survey questions solicited feedback on the perceived impacts of the Mary River Project on the communities, general perception of Baffinland, and how community members wish to be engaged. The results of the community survey are presented in Section 3.2 and additional details can be found in Appendix B.

A Workplace Survey was administered by Baffinland in 2018. The Survey aimed to collect information about the employees of the Mary River Project and their opinions on a number of topics, including housing, counselling and support services, and leisure time and traditional activities. One survey was developed for employees and one was developed for managers, supervisors and elders. The survey was conducted on-site at the Mine Site complex and Port Site Complex.

In total, 71 *Inuit Employee Surveys* and 12 *Manager, Inuit Employee Supervisor, and On-Site Elder Surveys* were completed. Information collected during the 2018 Workplace Survey has been used to address Project reporting requirements and will improve Baffinland's understanding of Inuit employment and workplace conditions at the Project.

### **3.8 Other Meetings and Correspondence**

Various correspondence with the five North Baffin communities may include discussions BLCOs have with community members, as well as written correspondence with Inuit organizations and government agencies.

### **3.9 Baffinland's Website, Social Media, and Document Portal**

Baffinland's website provides information to interested parties on the company and on various aspects of the Project including, what life is like at the camp, Baffinland's commitment to sustainability in the context of environment, communities and learning and development, frequently asked questions (FAQs) and career opportunities.

In 2017, Baffinland launched a Project-specific Document Portal on its corporate website in order to provide monitoring and reporting information to the public ([www.baffinland.com/documents](http://www.baffinland.com/documents)). The web portal was live as of March 31, 2017. Where possible the web portal will provide links to English and Inuktitut versions of the popular summary of reports as well as the main body of the report or document. In the future, Baffinland intends to use the document portal to post the Phase 2 Proposal FEIS Addendum.

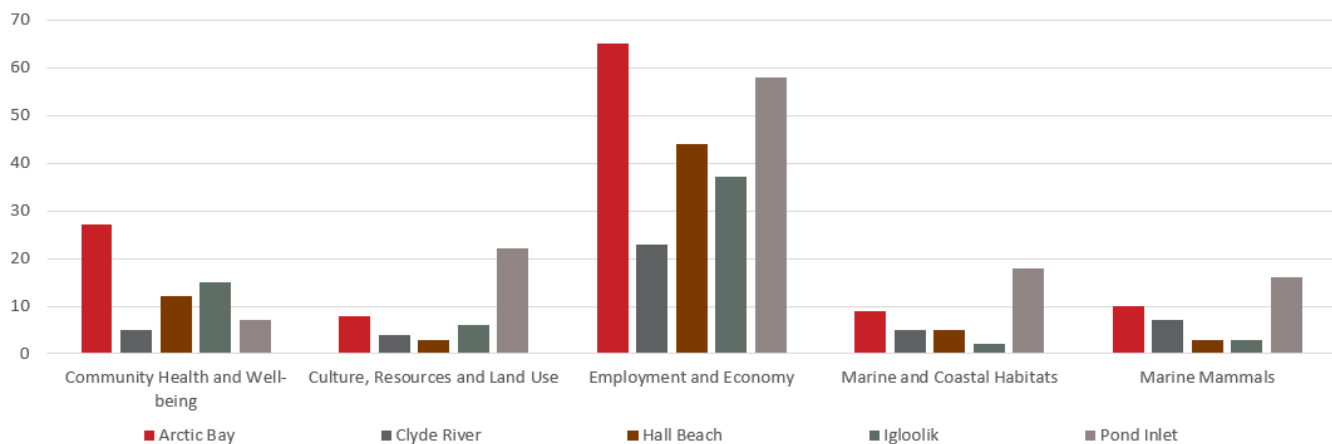
Facebook has been identified as a key communications tool in Nunavut. Baffinland regularly posts updates related to the operation and Project activities. Posts are also regularly made to promote available employment and training opportunities, particularly for Inuit based in the Baffin region. When appropriate, Baffinland also uses Facebook to respond directly to questions and comments asked through Facebook.

## 4 ENGAGEMENT OUTCOMES

### 4.1 North Baffin Community Engagement Results

The public and community group meetings organized over the course of the public engagement process have enabled Baffinland to collect crucial information regarding the topics of interest or concern to the North Baffin communities.

Baffinland has received nearly 1,000 comments from interested parties through Public Meetings and community group meetings. Figure 4.1 presents the main topics of interest and concern identified by the public and community groups across the five (5) North Baffin communities (Arctic Bay, Clyde River, Hall Beach, Igloolik and Pond Inlet), and the number of times each topic was raised.



**Figure 4.1 Topics of Interest and Concern Identified at Public and Community Group Meetings**

Based on the above information, the top five topics of interest and concern most commonly raised across all five (5) North Baffin communities include (Figure 4.2):

- **Project Description:** Comments regarding the future of the Mary River Project and general concerns or questions regarding the Phase 2 Proposal.
- **Regulations and Agreements:** Comments and questions regarding the IIBA, the Environmental Assessment (EA) process, and Baffinland's Water Licenses.
- **Culture, Resources and Land Use:** Comments and questions regarding disruptions to Inuit lifestyles, cultural practices and traditions, and disruption of land and marine travel for hunting or other purposes. References to IQ.
- **Consultation and Engagement:** Comments and questions related to the role of Inuit organizations in the consultation process, and details regarding Baffinland's public engagement events in North Baffin communities.

- **Benefits, Taxes and Royalties:** Community requests or suggestions for support, and comments on existing support programs.

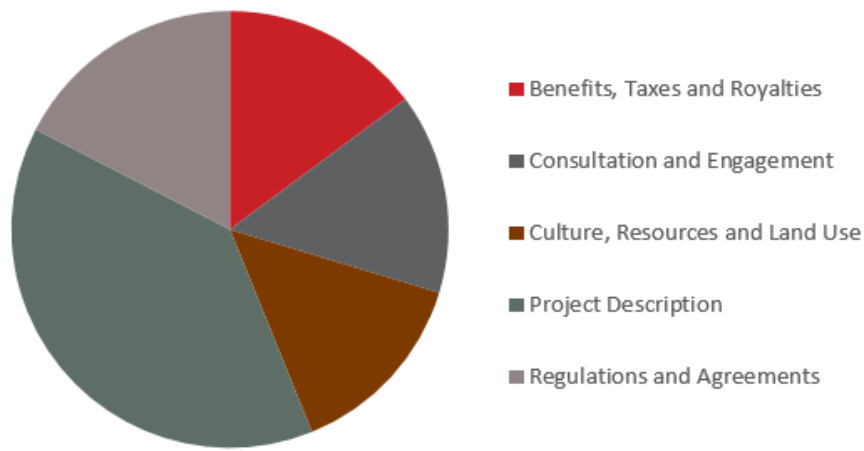


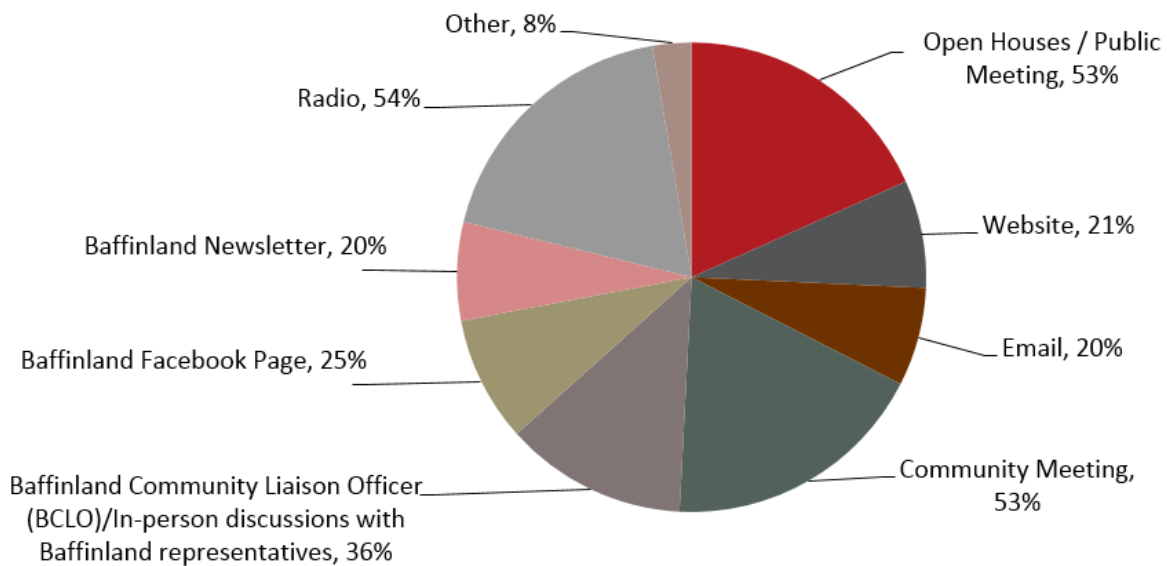
Figure 4.2 Top Five Topics of Interest and Concern (All Communities)

## 4.2 Community Survey Results

The 2016 community survey was undertaken as described in Section 2.10 and Appendix B. Results of the community survey indicate that the five most frequently raised topics of interest and concern, in relation the Phase 2 Proposal, across the five (5) North Baffin communities include:

- Livelihood and Employment;
- Human Health and Well Being;
- Community Infrastructure and Public Services;
- Education and Training; and
- Culture, Resources and Land Use.

Surveyors were asked to identify all modes of communication that they were interested in for receiving project information. These results provide feedback on how the communities prefer to be consulted. Participants indicated a preference for radio (54%), public meetings (53%), and in-person discussions with the BCLOs (36%). Website, email, and newsletters also received support (approximately 20 to 25% of respondents) (Figure 4.3) (because respondents indicated all modes of communication that were of interest, the totals are greater than 100%).



**Figure 4.3 Preferred Avenues to Communicate with Baffinland (All Communities)**

The majority of respondents (approximately 90%) indicated that they were supportive of an increased use of surveys.

### 4.3 Inuit Knowledge Workshops

A summary of key outcomes from each of the five Inuit knowledge workshops is described below. Additional details are provided in TSD-3.

#### **Workshop 1 - Contemporary Inuit Land Use in the Eclipse Sound and Navy Board Inlet Areas (March 3-4, 2015)**

- Workshop participants documented a number of Inuit land use activities.
- Graphical calendars were created to provide a detailed timeline of selected land use activities throughout the year.
- Key narwhal migration and lifecycle activities in the Eclipse Sound and Navy Board Inlet areas were discussed and mapped.

#### **Workshop 2 - Shipping Through Ice (April 27-29, 2015)**

- Mitigation, monitoring and research, and compensation and benefits recommendations were made by workshop participants with respect to the effects of ice breaking activity and the creation of a ship track on the marine environment (including marine mammals), and on Inuit travel routes and land use activities.
- Workshop participants commented on preferred timing, routing, and notification methods for shipping through ice activities.
- Workshop participants described ice conditions along the proposed Phase 2 Proposal shipping route and other locations in the Eclipse Sound and Navy Board Inlet areas.

### Workshop 3 - Open Water Shipping (October 26-27, 2015)

- Mitigation, monitoring and research, and compensation and benefits recommendations were made by workshop participants, with respect to the effects of open water shipping on the marine environment and Inuit land use activities.
- Workshop participants commented on the acceptability of Baffinland's proposed trans-shipping sites and described shipping route conditions along the proposed Phase 2 Proposal shipping route and other locations in the Eclipse Sound and Navy Board Inlet areas.

### Workshop 4 – Caribou (November 20-22, 2015)

- North Baffin caribou ecology topics were discussed, including population dynamics, migration patterns, behaviour, and food sources.
- Contemporary caribou harvesting activities in the North Baffin region were reviewed.
- Community concerns pertaining to the Phase 2 Proposal and caribou were documented.

### Workshop 5 - Phase 2 and Arctic Bay (May 5-6, 2016)

- Feedback obtained from the previous community workshops held in Pond Inlet were reviewed and discussed.
- Topics of interest and concern discussed included contemporary Inuit land use in the Eclipse Sound and Navy Board Inlet areas, shipping through ice, open water shipping and caribou. Other topics of interest and concern were discussed as necessary.

## 4.4 Summary of Comments/Responses

Table 4.1 provides a summary of the key outcomes derived from Baffinland's engagement efforts related to the Phase 2 Proposal.

**Table 4.1 Summary of Key Comments/Responses from Baffinland's Phase 2 Proposal Engagement Activities**

Topic of Interest or Concern	Comment and / or Question	Baffinland Response
Project Description	Confusion regarding Baffinland's reasons behind the change of plans from the original proposal, to the Approved Project, followed by the Phase 2 Proposal.	Baffinland acknowledges that its plans have changed over the years. This is the result of various studies and consultation with communities to determine the best approach to developing the Project at a scale that provides the company's shareholders with an acceptable return on investment that is also mindful of community concerns and aspirations.
	Clarification regarding the effects of the Phase 2 Proposal on the mine life; specifically, whether the Project will be multi-generational.	With the stepwise development proposed with the Phase 2 Proposal the mine life will now be 17 years. Baffinland is continuing exploration and still believes the Project will be multi-generational.



**Table 4.1 Summary of Key Comments/Responses from Baffinland's Phase 2 Proposal Engagement Activities**

Topic of Interest or Concern	Comment and / or Question	Baffinland Response
Culture, Resources and Land Use	Request for information regarding the following, with respect to the Phase 2 Proposal:  Impacts of winter shipping on marine wildlife and Inuit land-use activities  Impacts of increased shipping frequency on marine wildlife and Inuit land use activities  Potential impacts of the north railway on caribou migrations	Five (5) Inuit Knowledge workshops were held in Pond Inlet and Arctic Bay to discuss these concerns with community members and obtain feedback with regards to the proposal. Baffinland has modified its plans to limit shipping to open water and the periods of ice break-up (July 1 on) and ice formation (up to November 15), avoiding conflict with Inuit use of the landfast ice.
	Will caribou be affected if they eat plants that have been exposed to ore dust? My life would be affected because the caribou's diet can be affected by this and could be dangerous. Just wanted you to be aware of that, thank you.	Thank you for the comment, as part of our monitoring studies and understanding the importance of caribou and what they are eating for their health, we monitor vegetation and any metals in vegetation and soil in which it grows, through our dust monitoring studies, although there is dust around the site, with 1km distance from the site the dustfall reaches background levels. We have not seen any changes in the vegetation.
	The railway design shows there will be crossings for humans and wildlife. When BIM started their operation this was being discussed previously when they wanted a railway from Mary River to Steensby Inlet, it was mentioned they would have crossings for wildlife. Caribou especially, when there is a railway line built, caribou might tend to walk or travel anywhere, having a crossing for wildlife I am unclear on what the crossing would be like, or how do we determine where they are located?	Thank you for that comment, the crossings have not been determined where they are going to go yet, either the number of crossings or where they are going to be, that will be determined with the communities where the crossings should be, the crossings have not been decided yet. One thing we will do during breakout groups is to look at the travel routes to look at where those crossings might best be placed.
	Request for increased opportunities for Inuit workers to access counselling with Elders on site, including a desire for Baffinland to increase Elder participation in the planning and operations processes.	An Elder on site is available to all employees who wish to access counselling. Baffinland will review the program and identify opportunities for improvement.
	Concern about lack of transparency with respect to employment conditions – i.e. that new workers are not aware of the drastic change in lifestyles when they arrive at the mine site for work. Additionally, there was a comment that it was not clear that knowledge of English was a mandatory requirement for employment at the Mary River site.	Baffinland and the QIA support the use of Inuktitut in the workplace and have agreed that lack of English will not be a barrier for employment at the Project, except where the employee's exclusive use of Inuktitut poses a safety hazard. A revised Work Ready Program will be delivered in 2018 to help Inuit workers adapt to life at a remote fly-in/fly-out site.
	Request to understand the Project, its use of Inuit Qaujimajatuqangit, research, monitoring, regulatory processes, operation and mitigation.	Project information, including the regulatory process and operations, can be accessed through BCLOs, Baffinland's website, including the document portal, and during consultation events. Inuit Qaujimajatuqangit collected as part of the Project is used to guide project planning so as to reduce potential effects on land use activities and/or sensitive areas.

**Table 4.1 Summary of Key Comments/Responses from Baffinland's Phase 2 Proposal Engagement Activities**

Topic of Interest or Concern	Comment and / or Question	Baffinland Response
	There is a trail to Pond Inlet near the rail line so you will need crossings. For the animals can they read signs? The rail line will be raised and it may be inconvenient for people to cross over. For those of us who are living in Nunavut, the people of Pond Inlet will see more ships, we know they have concerns. When you started the ERP, it seemed like Steensby Rail line has been put on the back burner. You should ensure that the rail line should be built. I don't want that number of ships going through Eclipse Sound for 100 years.	You are correct caribou do not read signs. We would put the crossings in known travel routes to alter train operators. We realize that caribou go where they want to go. If we build the crossing and find the animals aren't using it we can move them to where they are actually crossing. We are still expecting to build Steensby. The timeline for the Phase 2 is a year-long process with NIRB and then two years of construction. Then to build Steensby is based on when we can get enough money to do so.
	Before Phase 2 was being prepared, people of Pond Inlet were informed by Baffinland that the Tote Road from Mary River to Milne Port was going to be a public road, but it turned out once they started hauling ore they would restrict hunters from travelling on the tote road, and under the IIBA it stated that 25% Inuit would be employed by the mine and we have not reached that. Thirdly the ship route, Pond Inlet hunters were shown the route of the ship but it turned out there would be a lot of ships outside the track, right now when they are planning to design the railway line the hunters, our traditional trail was totally blocked by the potential railway line. From 2005 to 2017 they gathered information on how much wildlife had been impacted and marine mammals have been impacted greatly, even though Baffinland says there has been minimal impact.	Thank you for your comments and questions, the first comment that I heard was that the communities were told that the Tote Road would be a public access road, and that hunters have felt there are restrictions to this now. It continues to be a public access road and in the IIBA it outlines the uses of the road and project area. There are no restrictions on the use of the road, but we do ask that hunters for safety reasons check in with security to let them know they are in the area for safety reasons, hunters are welcome to come into the project site and the facilities as well, there are no restrictions on the use of the area.
Livelihood and Employment	The impacts of switching from road-haulage to rail-haulage on Inuit training and employment.	Current employment levels will be sustained with the Phase 2 Proposal. There will be an upward shift in skill categories with some positions. To offset this, Baffinland will continue offering training opportunities, including those relevant to Project roles and needs.
Environmental Management	Spill prevention and control measures; dust prevention and control measures.	Baffinland has developed a comprehensive environmental management system (see Volume 10).
Consultation and Engagement	Request for Inuit presence on monitoring committees, and in case of shipping, request for Inuit presence aboard shipping vessels to physically monitor for any adverse effects to marine life.	The Ship-Based Observer monitoring program has been re-initiated in 2018. Two Inuit marine mammal observers will participate in this program. Baffinland is also working on developing training programs and identifying employment opportunities to secure more Inuit participation in the shipping component of the Project.
	Desire for more regular Baffinland representatives in the communities (i.e. in case the BCLOs go on medical leave).	BCLOs keep regular office hours within their communities. In the event a BCLO requires extended leave, Baffinland will make appropriate arrangements to confirm that communication between Baffinland and the community is maintained.

**Table 4.1 Summary of Key Comments/Responses from Baffinland's Phase 2 Proposal Engagement Activities**

Topic of Interest or Concern	Comment and / or Question	Baffinland Response
	Request for more transparency with respect to the feedback obtained from other communities in North Baffin, and more communication between communities, so that they are all on the same page.	Meeting minutes from public and community group meetings are included in the NIRB Annual Report.
Benefits, Taxes and Royalties	Requests for Baffinland to support the communities through increasing food security (providing lunches at schools, universities), offering scholarships, and providing more transparent information regarding the resources available.	The IIBA has established funds, such as the Ilagiiktunut Nunalinnullu Pivalliajutisat Kiinaujat (INPK) Fund, which community members can assess. Funding is distributed by the QIA. Baffinland acknowledges that it has heard concerns of communities regarding direct benefits and will work with the QIA to better communicate the funds currently available to impacted communities.
	The potential to bring freight for communities by return shipping, and/or share shipping costs with local communities, thereby reducing the expenditures of local communities.	There will be limited opportunity to support community re-supplies due to the distance of the port sites from communities.
	Baffinland is making revenue, but I don't know if the communities will be receiving revenue. We are not decision makers for the operation, we cannot approve or reject anything respecting the mine. Mining up to 2045 Mary River will still be there, why are you rushing into the Phase 2 project, based on these possible impacts, potential effects, marine mammal disturbance, temporary localized avoidance of the area, can we wait until these potential effects have been dealt with first and delay the Phase 2 program?	Regarding royalties, we basically follow the Nunavut Agreement, that royalties should be paid to QIA and under the ERP we would also provide royalties to QIA. Baffinland supports various programs. QIA and Baffinland are still working together on how to improve IIBA implementation and we acknowledge that some of the programs under the IIBA have proceeded and some have not.
IIBA	Concerns regarding decreasing number of Inuit employed at the Project, as well as concerns about harassment against Inuit workers on site.	Worker retention has been a challenge for Baffinland, and the Proponent is actively trying to resolve this issue. Baffinland has developed an Inuit Human Resources Strategy and has been working closely with the QIA on training programs focused on Inuit employment and advancement. With regards to harassment against Inuit employees, discrimination will not be tolerated. Baffinland has an anti-discrimination policy. Instances of discrimination should be reported to human resources staff. There are also elders on-site who are able to listen to help record complaints of harassment.

## 4.5 Future Engagement

Baffinland will continue to undertake an active and on-going approach to engagement on the Phase 2 Project with Inuit communities and stakeholders. Baffinland has specifically committed to return to the five (5) North Baffin communities in Fall of 2018 to provide further and more detailed information in relation to the Phase 2 Proposal and associated regulatory processes. Baffinland is also planning on hosting another IQ Workshop specific to Phase 2 with representatives from Pond Inlet. Relevant documentation will be provided in advance of any community, hamlet, and HTO meeting to confirm that participants have an opportunity to identify and discuss topics of interest and concern. Baffinland will continue to safeguard that its engagement activities comply with the terms and conditions of all relevant standards, regulations, Project authorizations and the IIBA.

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# **APPENDIX A**

## **NAIN SITE VISIT FINAL REPORT (MAY 2015)**



## **Nain Site Visit**

**15 April 2015**

## **Final Report**



### **Prepared for:**

Baffinland Iron Mines Corporation  
2275 Upper Middle Road East – Suite 300  
Oakville, ON  
L6H 0C3

### **Prepared by:**

Sikumiut Environmental Management Ltd.



2<sup>nd</sup> Floor, 79 Mews Place  
St. John's, NL  
A1B 4N2

May 13, 2015

SEM File # 070-020

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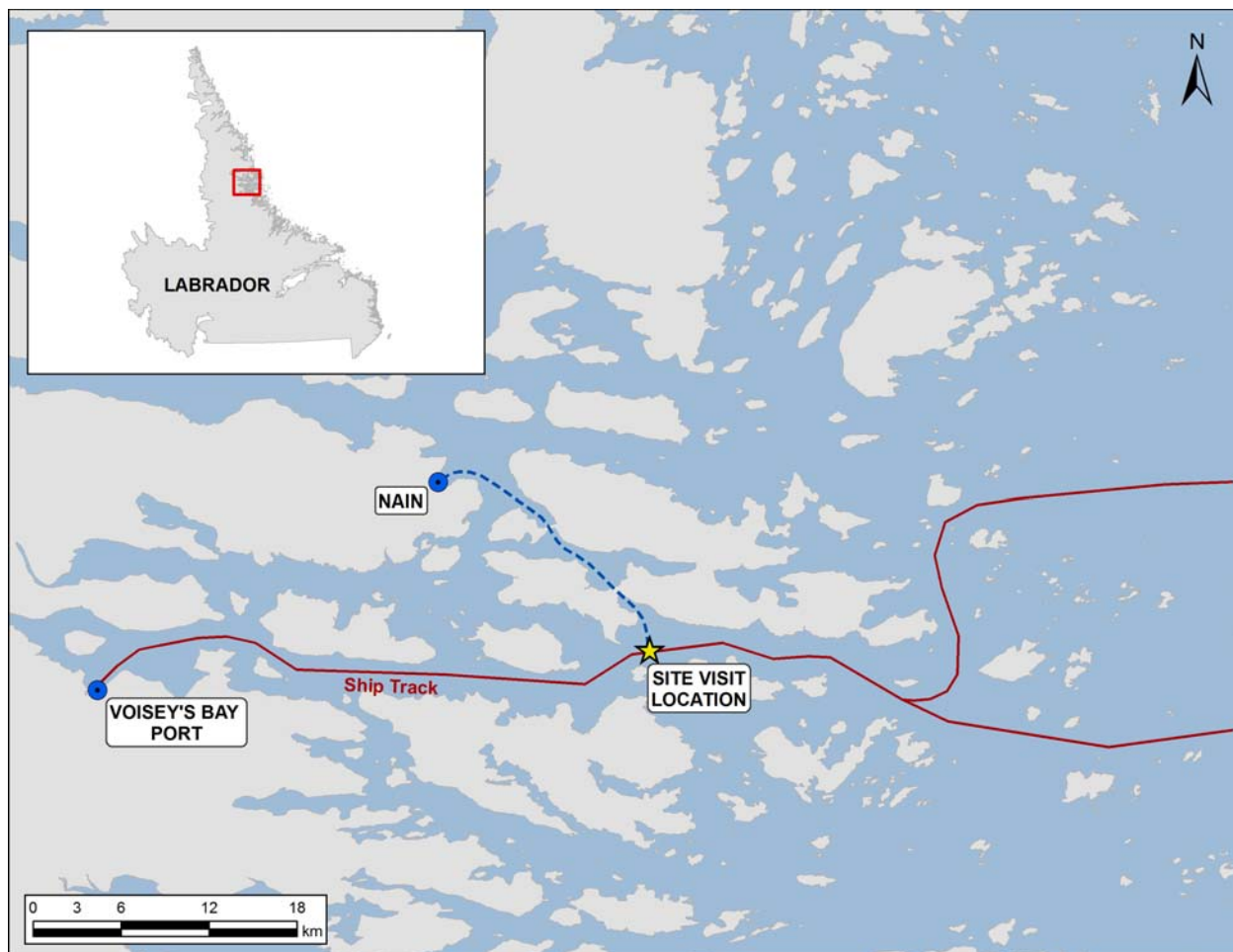
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**Appendix A** Nain Schedule

**Appendix B** Nain Presentation

## 1.0 INTRODUCTION

Baffinland Iron Mines Corporation (BIM) plans to seek approval for Phase II of the Mary River Project. Phase II, once permitted, will allow BIM to increase production at the mine site and would require a corresponding increase in shipping activity to export iron ore. To meet the increased shipping demand, Phase II operations would require shipping through landfast ice out of Milne Port. BIM engaged Sikumiut Environmental Management Ltd. (SEM) to host a contingent of Inuit from Baffin Island during a visit to Nain, Labrador, to observe the *MV Umiak I* on a transit through landfast ice to the Voisey's Bay Mine and Mill Project site (see Figure 1). This report documents the Nain Site Visit and provides an overview of the trip objectives, participants, discussions and outcomes.



**Figure 1 Nain Site Visit Location.**

## 1.1 Objectives

The Nain Site Visit was intended to bring Inuit from Pond Inlet to Nain to observe the passage of the *MV Umiak I* through landfast ice. This would allow participants to directly experience winter shipping and related mitigation measures the Labrador Inuit employ to ensure they maintain safety and access to the area of the ship's track for traditional and recreational purposes (hunting, fishing, firewood collection and cabin usage). The visit also included a presentation and question and answer session which provided an opportunity for the visitors to learn about the winter shipping operations that occur in northern Labrador and to ask questions on all aspects of the Voisey's Bay Project, with an emphasis on winter shipping.

## 1.2 Participants

Inuit from Pond Inlet were the primary focus for the Nain Site Visit as the winter shipping planned for Phase II would interact with residents of that community. Other participants included Qikiqtani Inuit Association (QIA) representatives, BIM representatives, a Fednav representative and the SEM host. Table 1 provides the names and affiliations of the Nain Site Visit participants.

**Table 1 Nain Site Visit Participants.**

Name	Affiliation	Community
Elijah Panipakoocho	MHTO and MRCG	Pond Inlet
Paniloo Sangoya	Elder	Pond Inlet
Rhoda Nutarak	Elder	Pond Inlet
Joshua Areak	Deputy Mayor	Pond Inlet
Jimmy Pitseolak	MHTO	Pond Inlet
Kunuk Qamaniq	Youth	Pond Inlet
Enookie Inuarak	QIA Representative	Pond Inlet
Morgan Arnakallak	Resident, Translator	Pond Inlet
PJ Akeeagok	QIA President	Iqaluit
Joe Tigullaraq	BIM, Senior Manager, Northern Affairs	Iqaluit
Tina Price	BIM, IIBA Coordination Manager	Iqaluit
Tom Paddon	BIM, President	Oakville
Tim Keane	Fednav, Operations Manager	Montreal
Leroy Metcalfe	SEM, President	St. John's
MHTO - Mittimatalik Hunters' and Trappers' Organization; MRCG - Mary River Community Group		

## 2.0 PRESENTATION

On April 14, 2015, participants from Pond Inlet travelled via a scheduled flight to Iqaluit and met up with other participants based in that community. A chartered King Air 200 brought 11 participants (8 from Pond Inlet and 3 from Iqaluit) to Kuujuaq, Quebec, where they transferred to a chartered Twin Otter and were transported to Nain, Labrador. The other three trip participants also arrived in Nain on April 14, 2015. A trip schedule (Appendix A) was provided to all trip participants approximately two weeks prior to the trip.

The *MV Umiak I* was scheduled to begin its inbound transit to the Voisey's Bay Port early in the morning of April 15. The group originally planned to view the passage in the morning and then meet in the evening to discuss their observations. However, due to very high winds experienced on April 15, the SEM Ship Track Maintenance crew advised that they would delay departure from Nain to early afternoon to allow time for winds to subside.

The group adjusted its schedule and held the presentation and discussion beginning at 9AM, April 15. The participants gathered in the Pulapvik Boardroom provided by Parks Canada. Parks Canada also provided translation equipment for the meeting. The session was meant to be in a relaxed setting and allowed ample opportunity for questions and answers (Figure 2).



**Figure 2**      **Presenter's Point of View.**

At the beginning of the session, context was provided for the Nain Site Visit. Participant affiliations were identified. SEM owners were on hand; two of whom (Ron Webb and Gus Dicker) were interveners during the panel hearings for the Voisey's Bay Project Environmental Assessment and the third, Leroy Metcalfe, worked with the Labrador Inuit Association on addressing issues related to winter shipping following project approval. The Manager of Operations for Fednav was introduced as he was on hand to answer any questions regarding shipping. A brief overview of the Voisey's Bay Project was provided and it was indicated that BIM's president was General Manager for the Voisey's Bay mine site and was involved in working with Inuit and Innu on project approval and operations. The participants were also advised that Voisey's Bay has operated with year round shipping since 2005, with landfast ice present from approximately December to May.

The morning session was based around a brief presentation prepared by SEM (Appendix B) which outlined the experiences of the Labrador Inuit with the Voisey's Bay project as it underwent approval and subsequently went into operations. The emphasis was on winter shipping in landfast ice and related mitigation measures as this was a core concern the Labrador Inuit had with the project. It was made clear by SEM, and the Nunavut Inuit participants were clear in articulating, that the Labrador Inuit experience, geography and climate, as well as the Voisey's Bay Project were all different from the circumstances contemplated for Phase II and Pond Inlet. However, all recognized that the Nain Site Visit was a learning opportunity for Nunavut Inuit as they address issues related to BIM's plans for winter shipping. The presentation outlined how Labrador Inuit were initially opposed to winter shipping; how they explored the topic, in a stepwise fashion, of winter shipping (including a site visit to Raglan to witness winter shipping with the *MV Arctic*); and how the Inuit and the company ended up working together to address Inuit concerns about winter shipping. The presentation ended with an overview of SEM's innovative Pontoon Bridge system that allows snowmobilers to cross the ship's track shortly after the vessel passes by.

Throughout the session, numerous questions were posed by trip participants. A summary of these is provided below and is based on notes taken during the session by Tina Price with additional detail subsequently added by the SEM presenter and author of this report, Leroy Metcalfe.



Q: Enookie – Will we be able to hear from hunters and their experiences with the ship's track?

A: Yes, there are hunters from Nain in attendance – both Ron Webb and Gus Dicker are hunters first and environmental consultants second.

Q: PJ – What work has SEM done on the Mary River Project?

A: SEM's initial involvement was in assisting with document preparation for the Mary River Project Final Environmental Impact Statement and since then with environmental baseline studies for water, sediment and fish populations.

Q: PJ – What was the voter turnout for the Voisey's Bay IBA?

A: While unsure of the actual turnout, it was high. The vote was about 85% in favour of the IBA. Inuit voters were made aware that if the IBA was accepted that Inuit would also be consenting to winter shipping. With the IBA vote in favour, Inuit accepted winter shipping and worked closely with the company to ensure it occurred safely while meeting the commercial needs of the company and the traditional needs of the Inuit.

Presentation Highlight: Inuit worked with the company to put in place closure times – one in early winter to protect newly forming ice and another in the spring to protect seal birthing and peak human use times; we explored ways to mark the track for human safety and ways to get across the track. Fednav helped by facilitating a site visit to Raglan to see a vessel go to a mine site and in 2005 they brought the *MV Arctic* into landfast ice outside of Nain so we could observe for ourselves the effects that the ship had on the ice and to see how long the track took to refreeze. Prior to this our only experience was with Coast Guard ice breakers, and these were not always positive. In the past, a Nain resident was killed when their snowmobile collided with ice at the edge of a Coast Guard ship's track; we also knew that Coast Guard ice breakers cause a lot of damage to ice, creating large cracks that span out from the ship. Labrador Inuit acknowledged that the *MV Arctic* was different in that it cuts the ice, instead of breaking it.

Q: Joshua – How long has shipping been done for Voisey's Bay?

A: Since production started in 2005.

Q: PJ – Are there a limited number of winter shipments, how was this determined and was there collaboration on the topic between Inuit and the Company?

A: Issues related to the number of shipments and general safety (e.g., markers, ice crossings) were worked on and agreed to between the company and the Inuit. Once the idea of winter shipping was approved by the Inuit, the Inuit and the company worked closely on how all shipping, and winter shipping in particular, could be done to meet the needs of the company and the Inuit.

Q: Jimmy – Is the area flat ice (landfast ice) or pack ice?

A: From the Voisey's Bay Port, the ship's track runs east-west and, depending on the year, the track goes through about 60 or 70 kilometers of landfast ice, outside of that there is rough ice, also known as Arctic pack ice. The pack ice is kept outside by numerous islands and shoals on the Labrador coast.

Q: Jimmy – How thick is the ice?

A: About three to four feet, but averages at three.

Presentation Highlight: As part of the learning experiences for Labrador Inuit, we did a site visit to Raglan to see a ship go in there, we worked on a simulated ship's track outside of Nain to explore ways to mark a real ship's track when one occurs, and then we had the *MV Arctic* come into landfast ice outside of Nain to observe how the ship and the ice interacted and how the track refreeze occurred.

Q: How did the Raglan trip compare to the Labrador mining project?

A: Our people who visited Raglan found the trip helpful, but also recognized that conditions between the Quebec mine and the Labrador mine were different. Raglan had a much shorter track (7 km) and a lot colder winters. That's why the trip by the *MV Arctic* into ice near Nain prior to the start of Voisey's Bay shipping was very helpful – it allowed us to observe how an ore carrier, like the one planned for Voisey's Bay, would affect the ice and allowed us time to observe how the track would refreeze after the ship left.



Q: The map (see Figure 1) shows two routes, how does that work?

A: For our project there are two ways that the ship can approach the mine site and in some winters, it's easier to make the first passage to the mine by the northern route while in other years the southern route is better. Once a route is picked early in the year, that route is used for the rest of that year.

Q: Rhoda – Does the ship use the same track, or is there more than one track?

A: Most often the ship reuses the same track; when we go out later the ship will be coming though the same track that it has used three times already this year, today will be the fourth time in the same track.

Q: Elijah – How often does the ship pass through?

A: The ship makes four trips (8 passages) each winter. It comes approximately once a month from January to April. After the inbound trip it takes four or five days to load and then does its outbound trip. From there it takes another four or five days to get to Quebec City.

Q: What marine wildlife studies were done after the shipping occurred?

A: In the first season of winter shipping operations we did a ship noise study and in the first few years we did seal birthing lair studies. For the noise study, we knew from other work what noise levels could harm seal hearing, which noise levels would cause seals to avoid the noise source and what levels were not likely to cause any pain or avoidance reactions. We put microphones underneath the ice at 100 m, 500 m and 1 km away from the ship's track. Very close to the ship noise was high enough to cause pain, at the middle distance, the noise measured was loud enough to cause seals to temporarily leave the area and at 1 km noise was detected, but not likely loud enough to cause them to leave at all. Even though noise right next to the ship might cause the seal to have pain, they would have heard the ship coming and temporarily left the area to avoid the noise. For the seal birthing lair study, birthing lairs were found in the area of the active shipping, showing us that seals continue to use the area. SEM personnel have also frequently observed seals using the ships track to haul out over the years. Some hunters from Nain also follow along the track to hunt these seals.

Q: Enookie – How long does it take for the ship's track to refreeze?

A: In the coldest periods, when it's minus 25 or 30 and it is not snowing or drifting, the track freezes within about 10-12 hours. If there is snow cover or if the track drifts in, refreeze might take 3 or 4 days. In mild periods, we have seen the track go for two or three weeks without refreezing.

Q: Enookie – How cold does it get in Nain in winter?

A: For January and February the average is about minus 25 and it can get to minus 30.

Q: PJ – You said that seals remained, did baseline studies look at seal populations?

A: Seals do use the ship track area. The SEM crew has seen them in the ship's track a day or two after the ship passed and birthing lairs were still observed near the ship's track. Recently, the seal population seems to have dropped off, they aren't as numerous. This decline is not just in the area around the ship's track but is being noticed all along the Labrador coast.

Q: Enookie – Do you monitor wildlife other than seals?

A: As part of SEM's track marking and maintenance activities we do wildlife observations. The usual animals remained in the area (polar bears, seals, wolves, foxes, caribou). The caribou did something interesting. We expected them to fall into the water of the ship's track, but over the years we have seen their tracks. When they get to the track and if the ice is bad, they will walk along the track until they find a good crossing – they know if they can cross or not. SEM also did a breeding seabird study to assess how vessel passage affected nesting seabirds during open water. The birds were aware of the ship's passage and did at times leave their nests when the ship passed, but they also did this when small recreational boats, or even whales, passed by close to them. The birds continued to feed and do their regular activities. The colonies are still continuing uninterrupted after nearly ten years of operations.

Q: - PJ – Who is responsible for wildlife monitoring?

A: The company is ultimately responsible for conducting the monitoring, the work is usually contracted out to companies like SEM. SEM does monitoring of the freshwater environment,

others do marine environment monitoring and terrestrial monitoring. The reports are reviewed by regulators and shared with the Nunatsiavut Government.

Comment: PJ – I am surprised there is no seal population baseline data.

A: Seals were surveyed as part of the marine baseline data in the early to mid-nineties. The information from all monitoring programs is also shared with and reviewed with the Nunatsiavut Government. There haven't been any noticeable effects from shipping. The project has an Environmental Effects Monitoring program that looks at water quality, sediment quality and effects in mussels. If these were to show any effects, then the monitoring would be expanded to other organisms (e.g., fish, seals); but since there are no contaminants showing up at the low parts of the food web, none are expected at the higher levels. Monitoring occurs continually and will be done into the end of operations and into closure.

Q: Jimmy – Do you have whale monitoring?

A: No, because the whale population around Nain is very low, not like it is in Pond Inlet. We get minke and humpbacks, with an occasional beluga or narwhal.

Q: Enookie – Is the ice forming later in the fall or breaking up earlier in the spring because of the ship?

A: Not because of the ship, we have watched how the ice behaves around the ship track and the area is not different now than it was before shipping. However, the Labrador region is seeing differences in terms of when ice forms and melts. We used to get ice in December and see it melt in June, now we get ice from January to May. Also, the ice is different. One time during spring, water would stay on top of the ice for three days, now it drains down through almost right away. Joshua commented that they are noticing this in the Pond Inlet area as well.

Presentation Highlight: The test probe for the *MV Arctic* into waters near Nain was discussed; Nain Inuit noted how the vessel was different than a Coast Guard ice breaker. The ore carrier cut the ice pretty smoothly and was much more quiet than expected. This is still the way it is with the *MV Umiak I*.

Q: Joshua – Have you noticed any dead seals in the track caused by the ship?

A: No. We expected that this might occur, and we look for signs of this happening, but we have never seen it. We thought that new born pups might be killed by the ship, but they can swim by the time the ship passes through.

Q: Joshua – And this has been going on for 9 or 10 years?

A: Yes, for ten years.

Presentation Highlight: The Shipping Agreement was put in place to outline winter shipping activities; but in practice it is not the document that makes winter shipping safe, it is the people working closely with the company and good communications that makes the winter shipping activity safe.

Discussion Point: Since the issue of HTOs for Labrador came up on a couple of occasions, it was pointed out that the Labrador Inuit communities do not have HTOs. The Labrador Inuit Land Claims Agreement is unique in that it has self government for Inuit. Labrador Inuit have full control over Labrador Inuit lands and has co-management with the settlement area and a part of the marine area. In these shared areas, as well as in the Torngat Mountains National Park, things are run by co-management boards with Inuit representation. Since Inuit perspectives are built into self government, there wasn't really a need for HTOs. Furthermore, the Nunavut Land claims Agreement had provisions for the set up and operation of HTOs; the Labrador Inuit Land Claims Agreement has no such provisions, opting instead for self government and cooperative management.

Presentation Highlight: The group heard about implementation of winter shipping. The communications protocol was discussed. Nain residents have a website and a toll free telephone number they can check for updates on the ship track condition. There are also VHF radios available that tune into a continuous updated broadcast about the track, much like the Coast Guard's marine weather transmissions. SEM also posts a person near the main southbound snowmobile route during periods when the track is unsafe so people can always stop there on their way toward the ship track and learn whether a ship has been in recently and what condition the track is in. Most often, though, people call Ron and Gus because it is known that they are frequently in the area of the ship's track and they have more information

to share, including the track condition, the travelling conditions and whether there's certain wildlife around.

Q: Enookie – Has there been any emergency situations with the ship's track?

A: There have been none and we credit this to the good information that is available and the fact that people are careful to check the situation out before leaving Nain – people are using the available information and travelling with extra care; the mitigation measures are working. There are circumstances that occur beyond our control, though. For example, sometimes people from a community in the south travel over the ship track while intoxicated and this can be a concern.

Q: Rhoda – Are there plans in place for people who lose a snowmobile or equipment into the track?

A: There is nothing specific in place and nobody has ever lost anything in the track. It would be reasonable to assume they could get gear replaced. In the early days we joked that we could push a cheap beat up snowmobile into the track to get a brand new one, but in reality loss of or replacement of snowmobiles has not been an issue. People take the operation very seriously.

Observation: PJ – Voisey's Bay and the Labrador Inuit situation is different than what is proposed for Mary River. It is informative to get the concepts from Labrador, but what we need in Baffin would be different. The group discussed how these differences were recognized and that this trip was meant to give some helpful information, but that Baffin Inuit would have to work with BIM for the right solutions for their region.

Q: Enookie – Can we see the IBA for Voisey's Bay?

A: The IBA is a confidential document between the Nunatsiavut Government and Vale. Labrador Inuit Land Claims Beneficiaries can view it in the field offices, but cannot take copies with them. Sharing of the Voisey's Bay IBA with QIA would have to be a decision of the Nunatsiavut Government and Vale.

Q: PJ – I'm assuming that Nunatsiavut Government has ownership in the ship; what percentage do they own?

A: The ship is wholly owned by Fednav, but the Inuit did avail of an equity stake in the ship that was offered to them; they would get a corresponding proportion of profit from the shipping operation, but the actual percentage level was agreed between the Labrador Inuit Association (Nunatsiavut Government's predecessor) and Fednav.

Presentation Highlight: The Pontoon Bridge system was discussed. Once Labrador Inuit realized that natural refreeze was taking much longer than anyone had expected, we worked with the company to develop a floating bridge system. We use a system of bridges about 16 feet long and 8 feet wide that link together to span the width of the track. We then put ramps at each end and shortly after the ship passes, we can safely cross the track. Two such systems are now in place and at most people have to take a 10 or 15 kilometer detour to get over the newly formed track. When the track refreezes, ice bridges (naturally frozen areas smoothed down with tools so snowmobiles can cross easily) are also put in place. The company and the Inuit worked together and found a solution that worked for everybody.

Q: Jimmy – How many pieces are in each bridge and how many bridges are there? Are the bridges in different locations?

A: The Pontoon Bridge usually requires 6 pieces plus ramps to span across the track. Sometimes a seventh piece is needed, depending on the track width. We have 2 pontoon systems. We put solar lights at the Pontoon Bridges to assist with night time travelling. Also, we do ice bridges; usually five for the inbound passage and 8 following the outbound passage. The Pontoon Bridges are placed at two primary travel routes to accommodate as many travelers as possible while reducing, to the extent possible, the length of detours that travelers need to make to get to them. They are put in more or less the same place year after year so people know where safe crossings are nearly always available.

Q: Enookie – Can these be put out and used in the dark, because in Pond Inlet there will be constant darkness at times?

A: We limit the deployment of the Pontoon Bridges to daylight for safety reasons. However, with proper lighting systems, there is no reason why they couldn't be put out in the dark.

Q: Enookie – How many employees does SEM have for the ship track work?

A: 8 people full time in the winter to handle the ship track marking contract (safety markers, wildlife observations, crossings), with 2 or 3 extra hired during busy periods.

Q: Enookie – How many people would be required to work the pontoons?

A: At least 6 people for the bridges used in Labrador; the number of people depends on the size of the bridges and type of equipment used. Tom commented that we didn't want to pre-judge things for the Baffin region; that if a similar system were to be used for Baffin, it would need to be designed with Baffin Inuit and that bigger equipment would need to be used. Tom referenced that Erik Madsen is familiar with equipment used for winter road maintenance that would likely be good for use near Pond Inlet. Ron pointed out that frost can form on the pontoons and make them hard to move. He also noted that the weight of the pontoons and the gear type used affects time to deploy the system. With heavier equipment, larger bridges can be put out more easily.

Observation: Paniloo stated that he was not comfortable with the idea of winter shipping for Pond Inlet and that if it were to go ahead, it would have to be discussed further and the details worked out with Inuit there before moving forward.

Q: Jimmy – Are there icebergs in the Labrador area?

A: Yes, but because of the many islands and shoals along the coast, the ice bergs and pack ice are kept outside and we have landfast ice for 60 to 70 km eastward from the mine site port. Icebergs cannot get into the landfast ice area.

Q: PJ – Has there been any oil spills?

A: No, there has never been a spill; the Fednav ships are designed as zero discharge, so all garbage and bilge is taken off the vessel and disposed of properly, not at sea. The only concern, common to all ships, is that leakage can occur around the propeller shaft. For this area, Fednav vessels use an environmentally safe vegetable based lubricant, not a hydro carbon based lubricant. In addition, Fednav follows strict protocols for shipping in Arctic waters. Tim commented that in the 2005 *MV Arctic* test probe to Labrador and the subsequent

operations shipping, people seem to be surprised by how uneventful the shipping aspect has been.

Q: PJ – Has there been any issues with the ore carrier, has it ever needed help from the Coast Guard?

A: No, the vessel is designed for the conditions it faces and the coast of Labrador has some of the most challenging winter shipping conditions to be found anywhere in the world. The Arctic pack ice is pushed south by the Labrador Current and by onshore winds. The pack ice presses into the landfast ice and can form pressure ridges that can be 20 or 30 feet deep. The vessel has no issues in the 1 to 1.5 meter thick landfast ice, but it can be slowed down by the thick pressure ridges. While these conditions can be challenging, the *MV Umiak I* has never been put in a dangerous situation, she can handle such conditions. The issue of Coast Guard assistance was a touchy subject during the project planning. Coast Guard was asked to go into the area during the winter to collect information for project planning, but told the company that they would not enter the area. The ship built for the mine goes into areas where Coast Guard vessels cannot. From that point of view, the Fednav ice class vessels are operated independent of the Coast Guard; they are designed with plenty of power to handle themselves with no reliance on other vessels for support.

Q: Enookie – Does the *MV Umiak I* go through multi-year ice?

A: The ship is built to travel in the conditions known to exist in the Canadian Arctic, especially the coast of Labrador. It can handle impact with multi-year ice, but also has systems on board to help detect where multi-year ice is so it can be avoided.

The presentation and question and answer session ended at approximately 11:30 AM. This allowed participants time to have lunch and dress for a 1PM departure from Nain to observe the ship's transit.

### **3.0 OBSERVING THE SHIP**

At 1PM, the group assembled at the SEM warehouse (Figure 3) where they were assigned snowmobiles and prepared to head to Taktok Island crossing, about an hour's drive southeast from Nain (Figure 1).





**Figure 3**      **Preparing to Leave Nain.**

The group was joined by 6 SEM employees that were working on the pontoon deployment for the day as well as three Parks Canada employees who were coming along to observe the vessel transit. Once at site, another group of five onlookers from Nain arrived to see the vessel. This was the largest assembly of observers of a vessel transit since winter shipping began in 2006.

The *MV Umiak I* was stopped awaiting the arrival of the SEM crew when the group arrived at Taktok Island at approximately 2PM. Tim went aboard the ship, accompanied by Tom, Elijah and Joshua. The vessel then commenced its westward passage toward the Voisey's Bay Project port. As the vessel had just commenced, it did not have the momentum to ride smoothly through the ice. When it was adjacent to the group of observers, the vessel advised that it had to back up. The group moved further away from the vessel as it completed this movement and carried on forward past the pontoon location. The vessel carried on to approximately one kilometer past the group and stopped once again to allow Tom, Elijah and Joshua to de-board and rejoin the rest of the visiting contingent.

In the meantime, the SEM crew commenced with the deployment of the pontoon bridge, placing one 16 foot unit at a time into the track and connecting the pieces as each was added (Figures 4 and 5).



**Figure 4      Two Pieces of the Pontoon in Place.**



**Figure 5      The Connection Points Between Units.**

During the pontoon deployment, some of the visitors assisted by helping to dig snow away, in moving the winch cables around (Figure 6) and with lining up the connection points between pontoons.

During the time spent watching the vessel pass by and while the pontoons were being put into place, the group interacted with the SEM crew and shared commentary and discussions regarding the vessel, how it passed through the ice and about the pontoons. Given that there were over 20 people involved in the visit a complete record of various discussions and commentary was not possible to obtain for this report. It is recommended that a brief follow up survey be conducted to record each participant's views of the site visit for inclusion in the final report.





**Figure 6      Lending a Hand.**

Some discussions centered around ways to enlarge and more quickly deploy the Pontoon Bridges, which, it was pointed out by one visitor, would be required for usage in Pond Inlet. There were also questions regarding where the pontoons were manufactured (Fabtech Industries, in Glovertown, NL, where Silver Dolphin boats are also made). Several comments were made about the smoothness of the ship passing through the ice as well as the uniform nature of ice rubble left in the track, and not on the side of it, as the track was made. One observer noted that the vessel passage was awesome and inquired whether a Pontoon Bridge system would be put in place in Pond Inlet. It was noted that what happens in Pond Inlet would be up to the Inuit there and BIM to decide together.

The pontoons were deployed by approximately 4 PM and some of the participants walked across the Pontoon Bridge while others drove snowmobiles over it. At approximately 4:30 PM the group departed the area to return to Nain. Upon arrival in Nain, the group returned to the hotel for supper and general conversation regarding the day's events was held. The Deputy Mayor of Pond Inlet presented Leroy with the Hamlet flag and expressed thanks for the opportunity. In addition, Joe presented Leroy with a CD from Simeonie Keenainak as a token of thanks for a well planned trip. Leroy briefly thanked the group, pointing out that the trip was

made possible and funded by BIM, expressed thanks because the group was very easy to work with and noted that we were very fortunate that weather and scheduling turned worked out smoothly.

On the morning of April 16, the group returned to Iqaluit via chartered Twin Otter and the residents of Pond Inlet returned home via scheduled flights.

A workshop about winter shipping in planned for Pond Inlet from April 27-30, 2015, during which Leroy and Joe will provide an overview of the Nain Site Visit. This presentation, when complete, will be included as an appendix to this report.

## **4.0 ACKNOWLEDGEMENTS**

SEM wishes to acknowledge Baffinland Iron Mines Corporation for making this trip possible. Air Labrador, based out of Happy Valley-Goose Bay, NL, provided the charter flights between Nain and Iqaluit, with the exception of the Iqaluit to Kuujuaq route which was covered by Air Nunavut, based out of Iqaluit, NU. Parks Canada provided its Pulpavik Boardroom and the translation equipment. Travel organization was supported by Stella Datsos of Meritbiz Travel. Tina Price, BIM's IIBA Coordination Manager, provided excellent note taking for the discussion session. Thanks to Morgan Arnakallak for translation services. Tim Keane of Fednav was on hand to handle any questions specific to the *MV Umiak I* and related shipping practices. Thanks to Tom Paddon, President of Baffinland Iron Mines Corporation, for attending the Nain Site Visit and providing information not only regarding BIM's operations, but also bringing the perspective from earlier days of the Voisey's Bay Project approval and operations which he managed. Thanks to Joe Tigullaraq, Baffinland Iron Mines' Northern Affairs Manager, for all his efforts to coordinate trip plans with participants and for providing efficient updates to participants as plans evolved and changed. Finally, thanks to the Inuit participants from Pond Inlet and Iqaluit, we hope that your trip to Labrador was informative for you and is of help as you continue to work with Baffinland Iron Mines Corporation on the operation of the Mary River Project.

**Appendix A**  
**Nain Schedule**

## **Nain Site Visit**

### **MV Umiak I Transit Through Landfast Ice**

#### **Day 1 – April 14, 2015**

8:00 AM - Travel via scheduled flight from Pond Inlet to Iqaluit (First Air)

11:35 AM – Arrive Iqaluit

1:00 PM – Depart Iqaluit on Air Labrador Charter (Twin Otter)

3:15 PM – Arrive Kuujuaq (2:20 Flying Time; Fuel Stop)

3:45 PM – Depart Kuujuaq

6:20 PM – Arrive Nain (Note Time Zone change between Iqaluit and Labrador of 1 hour; this is 5:20 Eastern Time); check in at the Atsanik Lodge.

7:30 PM – Meet in hotel lobby to get update on plans for the next day.

#### **Day 2 – April 15, 2015**

6:15 AM – Depart Nain via snowmobile; travel to Taktok Island, approximately 40 minutes travel time.

7:00 AM – Meet up with Sikumiut Environmental Management Ltd. (SEM) Ship Track Marking crew and await arrival of the *MV Umiak I*.

Prior to ship's arrival, observe and discuss the ice at locations where the ship previously passed on the outward voyage.

Interact openly with the SEM group, ask questions, discuss the overall winter shipping program.

Point out the workings of the Inuit Shipping Advisor.

Upon ship's arrival, observe the SEM crew as the pontoon bridge system is deployed. Following pontoon bridge deployment, cross the bridge and observe how it works.

Questions and answers regarding the pontoon bridge system.

If time allows, head westward with the vessel and observe deployment of pontoon bridge system at Tabor Island location.

Collect photos and videos of the ship's passage through ice.

3:00 or 4:00 PM – Return to Nain

5:00 PM – Supper at the Atsanik Lodge

6:30 PM to 9:00 PM – Meet at the boardroom, SEM office building

- SEM Presentation on Winter Shipping – background and issues surrounding the Voisey’s Bay Project. Discussion of how winter shipping was a “show stopper” issue for the Mine owners and for the Labrador Inuit. Discussion about how issues were resolved
- Talk from Ms. Isabella Pain, Nunatsiavut Government. Ms. Pain was involved as Chief Negotiator for the Labrador Inuit for the Voisey’s Bay Inuit Impacts and Benefits Agreement and one of the lead negotiators for the Labrador Inuit Land Claims Agreement. She will discuss, from her point of view, what issues were faced and how they were resolved
- There will be time available for informal discussion about the Labrador Inuit experiences with facing and then accepting a mine development close to the community of Nain as well as to discuss and answer questions about any of the day’s events

### **Day 3 – April 16, 2015**

8:30 AM - Depart Nain on Air Labrador Charter

9:00 AM – Arrive Kuujjuaq (Fuel Stop)

9:15 AM – Depart Kuujjuaq

11:45 AM – Arrive Iqaluit

2:00 PM – Depart Iqaluit on First Air scheduled flight

5:40 PM – Arrive Pond Inlet

### **Charter Flight:**

The most effective means to bring a large group from Iqaluit to Nain was via Twin Otter – the Nain airstrip cannot accommodate any larger aircraft. As you know, there are no washroom facilities on board so plan accordingly prior to boarding and during fuel stops. We will make arrangements for snacks and non-alcoholic beverages to be available on the charter flights to and from Nain.

### **What To Bring:**

Cold weather clothing for the snowmobile ride to and from the ship’s track and while at the ship’s track. This includes winter pants and parkas, mittens, boots and hats.

SEM will provide rented snowmobiles (while we are attempting to obtain one per individual, we may end up having to double). SEM will also provide snowmobile helmets (mandatory for insurance purposes) and Personal Flotation Devices (to be worn when close to open water at the ship’s track).



**Safety Note:**

For the most part, travel on the sea ice in the areas we will be visiting is very safe (1m plus thickness of ice). However, extreme caution must be taken anywhere near the ship's track. There are also a few areas of open water and areas of poor ice that are known by the local Inuit but may not be apparent to visitors. For this reason, the visiting group will at all times follow with the SEM crew that is familiar with the local ice conditions.

**Honoraria:**

The typical Baffinland honoraria amounts (\$250 per day; \$125 per half day) will be paid to Pond Inlet participants. SEM will have cheques for the planned three day event available and will pass them out on the morning of day three prior to the charter flight departure.

If the trip should be extended due to ship's schedule or weather delays, applicable honorarium amounts will be calculated and final cheques, if needed, will be mailed out.

**Accommodations in Iqaluit:**

As the trip is planned, there are no requirements for overnighting in Iqaluit. However, in the event of weather or other delay, we did attempt to book hotel rooms in case they might be needed. Because of the mining symposium, no rooms were available. As a back-up plan, participants from Pond Inlet are asked to arrange with a friend or family member to have a place to stay for the night in Iqaluit in case it might be needed.

**Appendix B**  
**Nain Presentation**



## Presentation Overview

- Sikumiut Background
- The Voisey's Bay Experience
- Discussions/Questions



## Sikumiut Background



- Sikumiut Environmental Management Ltd. (SEM)
- Sikumiut – an Inuktitut word referring to “people of the sea ice”
- An incorporated environmental services company
- An Inuit Business as recognized by the Nunatsiavut Government
- 100% Inuit owned and operated
- Model: combining scientific and technical strengths with Inuit Knowledge to offer efficient and effective solutions to our clients
- Focus: Labrador; Nunavut



## Sikumiut Background (cont'd)

- Offices in Newfoundland and Labrador – St. John's (14) and Nain (8)
- Primarily servicing mineral exploration and production sectors
- Focused on assisting clients with obtaining EA approval for projects
- Core services related to EIS preparation; baseline data collection (Marine & Freshwater); Environmental Effects Monitoring design and execution; Fisheries Act Authorizations (HADD Determination, Fish Habitat Compensation Planning, Fish Passage)
- Working In Newfoundland and Labrador and concentrating on expansion to Nunavut.



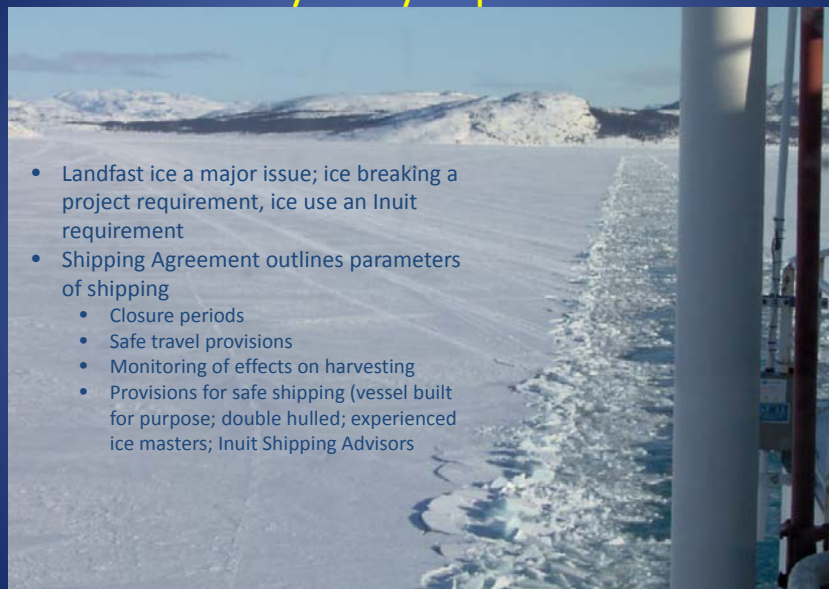
## Voisey's Bay Project



- Discovered in 1996
- Project area within Labrador Inuit land Claim Area
- Project required Inuit approval before proceeding
- IBA required, negotiations ended with one issue – winter shipping



## Voisey's Bay Experience



- Landfast ice a major issue; ice breaking a project requirement, ice use an Inuit requirement
- Shipping Agreement outlines parameters of shipping
  - Closure periods
  - Safe travel provisions
  - Monitoring of effects on harvesting
  - Provisions for safe shipping (vessel built for purpose; double hulled; experienced ice masters; Inuit Shipping Advisors)



## Learning More



While negotiations for the IBA and the Shipping Agreement were underway, Sikumiut offered Technical Supporting to three important initiatives:

- Raglan Site Visit
- Simulated ship track marking exercise
- MV Arctic Test Probe



## Raglan Site Visit



- SEM, along with LIA's Vice President, traveled to northern Canada to experience and document a winter shipment to the Raglan Mine Site.
- First direct exposure to winter shipping, began the thought process for safe and effective track marking and crossing alternatives.
- Demonstrated that Winter Shipping could occur safely and that the ship's track can be crossed shortly after the ship passes.





## Simulated Track Marking



- SEM, investigated various methods of placing safety markers to show track location.
- Utilized highway markers, good visibility in day and night.
- Durable, fast and easy to place
- Can carry many at a time
- Color coded, red right return – all red on north side of track, all green on south side of track.



## MV Arctic Probe

In the winter of 2005, the MV Arctic transited through some landfast ice near Nain, NL.

Allowed testing of track re-freeze time and use of selected track markers, lighting systems and communications protocols to be used in the event actual shipping occurred.

Showed that mitigation measures could be developed to facilitate safe winter shipping in the area specific to the project.



## Shipping Agreement



- The successful negotiation of the Shipping Agreement provided mechanisms to reduce the effect of winter shipping on Inuit use of the landfast ice, and Inuit resource use and harvesting; and to ensure a minimum of four winter shipments can occur.
- Safety measures such as markers and effective communications about vessel movements were proposed.
- Safe crossings of the ship's track were contemplated to ensure minimal disruption to Inuit use of the area

## Implementation



- In 2006, the first winter shipments from the project site occurred.
- The shipping lane passes through 70 Km of landfast ice heavily used by Inuit from Nain for hunting and travel.
- Sikumiut placed markers on both sides of the track and provided information into a communications protocol so the public was aware of vessel movements, the nature and use of markings and the set up and status of safe crossing locations.



## Refining Mitigations

- By 2007 it was evident that mitigations used in the far north (natural re-freeze) were not always effective in the Voisey's Bay setting.
- With up to 14 days required for the track to re-freeze, Sikumiut initiated work with VBNC to develop an engineered snowmobile bridge.



## The "Pontoon Crossing"



- We looked for a pre-fab system of floating bridges for snowmobiles
- Nothing available "off the shelf", Sikumiut designed and developed a floating dock system
- A prototype was developed and tested in the winter of 2007 and implemented in the winter of 2008.
- Now, within four hours of a vessel passage, Inuit can cross the ship's track safely
- Two systems built for use on the ship's track.



## Conclusion



Through understanding issues and exploring mitigations with Inuit involvement and by incorporating Inuit perspectives and knowledge, a major project showstopper was overcome. A key ingredient in this was engaging Inuit in all aspects of the problem from identification to discussion to resolution and implementation.




“Through Sikumiut’s involvement in assisting key stakeholders to understand concerns and explore mitigations around winter shipping, we were able to address an issue central to Inuit approval for the Voisey’s Bay Nickel Project. Vale INCO NL is now using an Inuit business to continually improve its ability to conduct winter shipping safely and effectively.”

Bob Cooper, President  
Vale INCO Newfoundland and Labrador Ltd.



# **APPENDIX B**

## **2016 SOCIO-ECONOMIC SURVEY REPORT**



# Baffinland Survey Results Memo

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Prepared For: Wayne McPhee  
Prepared By: Olivia Gamache, Megan Lord-Hoyle

DRAFT 11/10/2016

## Background

Baffinland carried out a community survey within the five North Baffin communities that are the most likely to be affected by the Mary River Project. The survey consisted of a series of high level questions that asked about how the project may potentially be affecting the communities, the environment, and the overall way of life in North Baffin Island. The survey was also used to gather information about the overall relationship between Baffinland and the North Baffin communities. The survey was a mechanism for community residents to have their voices heard, and for Baffinland to support positive relationship building with the communities.

## Methodology

The community survey was developed in collaboration with the Baffinland Community Liaison Officers (BCLOs), and with input from a variety of internal Baffinland stakeholders that had experience working with local communities. The survey questions were developed with the intention of not influencing participant responses.

The survey was divided into three categories:

- General Questions: community name, sex, age, status of employment at the Project
- Project-Related Questions: effect of the project on the community, the environment, opportunities for Baffinland to improve
- Ongoing Communication: preferred method of communication, impressions of communications to date, opportunities for Baffinland to improve communications

A copy of the survey is provided in Appendix A.

The company has offices in all five communities. The BCLOs reside in the communities and act as a bridge between the company and the communities. The BCLOs were tasked with carrying out the surveys on behalf of Baffinland. Participation in the surveys was voluntary, and participants identity was kept anonymous; Participant names and contact information was not included as part of the survey.

The community survey was conducted between September 12<sup>th</sup> and September 30<sup>th</sup> of 2016. In order to maximize the number of community members who completed the surveys, fliers, posters, and radio announcements were used to promote the surveys within the communities. A draw prize was also offered in each community, and all participants were added to a raffle draw. The surveys were available

online, and community members were given the opportunity to respond online using Survey Monkey. Hard copy surveys were also available, and the local BCLOs were available at the Co-op, Northern stores or at the BCLO offices to help participants complete the survey and answer any questions. All surveys were translated into Inuktitut to ensure equal access for all community members.

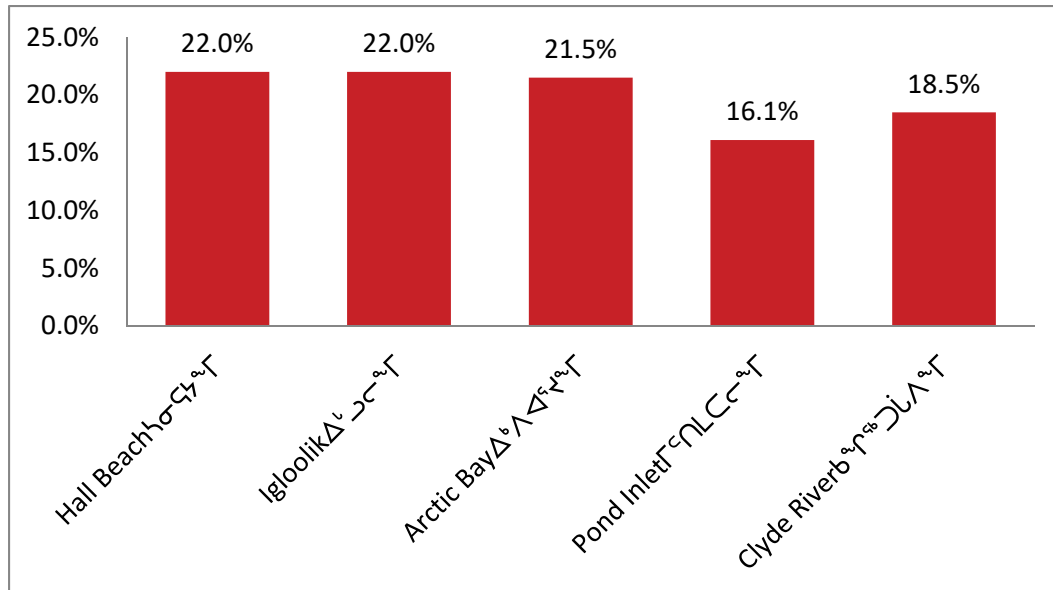
Once the surveys were completed, the data was compiled for all communities. The BCLOs were responsible for taking hard copy surveys and uploading to Survey Monkey. The names of the respondents were not included in the data uploaded to Survey Monkey. All data from Survey Monkey was downloaded to excel and each response was categorized into environmental and community topic areas. The categorized responses were then analyzed and interpreted using Excel software. The categorized responses are to be uploaded to StakeTracker, which is Baffinland's online stakeholder tracking and mapping tool.

## Results

A total of 205 surveys were completed, which is broken down as 49 employees or former employees, and 155 non-employees<sup>1</sup>. Highlights of the survey results are presented below.

### General Questions

There was almost equal distribution in the number of surveys completed by each community (Figure 1).



**Figure 1: Survey Distribution by Community**

In terms of respondent demographics, there were more male respondents (58%) compared to female (42%), and there was representation from all age categories, as shown in Table 1.

**Table 1: Age Category Distribution**

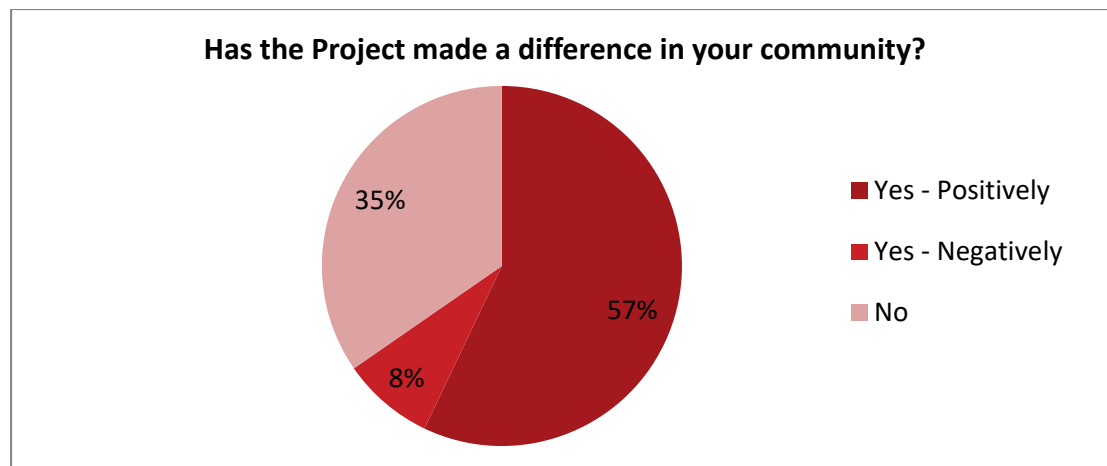
Answer Options	Response Percent (%)	Response Count
Under 18 years old	0.5	1
18-24 years old	9.8	20
25-34 years old	26.0	53
35-44 years old	21.1	43
45-54 years old	22.1	45
55-64 years old	13.2	27
65-74 years old	6.4	13
75 years or older	1.0	2

<sup>1</sup> One respondent elected not to respond to this survey question.

## Project Related Questions

Baffinland is interested in understanding whether the Project has made a difference in the North Baffin communities, and if so, whether it is considered positive or negative by community members. The results of this question are provided in Figure 2. Based on the survey results, 57 percent of participants indicated that the mine provided positive change for the community, 8 percent said that it has resulted in negative change, and 35 percent said they have seen no change as a result of the Project. The most frequent response to this question was that the Project is providing the local Inuit and youth with jobs, providing income and work benefits for families and communities, educating the locals through jobs and life skills, and providing good communication with the communities and Baffinland.

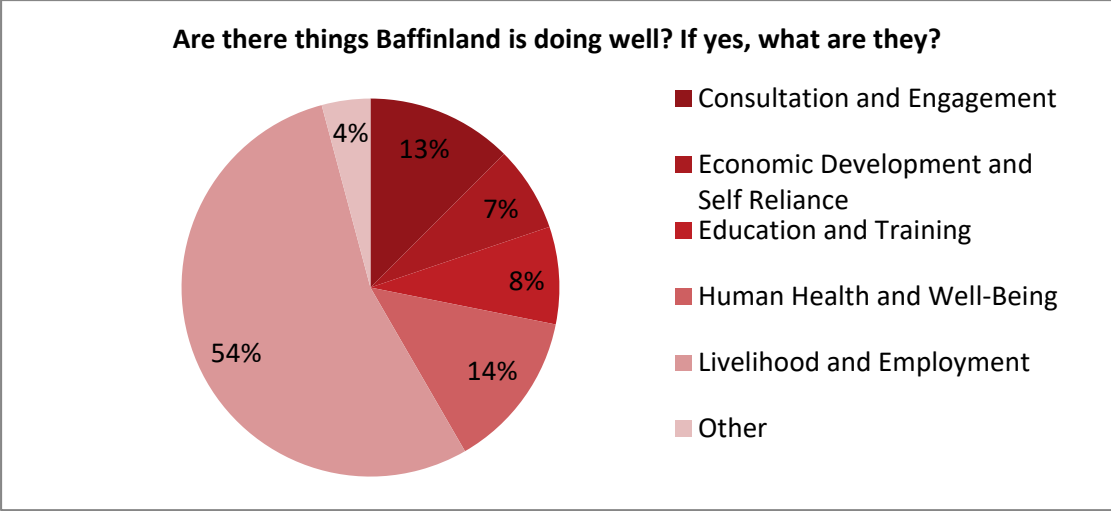
Comments regarding negative effects of the Project included the long separation between families and employees affecting family stability, the ongoing problem of substance abuse in communities, the need for improvements between Baffinland and community communication, the need for environmental protection of the area, and that not enough Inuit are being hired by Mary River. Survey respondents also talked about the need for continued focus on worker safety and equal community support.



**Figure 2: Community Results for Whether the Project has made a Difference in the Community**

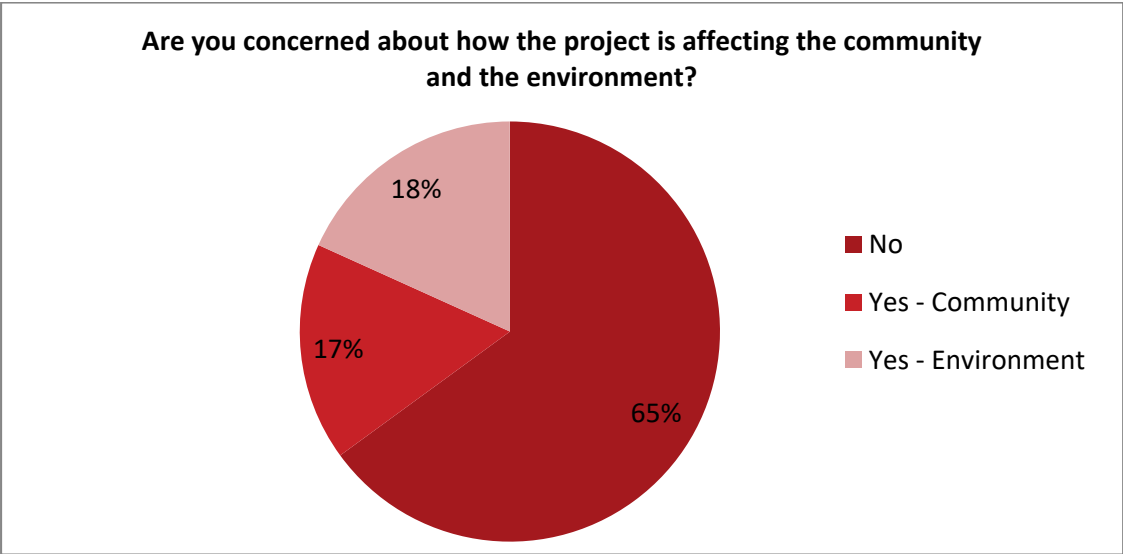
Community responses to what Baffinland is doing well are shown in Figure 3. 54 percent of respondents answered that local employment is having a positive effect. Communities also acknowledged improvements in the quality of life for community members, such as bringing in income for families; good communication with Baffinland; work related training to locals; and providing stability and economic growth to the community.





**Figure 3: Community Results for What Baffinland is Doing Well**

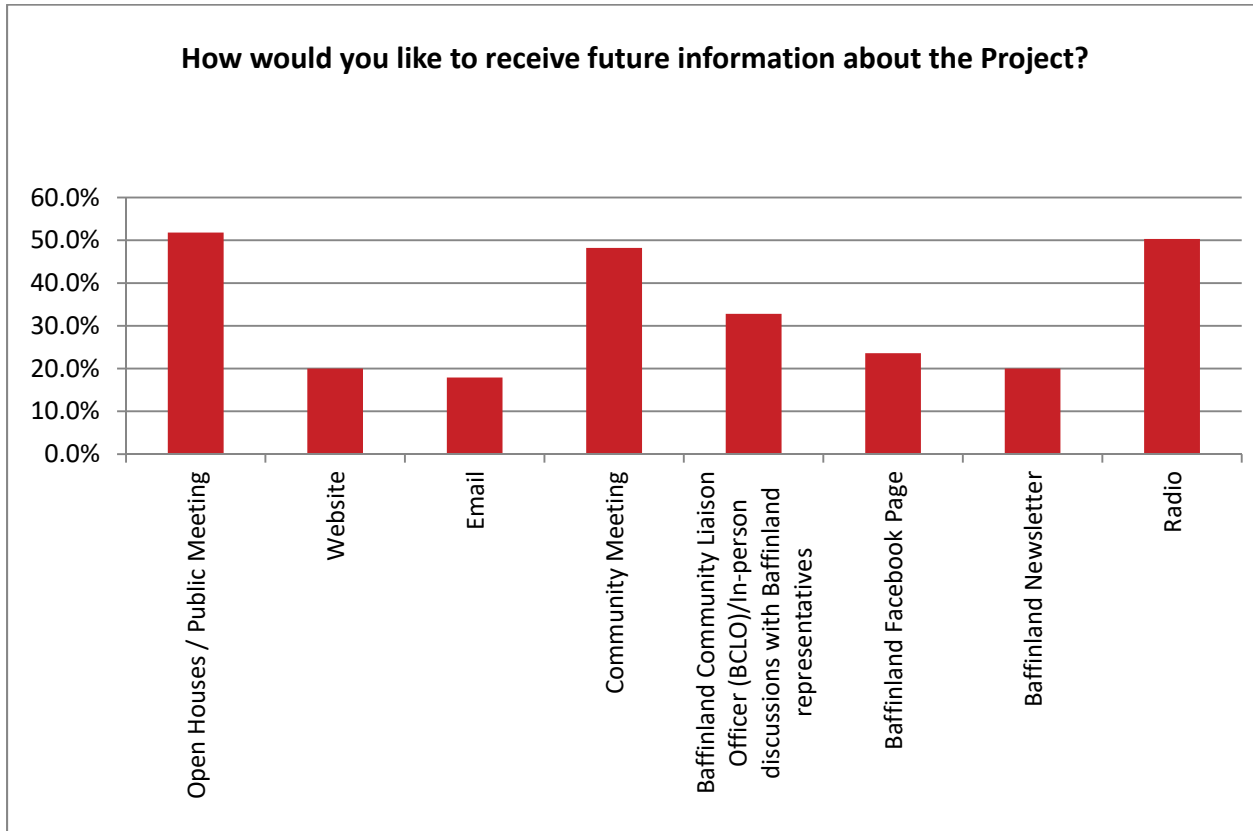
When asked about what concerns people might have, responses were equally divided between community and the environment. While the majority of respondents (65%) did not have any concerns, those who were concerned (18%) about the environment talked about the mine affecting terrestrial and marine wildlife and wildlife habitat due to dust, changes in water quality, shipping and blasting noises. Concerns about the community (17%) referred to the effects on harvesting activities, the need for more Inuit employment, substance abuse in communities, and the difficulties due to family separation from employees.



### Ongoing Communication

Most survey respondents (59%) indicated that they are satisfied with Baffinland's current community engagement efforts. The breakdown of how respondents preferred to be communicated with is

provided in Figure 4, which indicates that respondents prefer open houses, radio, community meetings, and meeting in person with Baffinland representatives.



**Figure 4: Breakdown of Preferred Communication Methods**

## Conclusions

Overall, the survey indicates that communities are responding positively towards the Mary River Project and the opportunities that it brings to North Baffin residents. The majority of respondents agreed that increased employment has made the area prosperous and has improved the overall quality of life. However, in order to maintain a good relationship with residents, ongoing efforts are required to address community concerns.