MARY RIVER PROJECT
ENVIRONMENTAL IMPACT STATEMENT

APPENDIX 2A-2
PUBLIC CONSULTATION RECORD

APPENDIX 2A-2 - PUBLIC CONSULTATION RECORD
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EMPLOYMENT - AFTER HOURS

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [2.98% Coverage]

Reference 1 - 2.98% Coverage

Community Speaker 5 – Since you are looking for workers, if I were to get hired would I have to get immunized and would my bags be checked?

Mr. Cooper – We search all bags, as the site is drug and alcohol-free.

Community Speaker 5 – The reason is I am wondering if you'll test and then throw the person out.

Mr. Kutchaw – There is currently no drug testing.

Community Speaker 5 – Is there anything to do after hours?

Mr. Cooper – There is television, internet, and games but usually workers are too tired after the work day.

Community Speaker 5 – The generators, are they close to the site?

Mr. Cooper – Yes.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - Sept 26, 2007> - § 1 reference coded [2.71% Coverage]

Reference 1 - 2.71% Coverage

Q5 [un-named] – Can they bring entertainment systems or games with them to work?

Mr. Chubb – yes, people are welcome to bring these items and use them during off-hours. Mr. Cooper added jokingly that after working 12 hours, he'll probably be too tired to play games.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - April 2, 2008> - § 2 references coded [3.48% Coverage]

Reference 1 - 1.30% Coverage

Q3 – My last question is regarding Inuit – when they were living on their own, there were people like missionaries who came in and started religion. Does that mean in Mary River you will provide some kind of worship centre? Because we were forced into believing Christianity. Inuit are already into it now and don't have a choice now. Would you allow a service to be held or some kind of church at the site?

Mr. Kutchaw – This is the first time someone raised that question. We have time, so we will think about this. That's a great recommendation. Thank you.

Reference 2 - 2.18% Coverage

Q5 (Woman) – I have another wildlife question – I don't know what your policy is to allow people to hunt while they are there. You have two classes of workers – Inuit and non-Inuit. In some otherwise, there have been non-aboriginal miners and the impact they have. Sometimes you want to be able to have as much as possible a harmonious environment but sometimes you have to be quite careful in the policies you develop. I don't know if there is any harvesting – this is one way they can relieve angst. How you're coming proposes to address it or does address it.

Mr. Chubb – We are not allowing people to harvest while working. I am not sure if anyone would have the time or energy while working. We are working in an area of traditional land use and on people's time off people from the communities come and hunt and they will continue to do so and we support that activity. While at site and working it is our policy not to allow it.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 1 reference coded [7.25% Coverage]

Reference 1 - 7.25% Coverage

Simeonie – There will be games and recreation at Mary River for the workers; there are already there. People will need to be quiet when they are in the accommodations section at Mary River to respect the workers. Right now, the recreation section is located next door to the accommodations. These two sections should be separated so it is not too loud. Everybody should be inspected at site for alcohol and drugs – no exceptions. I believe they should have good meals up there. We ate good meals up there. The dining hall is cleaned up after you eat. There will be people on night shift and day shift, so accommodations should be built further away than the recreation section. We also heard that students will be encouraged to stay in school. I just wanted to say that it is good to hear what I just heard.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 1 reference coded [1.96% Coverage]

Reference 1 - 1.96% Coverage

Q – I like " Country Food ", if I work at Mary River can I go hunting or fishing after my work day ?
A – No, we will not allow employees to hunt or fish during there work schedule. They can come back when they are not working , to hunt and fish. We want to ensure that safety and maintain order and control. We don't want anyone getting lost or not getting proper rest, because they stayed out too long.
We will supply " Country Food " for Inuit working on the Project.

EMPLOYMENT - ALCOHOL AND DRUG TESTING

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 1 reference coded [1.50% Coverage]

Reference 1 - 1.50% Coverage

Leah Oqallak – There will be no alcohol or drugs on site?

GM – Yes, that is correct.

Leah Oqallak – Nanisivik never stuck to that rule. You are better than that company?

GM – Yes.

MZ – We could put that in the IIBA if you like. It would be in a binding contract then.

Leah Oqallak – This is the first time I've heard a good plan.

LB – They have to stick to the NLCA. Nanisivik was different because it was before the NLCA.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 3 references coded [8.63% Coverage]

Reference 1 - 2.98% Coverage

Community Speaker 5 – Since you are looking for workers, if I were to get hired would I have to get immunized and would my bags be checked?

Mr. Cooper – We search all bags, as the site is drug and alcohol-free.

Community Speaker 5 – The reason is I am wondering if you'll test and then throw the person out.

Mr. Kutchaw – There is currently no drug testing.

Community Speaker 5 – Is there anything to do after hours?

Mr. Cooper – There is television, internet, and games but usually workers are too tired after the work day.

Community Speaker 5 – The generators, are they close to the site?

Mr. Cooper – Yes.

Reference 2 - 4.83% Coverage

Community Speaker 8 – I am thankful you will be providing employment – kids are these days often on drugs. Will these young kids as workers be terminated right away?

Mr. Kutchaw – I'm not sure I fully understood, but the site is and will be zero tolerance for drugs and alcohol. Once we are into construction, we would have drug testing in place so that no one is injured. Right now anyone caught [with drugs] is sent home.

Community Speaker 8 – They tend to get terminated because of a history of drugs even though they are not currently using.

Mr. Kutchaw – If someone tests positive we don't hire, but it is only current drug users we will test for. Also, we don't listen to rumours of what people may have done in the past.

Community Speaker 8 – If you're using this system, you'll lose a lot of good employees.

Mr. Kutchaw - We will support drug and alcohol awareness programs for youths to recognize the dangers involved. Mining is too dangerous to allow people who use drugs and alcohol on site.

Reference 3 - 0.82% Coverage

Community Speaker 11 – I'm happy with zero tolerance. I worked at Nansivik underground and worked with a guy who lost an arm in an accident. We later found out he was stoned.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 1 reference coded [0.64% Coverage]

Reference 1 - 0.64% Coverage

Q – I believe that drugs and alcohol won't be allowed at Mary River. At Nanisivik this was said too. But what is said and what is done is different.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 1 reference coded [7.25% Coverage]

Reference 1 - 7.25% Coverage

Simeonie – There will be games and recreation at Mary River for the workers; there are already there. People will need to be quiet when they are in the accommodations section at Mary River to respect the workers. Right now, the recreation section is located next door to the accommodations. These two sections should be separated so it is not too loud. Everybody should be inspected at site for alcohol and drugs – no exceptions. I believe they should have good meals up there. We ate good meals up there. The dining hall is cleaned up after you eat. There will be people on night shift and day shift, so accommodations should be built further away than the recreation section. We also heard that students will be encouraged to stay in school. I just wanted to say that it is good to hear what I just heard.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 1 reference coded [2.75% Coverage]

Reference 1 - 2.75% Coverage

Q – Why are people not told that it is a " Drug & Alcohol " free workplace? Why are searches conducted of peoples room's when they are not present ? Why is their monies taken away from them ?
A – Everyone who comes to Site must sign the Baffinland Code of Conduct form, which states that the Site is " Drug & Alcohol free " and that all persons coming to Site are subject to searches of their luggage and their rooms.
The monies should not have been taken away from the individuals and we have put measures in place to ensure that this does not happen again. Al thanked David Qamaniq for contacting him about this. The incident in question had been resolved.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 1 reference coded [3.16% Coverage]

Reference 1 - 3.16% Coverage

Michael Peterloosie – Thank you for making a presentation to our community. How will you be mitigating the drug and alcohol issues at site? It can be dangerous for people to operate heavy equipment if they are not sober. Will you be doing blood tests?

MZ – Some people (in certain jobs, where safety is a factor) may be required to do an oral swab. Companies can be criminally liable if they know about an employee who is drunk or on drugs and operating heavy equipment. Companies need to create a safe working environment. Our incidents on site have been going down and were very, very few last year. Everyone's bags are searched when they arrive on site; even the Premier had her bags searched when she visited.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 1 reference coded [1.90% Coverage]

Reference 1 - 1.90% Coverage

David Qamaniq – You said that beneficiaries are drug users and drug addicts. Non-beneficiaries are just as bad. Drugs will not be stopped, but we need to decrease this in the future.

MZ – We have had four incidents with drillers. My concern is safety. We do want to keep drugs off the site. No beneficiary has lost their job because of drugs – they only lose their two week shift.

EMPLOYMENT - BENEFITS

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 3 references coded [10.49% Coverage]

Reference 1 - 4.28% Coverage

Q – Although we are not very close to the proposed mine, how can we benefit from it? Can we get employment and contracts for work?

MZ – We have agreed to the 'economic provisions' of the IIBA with the QIA which includes employment. [Describes the economic provisions of the IIBA]. The IIBA would only come into effect once the Project is approved and we begin construction. We have already initiated training programs for community members interested in working on site. More recently we've had about 65 people on site; about 20 of those have been beneficiaries. Our recent work has been exploration-oriented, as we work towards submission of our EIA. That process will be completed by the end of 2012.

Reference 2 - 2.40% Coverage

Sam – Will the benefits include spouses and children?

GM – Typically, health benefits cover a spouse and children. Employees are usually given 3 weeks of holidays per year; this time is accrued monthly. Holidays get built up over time and you can take holidays when they are approved by your supervisor.

MZ – The amount of vacation you receive will increase the longer you have been employed.

Reference 3 - 3.81% Coverage

Q – We look for things that can make us better. One of the reasons people don't want to work is because the rent goes up when you start working. Rent is raised by the housing association. Have you thought about helping your employees get a mortgage and buy a house? If you earn $1000 salary, you only get like $100.

MZ – I've had a number of discussions with the government about this. I think that system has failed and needs to be changed. We can look at housing assistance programs for our employees. It's not something that is easy because we can't come in and build the houses. The government would need to build them.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [1.18% Coverage]

Reference 1 - 1.18% Coverage

Community Speaker 17 – Will unilingual people have a problem working? Will there be a pension plan?

Mr. Cooper – Yes to the pension plan. There is a shortage of mine workers across the country, so we want to hire as many local people as possible.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council - Sept 26, 2007> - § 1 reference coded [14.13% Coverage]

Reference 1 - 14.13% Coverage

Deputy Mayor Enoki: There are not many people going over that way now because there are few caribou in the area but this may change in the future when the caribou come back. He would like to see a direct benefit to Hall Beach. Although there would be benefits from salaries he would like to see a direct benefit like the building of a breakwater. Hall Beach doesn't have a breakwater now.

Derek: We are in discussions with the QIA on the benefits agreement and it is clear to us that there has to be direct benefits to the communities. On the issue of the ship route, we need to develop a system to notify the communities as to where the ships are located. As for Steensby Inlet, we would like to be a good neighbour and provide food and fuel to those that go to Steensby Inlet so they can keep hunting there.

Deputy Mayor Enoki: Happy that you are working with the QIA but the benefit directly to the community will be limited to training and employment. The community has been trying to get a breakwater without success. We didn't get any money from government

for the breakwater. Baffinland is interested in helping out the community and since there is no breakwater this is a way you can help us.

Rod: This will be a topic we will broach with the QIA in our discussions.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - March 26, 2008> - § 1 reference coded [6.69% Coverage]

Reference 1 - 6.69% Coverage

Q1 – I want to see the map about the shipping. This line – can you get a close up on further north? This Steensby Inlet area – the eastern shipping route – what about on the west side? It seems to be also on there – I want that removed. After 5 years, we can consider the western route, but only the eastern route should be shown since it is the eastern route. We use the western area of the islands, even in the spring time. Some Igloolik and Hall Beach hunters get together in the western area of the islands. If you can I'd like the western route off the map. In five years, if the animals are OK, then we could look at the western route again. I can't say I want to stop the western route today because my grandchildren today are no longer relying on seals and seal skins are less in demand, because if we try to live off the animals, the future generation will suffer. I think the mine will help the future, but the environment needs to be studied to see if the animals are impacted. That is my thought; I don't know what other people think. Another thing, there is employment of young people in Mary River and some people return home. If people work at Mary River, whether man or woman, they need to have counselors that they can talk to at the site, because young people have no real commitments to stay in the job if they have family problems at home, they need a place to talk to at the site. There should be some kind of social or employment counselor to discuss personal matters that are involving employees. (Applaud)

Mr. Cooper - thanks for the comments, and I apologize about the figure, we are planning to go with the eastern route and the western route should not be shown. That choice is based in large part due to the comments we received at the last public meeting.

The second comment I think is a very good one. We've been thinking for some time now of the possibility of having an elder at the site as a counselor for young people. This is an idea that we will be looking into this year and next year.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 1 reference coded [7.25% Coverage]

Reference 1 - 7.25% Coverage

Simeonie – There will be games and recreation at Mary River for the workers; there are already there. People will need to be quiet when they are in the accommodations section at Mary River to respect the workers. Right now, the recreation section is located next door to the accommodations. These two sections should be separated so it is not too loud. Everybody should be inspected at site for alcohol and drugs – no exceptions. I believe they should have good meals up there. We ate good meals up there. The dining hall is cleaned up after you eat. There will be people on night shift and day shift, so accommodations should be built further away than the recreation section. We also heard that students will be encouraged to stay in school. I just wanted to say that it is good to hear what I just heard.

<Documents\Public Consultation\Pond Inlet\BIM Notes on GN Development Workshop - November 13, 2007> - § 1 reference coded [1.49% Coverage]

Reference 1 - 1.49% Coverage

- Employee assistance program for all working at the Project .

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 1 reference coded [0.70% Coverage]

Reference 1 - 0.70% Coverage

Dave McCann asked if the EAP is a custom thing or if the services are provided by a generic EAP service provider. It is generic, offered by a company based in Ontario. They often serve as a listening ear for family members.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 2 references coded [3.31% Coverage]

Reference 1 - 1.55% Coverage

Jolly Enoogoo – As I mentioned, people who go to work at Mary River do so of their own initiative. Maybe you can come to an agreement with QC that people who apply from Pond Inlet get to work at Mary River because its closer. You should get higher wages to get heavy equipment operators in Pond Inlet to work there.

Reference 2 - 1.76% Coverage

Andy Qammaniq – There is a communication breakdown. Where are the bonuses that Roland promised us?

MZ – Check your contract. We've had this issue every single year. There is no bonus just for showing up – it's based on the performance of the group.

Andy Qammaniq – Then why did Roland tell us this?

MZ – What makes you think YOU deserve a bonus?

EMPLOYMENT - CHANGING CONTRACTOR AND SUPERVISORS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 1 reference coded [8.66% Coverage]

Reference 1 - 8.66% Coverage

Q4 – I have a number of questions. First, in 2007 to 2008, I was working as a polar bear monitor in Mary River. We had staff consulting, I guess, from Nuna Logistics. The hiring consultant, polar bear monitors and heavy equipment operators – they were selecting the people who can work. When Qikiqtaaluk Logistics (QL) were in control, two communities were involved. QIA staff would decide who was going, when were they returning, and depending on the flight, they would arrange that flight. But in the same year they changed - the Baffinland crew took over that. So after that, QIA also took over again that logistics, but when you're working, changing the role of these agencies as not good. You need one main agency that can look after the staff/employees when you have one agency involved in hiring, it would be better. When you're working for them, when they keep changing your superiors, you don't know when you are leaving or returning. Those kinds of questions, if you keep changing the contractors, then it isn't steady employment.

Q4 - My last question – I heard from one of the QL staff, because they didn't know if they'll be looking after the staffing for Baffinland, they said that QL will no longer have the contract for heavy equipment. I would like to know what the update is on that, for this year. Or are there any contracts this year?

Bill – Thank you, and with respect to your first comment, you're right it needs to be worked out for construction. This year again, Nuna will be the main contractor, so there will be some heavy equipment operators again, and our intent is to use QL to hire the heavy equipment operators, and other requirements.

Stephen – A lot of the experiences we heard about from 07-09 are experiences we can draw upon for the future. During 07-08 there was the bulk sample and there were no IIBA and contracts without any bigger picture in mind. Now we have that experience to negotiate how contracting is done. We realize there has been a lot of confusion around contractors and employment. These processes are being worked on so that they will be much better in an operating mine.

Q4 - Thank you. So if that's improved, I will be happy, because it was no fun with your superiors / contractors were changing. And you probably also remember in the beginning that Baffinland said they'd do community visits, and hire people from the closest communities: Pond Inlet, Arctic Bay, etc. When I was working there in 2007 and 2008 it wasn't like that. There were only a few people from Arctic Bay. At least Pond Inlet had reasonable numbers, and very few from Hall beach and Igloolik. And Clyde River had even less, in 2007 and 2008. But it was Iqaluit residents that were the bulk of employees, and Kimmirut people. Baffinland didn't follow their comment that they would hire from surrounding communities. So those from communities nearby did not like all the employees coming from Iqaluit. It was upsetting. So that needs to be improved too. I didn't like the QIA. They would like to build a hotel in Iqaluit, but that hotel in Iqaluit was not good for us here, so I didn't like that.

<Documents\Public Consultation\Hall Beach\April 2009 Working Group Minutes - Hall Beach> - § 1 reference coded [3.27% Coverage]

Reference 1 - 3.27% Coverage

Eunice – So, the CLO office here will be closed?

Jason – It has temporarily been closed due to Baffinland's budget limitations. They are planning on re-opening the office once things pick up again.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 1 reference coded [3.36% Coverage]

Reference 1 - 3.36% Coverage

George Qullaut – It's no fun wearing two hats. I work for QC and [missed comments]. There are some contracts for catering. Sometimes contracts are given to people outside of the region. Only small contracts are given to the Baffin region. We don't want to see this again. QC can be given smaller contracts. This is not right. Nuna Logistics does not deal with Baffin Region.

LB – We also wear two hats.

Larry – You said if we got our certificates we would be able to work there. I've worked at Mary River. There seem to be less Inuit working there. We seem to be second tier. There doesn't seem to be much help there. I would like to see more training in the environment field. It seems that only white people are there.

LB – QIA representatives are writing down your concerns.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 4 references coded [19.45% Coverage]

Reference 1 - 3.89% Coverage

James Arvaluk:
QC is doing the employment services; Mike did not mention Kitikmeot Corporation and Nunasi Corporation [who are owners of Nuna Logistics, the mining contractor].

Mike:
Replied that there are a lot of companies involved, including:

- Nuna Logistics - mining and hauling
- QC – road construction and employment
- Nuna Logistics is also handling the gravel for the road
- PetroNav - delivering the fuel
- FedNav – shipping the ore to Europe
- Two (2) to Three (3) ships this summer delivered supplies
- 5 ships in 2008 will transport the ore bulk sample: 200,000 tones to Europe, 50, 000 tones to Asia - probably Korea and Japan

Reference 2 - 2.38% Coverage

Joana:
At the last meeting, trust was broken leading to communication problems. One complaint was that people just heard the same items over and over from Baffinland, and there is a need for some action to be taken. The letter given is good, however there are questions such as "who is the supervisor"?

Mike:
Not sure who the supervisor is; the letter did mention a past Inuk supervisor.

Reference 3 - 7.82% Coverage

James:
I think our approaches are different. If I try to weasel myself into the first election, in the second one people will know. We know development. When we are suspecting all is not open and honest, we will question it. We have a process of explaining later that things did not work in the past. Need to know the "big picture" ahead of time. Why is it that Baffinland did not tell the community about the Co-op ahead of time? It does not benefit Pond Inlet any more, no matter how well QC does. For you as long as Inuit owned, it's ok, but not ok to use it. Nunasi, they have no share in there. Nunasi has decided to be a western Nunavut company, so will not be supported by Pond Inlet people. Iqaluit got the short stick since 1999 as everyone is from somewhere else. We are very nice to you because we are telling you now, instead of at NIRB hearings; this will have to be corrected now.

Mike:
We need community support. We are a small company and eventually we will hire directly. We are trying to hire form Igloolik and Arctic Bay, primarily because we had difficulty keeping positions filled.

Caleb:
You are trying to veer away from this topic.

James:
You talk about business realities and I know these issues, but we live here and operate in a bigger world.

Reference 4 - 5.36% Coverage

James:

- We are trading our culture and soul in the land if there….
- Question – "a part-time CLO will be hired" [referring to the Baffinland letter], is this a QIA CLO?
- The 5TH ballet, would like to create our own committee - any way to finance a staff member who produces and unbiased report? - Mike : Yes
- 5th ballet - homesick, country food - is there an action plan for this?
- Same situation - early it is "will be" then "may not happen"
- Action plan regarding training? Mike – "Yes"
- 5th bullet - training with bulk sample - is there an action plan and timing?
- Action plan for scholarships?
- Want to establish regular meetings - arranged by Philip and David
- We need to have assurances that HTO is DIO; have management responsible for wildlife - they were ruled out/omitted from negotiations [believed to refer to IIBA negotiations]
- Our beef in Pond Inlet - not your problem

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 1 reference coded [0.87% Coverage]

Reference 1 - 0.87% Coverage

Q – Will there be Supervisors to watch over the Training program ? It need to be well supervised.
A – Yes we would have qualified instructors and Baffinland will have Supervision on Site throughout the summer.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 1 reference coded [3.67% Coverage]

Reference 1 - 3.67% Coverage

Q2 – Based on personal experience, when I submitted a resume in June I expected to be hired as an electrician. Since then I have been on one 2-week rotation. I am not working currently – no one has contacted me and my understanding is currently four electricians from the south are working at site. I want to know why that is.

Mr. Len Kutchaw – I will try to answer the question. To hire people previously the company used the co-op, not they are using Qikiqtaaluk Corporation (QC) and they have collected a lot of applications, for trades, operators, etc. The decision of who goes to site is controlled by QC. In the particular case that Tim raised, he talked to him earlier in the day and I am going to site tomorrow and will look into it. Until then, I can't comment much further.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 1 reference coded [1.31% Coverage]

Reference 1 - 1.31% Coverage

Pat Fuentes (CGS / GN) - Thanks to everyone. You challenged Harvey on his question, but when a company is proposing to impact water, they must do thorough studies. Where are they?
As for QC, who will take responsibility for the workers? QC or Baffinland?

MZ – QC.

EMPLOYMENT - COORDINATION OF REMOTE LABOUR

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 1 reference coded [1.97% Coverage]

Reference 1 - 1.97% Coverage

B10 - I got that. My last statement is the communities involved, like Clyde, Arctic Bay, Hall Beach, Igloolik and Pond Inlet. There should be a real person in each community that can actually supervise the staff working in Mary River, in terms of organizing them, the flights, or informing the staff when they're leaving, because more than once in the past people working in Mary River were confused about where to go, and when, etc. They had to go to Iqaluit and then finally Mary River. When I was in Iqaluit I saw people in Iqaluit trying to go to Mary River, and when they were traveling from Mary River to Arctic Bay that they had to wait several days. When operating, Baffinland needs to be more organized.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 2 references coded [5.90% Coverage]

Reference 1 - 1.90% Coverage

Kik Shappa – Back during the planning of this mine Baffinland representatives came in and told us there would be no families living there, only the workers.

GM – That is correct and that is still the plan. The mine would be a fly-in/fly-out operation. There would be a two week in / two week out rotation for employees.

MZ – The Nunavut Government does not want another community developed. They want all the infrastructure and development to remain within the existing communities. We have no option but to do the two week in / two week out option.

Reference 2 - 4.01% Coverage

Kik Shappa – I used to work at Mary River, until I was laid off. During my employment, there were two liaison officers. One working for Baffinland, one working for QIA. This was confusing. I would suggest that only one person be a coordinator for these jobs and travel logistics. Workers were sometimes given short notice. They were sometimes told they were going to work tomorrow, when they had plans to go hunting. They should have more notice. We didn't know what was happening when the CLO office closed down. This needs to be properly organized.

MZ – You're right, there were some difficulties with people given short notice. In some cases this was our fault. However, there were some cases where people gave us short notice and told us they were no longer going to work. 2 weeks in / 2 weeks out presents some challenges. It's not always easy on families. During the economic downturn, Baffinland was forced to make changes. We had to lay off 3 CLOs. We went from 30 employees to 20. As we move forward, we will start looking into hiring CLOs again. I also agree with you, that we need to improve communication.

Kik Shappa – Thanks for making me smile.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 2 references coded [2.55% Coverage]

Reference 1 - 0.78% Coverage

Q10 – My other question, the plane will come in three times a week to every community, but now there is Iqaluit administering the hiring and firing. As the CLO is here, can go through Baffinland office? Are you planning to improve the way you hire people now?

Mr. Len Kutchaw – During operations, we will do our own hiring and will hopefully be better, with structured policies, and through our CLOs.

Reference 2 - 1.77% Coverage

Q13 (middle-aged woman) – I am concerned about Inuit that their land will be destroyed, that Baffinland is talking about money but they mentioned the money they will make from the land is if they are ignoring the animals. They make a mine to say it will go on forever but it will be damaging the land. The people trying to get a job – the ones who do get a job – don't get out in time. Someone needs to coordinate all employment. We will not see the animals in the future because the mine if the company says the money … I don't like mines. The non-Inuit making money do not eat the animals, so they present us with a nice proposal and say they will be

lots of people working, and we lived in Nanisivik and we still didn't get hired. because Inuit are easy to agree when presented with economic opportunity. My concern is that the animals will be lost. We don't get any money for it. These are my comments. Thank you.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 1 reference coded [11.77% Coverage]

Reference 1 - 11.77% Coverage

Q4 – My first question is more humorous – will local people be getting watches after processing the ore? My next questions are as follows:

- You said Mary River will have the potential for a mine life of 100 years. Using Nanisivik as an example, it closed even through lead and zinc are still found in the ground – due to low prices. Do you know how you can have a sustained demand for 100 years? Have any studies been done on this?
- Open pit and waste rock you'll need to reclaim these. Will waste rock go back to the original location [open pit] or will it stay on the land?
- Nanisivik used to give reduced freight rates – will Baffinland provide that benefit?
- People hired from all these communities are hired from Iqaluit and it's too far – with no direct communication with the communities. This needs to be straightened out so that people are clear when they are go to work and when they are to travel, which isn't happening right now.

Mr. Cooper – to answer your questions:

1. The market for iron ore is very strong, mainly due to India and China, and prices recently increased by three times. We have discussed this with the customers and they believe the market for iron will be strong for a very long time. But, it is hard to predict the future for such a long time.
2. Before beginning to mine, we need to provide a closure plan and financial guarantees. The specific plan for waste rock is to leave it where it is placed during mining, but at graded slopes that will be remain stable. The waste rock piles will be contoured to the landscape but we do not plan on filling in the open pit as this would be prohibitively expensive.
3. Baffinland does not have plans to subsidize freight on ships – the ships are designed to carry ore and are not like general cargo or sealift ships.
4. We know there have been problems with communicating with employees. We need to develop a better communications plan with employees as to when their shift is to start.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [1.24% Coverage]

Reference 1 - 1.24% Coverage

Community Speaker 7 – First, thanks for coming, we would like to see you again in the near future. We would like to see soapstone come back to the community. Also, from the workplace to the community for direct flights only, I agree, ,because problems can arise.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council Aug 17 2010> - § 1 reference coded [12.24% Coverage]

Reference 1 - 12.24% Coverage

Q2 – If the mine is going to be built will a CLO be put back into place in Hall Beach?
A – We haven't made any final decisions on that, but if the mine is built we would need to have someone in that role who either lived here or travelled here regularly.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 1 reference coded [3.24% Coverage]

Reference 1 - 3.24% Coverage

Q9 – I have two comments. First, there are a lot of unemployed who want to work but don't want to leave their families behind. Will there be businesses or houses or schools built? Second, you will be traveling back and forth between communities and families are quite close and are spread between communities. When you travel between communities can people from the communities also travel?

Mr. Cooper – regarding the first question, there will be no houses, schools or permanent community built at Mary River. This is not allowed in the North Baffin Regional Land Use Plan. Governments will receive royalties and it is there job to provide community services. Regarding the second question, this is one of the things being discussed with the QIA – not sure how this will go.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 1 reference coded [1.53% Coverage]

Reference 1 - 1.53% Coverage

Titus Alooloo – Are you looking at permanent accommodations for workers and their families?

MZ – The Nunavut Government has the 'Nunavut Mining Strategy'. They want development to occur in the existing communities. There will be no new communities. Mary River will be a fly in / fly out operation. [Discussed employment needs at Mary River].

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 1 reference coded [2.57% Coverage]

Reference 1 - 2.57% Coverage

Q6 – In relation to the rotation schedule and previous mining schedules at Polaris and Nanisivik, when people have taken their time off and are ready to go back they are told they are no longer needed, and this creates bitterness. There has to be certainty about employment. There needs to be better scheduling or communication on the radio, TV or other means.

Mr. Kutchaw – Very good comments, thanks. We acknowledge the problems with scheduling and room in the camp; it's something that we want to improve to avoid the issues raised. Thank you.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 1 reference coded [2.84% Coverage]

Reference 1 - 2.84% Coverage

Juana Fuentes (CGS / GN) – Thank you for coming back and explaining. My interest is in Sustainable Development, training, development for Pond Inlet and nearby communities. How will people know of the opportunities available?

MZ – Our operational people have to make sure that we improve on this – we are continuing, and I will be back here with our HR person. Our office is open again.

Juana Fuentes – For young people, the internet is used, so information could be posted there as well.

MZ – My cards are on the back table, so people can contact me that way as well.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 2 references coded [0.70% Coverage]

Reference 1 - 0.40% Coverage

Question: Levi Barnabas/Arctic Bay – Can you say how many will be in Management positions, how many in total? Probably only 15% of locals were hired at Nanisivik Mine, even though they had a 60% target. Promises were made but did not happen. Will we have a coordinator or liaison between management and the Inuit workforce?

MTP: The difference is we have to put everything in writing. You could tell QIA if our commitments were not adhered to. We can't say what percentage will be hired. I don't know what's been discussed at the IIBA meetings, where this is being negotiated. We currently sit at 20 – 30% employment at site now, but this is currently a small project. Last year we ran a training program for drill helpers and heavy equipment operators. We feel it was successful and needs to be expanded into other areas.

Reference 2 - 0.30% Coverage

Question: Olayuk /Arctic Bay – Some communities do not have Baffinland CLOs, so we are not aware of Baffinland job opportunities. What about CLOs for these other communities?

MTP: Due to the economic downturn in 2008, Baffinland reduced the number of CLOs working for the company. We reduced staff in Toronto as well. We had to do those things to stay alive. We intend to continue to have our two current CLOs be active in other

communities. If go to full operations, we would re-evaluate how many CLOs there should be. We would likely increase the number of CLOs, but don't know exactly where we would put them.

EMPLOYMENT - COUNTRY FOOD AT MINE

<Documents\Public Consultation\Clyde River\Clyde River Hamlet Council - April 1, 2008> - § 1 reference coded [0.61% Coverage]

Reference 1 - 0.61% Coverage

Mayor Iqalukjuak - Will the people at Mary River have access to country food?

Mr. Chubb – Yes, we do today and this will continue.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 1 reference coded [7.42% Coverage]

Reference 1 - 7.42% Coverage

Q – In Pond Inlet and Clyde River, we will keep hunting animals into the future and eating them. Mary River is an important area for caribou. Are the Inuit working there able to hunt caribou when they are working?

MZ – Safety rules state that no one can hunt within 1 km of any project infrastructure; the same as no one can hunt within 1 km of any community. Everyone will be working 12 hour shifts and we need to make sure they get 8 hours rest. We haven't restricted anyone from hunting in the IIBA, but from a practical point of view they probably won't be hunting in between shifts. There won't be any restrictions on hunting outside of the 1 km radius. Anyone who comes by the site to hunt will be provided with meals and fuel. Accommodation can be provided in an emergency.

Q – Your answer is very good; this is what we have been looking for. When Inuit are not allowed to hunt on their own land, it is not right. Inuit have fast skidoos; people will still go hunting down there. I want to thank you for visiting the communities and announcing your intentions and plans for us to hear.

NQ – Does the 1km hunting exclusion zone apply to Milne Inlet, Steensby Inlet, the rail road and tote road?

MZ – Yes.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [5.67% Coverage]

Reference 1 - 5.67% Coverage

Community Speaker 9 – Welcome to Clyde River. I'll be working with you in the future hopefully, if you don't think I am too old! In the last year I've been working with southern people. I understand how it works, we have different ways and we can't connect. I know that before we couldn't work together as a team, hopefully we can work together well in the future. "Mine" means "mine" as in ownership. People have been hunting there for a while and this won't be possible with a mine operating. Even those things will happen. I know it [the project] will go ahead – nothing will stop it. We like country food – will workers have access to country food? We eat it all the time.

Mr. Cooper – One of the greatest challenges is to make Inuit feel comfortable working at the mine. We started serving country food this year and it is appreciated. By hiring QC this year we have supervisors who are Inuk and they have morning meetings in Inuktitut. We are trying to make the workplace friendlier to Inuit. One other program we are working with Qikiqtaaluk Corporation on is a cultural orientation program, so people from the south understand the culture and are able to work more effectively with you.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - Sept 26, 2007> - § 1 reference coded [2.24% Coverage]

Reference 1 - 2.24% Coverage

Q8 [same person as Q4] – as Inuit we eat marine mammals and other wildlife. Will these foods be made available to workers?

Mr. Chubb – Yes, in fact we make it available today, and we would look to continue that practice.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 1 reference coded [5.33% Coverage]

Reference 1 - 5.33% Coverage

Mayor Quassa – maybe not but we have clear understanding, and I know we have different organizations that are working on it, and the QIA on their own matters and the Inuit knowledge working group doing their own part and they keep us informed. It is going to be a big project, and as Igloolik residents we expect and know we will be included in the project at Steensby – that area – Igloolik people know that area and use it at any time of year and know the land. For these hazards are being watched – we need to cooperate and work together and have good communication and we thank you for allowing us And our residents need workplace employment, there are lots of unemployment and it would benefit the community through employment but the animals are always our concern. The community and the other communities will continue to have those concerns. Baffinland – they will need to learn to eat Inuit country food. I think Igloolik is known to have traditional food like walrus – it is the main concern for both Hall Beach and Igloolik because it is their main diet, so you need to be careful in your studies and your project. I think Zechariah we went through that area and saw walrus even in shallow water. I don't think there are any other questions – we'll see you tonight and thank you for coming – we apologize about the meeting a little misunderstanding – someone needs to apologize.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 1 reference coded [1.96% Coverage]

Reference 1 - 1.96% Coverage

Q – I like " Country Food ", if I work at Mary River can I go hunting or fishing after my work day ?
A – No, we will not allow employees to hunt or fish during there work schedule. They can come back when they are not working , to hunt and fish. We want to ensure that safety and maintain order and control. We don't want anyone getting lost or not getting proper rest, because they stayed out too long.
We will supply " Country Food " for Inuit working on the Project.

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 1 reference coded [0.65% Coverage]

Reference 1 - 0.65% Coverage

Jayko wondered if they have to do health inspections on the country food that is provided at the site. No — "the country food comes from our meet and fish plants and these plants are provincially inspected."

EMPLOYMENT - EDUCATION REQUIREMENTS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 1 reference coded [3.98% Coverage]

Reference 1 - 3.98% Coverage

Q3 (elder woman) – When we see a presentation a project that will make money, and there are committees representing the Inuit and there seems to be support of the Inuit. There are young people with houses and no jobs. My question is what kind of education would they need to have a job? Because at a work place they need education. What education will the young people need? Only some are able to get jobs. There are some young people who have applications who never got jobs. The company just comes to town to report on the project so they will come into the community, report on the project, record the proceedings, but the Inuit without education are not involved, either through employment because if only the people who have graduated from school would get jobs – if they need lots of people, they need dishwashers and laundry, and those people with no formal education will have no chance to get a job. Inform the community when you require a position to be filled what level of education is required for each position, so each person looks at the job advert and knows if they would qualify for that job. It's a young population starting in each community and some have only elementary level of education. We heard there will be a number of jobs created with the mine but they may be mostly non-Inuit. Why bother to tell us if we are not going to benefit from the project, so answer my question of what kind of level of education will be required? I know there are elders and middle aged man working there now without education, so there are others who can be heavy equipment operators. Thank you.

Mr. Len Kutchaw – Thank you for your questions and concern. One of the initiatives we are working on that Rod talked about is the partnership for training with the QIA, QC and Kavivak, and we are looking at getting 200 people ready for employment. What kind of education do you need? Any they can apply what we are looking for are skills. What we want to emphasize that it is important for young people to finish school but we don't want to exclude anyone.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet Council - April 1, 2008> - § 2 references coded [1.16% Coverage]

Reference 1 - 0.62% Coverage

Councilor - Just a statement that for a job you need education first. It's not a simple thing to work in a mine, you need education.

Reference 2 - 0.54% Coverage

Mr. Palluq – I think it is good to test skills of people when they apply.

Mr. Kutchaw – We'll let you know when.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet Council - Sept 19, 2007> - § 1 reference coded [3.78% Coverage]

Reference 1 - 3.78% Coverage

Mr. Apak asked if there are certain requirements for jobs. Mr. Cooper replied that it depends upon the job – there are jobs that require little training to jobs that are very specialized.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 1 reference coded [3.04% Coverage]

Reference 1 - 3.04% Coverage

Q – If the mine's finances went down again, or if expenses went up again, the implications would need to be considered. You seem to be looking only for educated people. Uneducated people can also do good work, like being a janitor.

MZ – There are jobs for uneducated people at a mine site, but there are very few of them. We would like to see people move up and advance in their jobs. One of our goals is to see the mine manager be from North Baffin. We would like to see engineers, managers, etc.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 3 references coded [6.76% Coverage]

Reference 1 - 2.29% Coverage

Community Speaker 3 – Thank you for letting Clyde River be part of this project. Since employment opportunities are few and youth have nothing to do, this project will definitely help them. These days when you apply for jobs you need a diploma. Hopefully this system won't apply with Mary River.

Mr. Len Kutchaw – We agree. We will work with the QIA to come up with a skills evaluation program. We want to see youth working so we will work with them to get them certified for jobs.

Reference 2 - 1.94% Coverage

Community Speaker 6 (local teacher) – Nowadays we want to keep kids in school – the last elder wants exceptions – but I am worried that kids won't finish school because they can go to the mine to work. I don't mind if they are trained to go to the site, but I don't want them not to finish school.

Mr. Kutchaw – I agree, we want kids to finish school but we don't want to totally eliminate opportunities.

Reference 3 - 2.53% Coverage

Community Speaker 10 – If you want to hire an employee – they will need grade 12 to work at site?

Mr. Kutchaw – We want kids to stay and finish school, but if there is someone who doesn't have grade 12, we will work with them to get them employed at Mary River.

Community Speaker 10 – Because in our culture we don't look at diplomas, but what people can do. And we have people that are all different, some people want to hunt and others just want to stay home. I am happy no grade 12 doesn't mean no job. Thank you for coming.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [1.33% Coverage]

Reference 1 - 1.33% Coverage

Will you employ Inuit that are not educated?

Greg - This is how we intend to utilize our training program to educate people so that they have more opportunity to work on the Project.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet - April 21, 2010> - § 1 reference coded [3.33% Coverage]

Reference 1 - 3.33% Coverage

Joe – What will we need to get employment?

Matthew – There are the two project phases and the employment needs are different for each. During construction we will require a lot more people, and we'll be looking for trained operators or those with experience in the various trades.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 1 reference coded [2.07% Coverage]

Reference 1 - 2.07% Coverage

Louis Tapardjuk – In the IBA, what will the percentage of Inuit employees be?

NQ – What mechanism will Inuit employment be guaranteed under?

MZ – The economic provisions of the IIBA. We signed an MOU with the QIA in March 2009 because we can't sign the final IIBA until the Project Certificate is issued. We want to see Inuit trained and educated. We are also encouraging higher education. You spoke about environmental jobs; most environmental people had at least bachelor's degrees.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 2 references coded [0.60% Coverage]

Reference 1 - 0.36% Coverage

Q10 – Some of us not educated – most of us have not completed grade 12 – are there jobs for those of us that have not completed Grade 12?

Mr. Len Kutchaw – In answer for that question, yes there will be work for hose without Grade 12.

Reference 2 - 0.24% Coverage

Q18 – I am not for or against anything. You said uneducated there will be training. For educated and women, will there be positions available?

Mr. Chubb – Yes.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - Sept 27, 2007> - § 1 reference coded [16.83% Coverage]

Reference 1 - 16.83% Coverage

Councillor: For basic services like cooks and the like, will there be a requirement for a grade 12 education?

Len: We don't want to leave the wrong impression as we want kids to stay in school but we don't require Grade 12 for entry-level positions. We have 10 to 12 people from Iqaluit on site at the moment and most of our cooks come from Iqaluit.

Councillor: Only a small percentage of people get beyond basic education. There are many of the older generation that don't have higher education but are still good operators of heavy equipment and the like.

Rod: We hire most of our employees through companies such as QC.

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 3 references coded [3.25% Coverage]

Reference 1 - 0.65% Coverage

Judah asked about languages in use at the site. English is the working language, but signs are in three languages [we didn't hear what the baseline status of Inuktitut and Innu language is in the region].

Reference 2 - 1.49% Coverage

Judah I. noted that we see numbers about education levels — but what do they tell us? Is the Grade 12 graduate more capable or do they just get pushed through the system?

Jayko S (HB)[much later in the discussion] expressed that education numbers don't tell us anything about knowledge or abilities. "Our elders are some of the best HEOs and they had no formal education. Plus they have a strong work ethic instilled in them. They don't suffer from the laziness bug."

Reference 3 - 1.12% Coverage

David K recounted his experience. He spent 9 years as a HEO for Pan Arctic, then 10 years at Grise Fiord. He returned to AB in 1999. Coman Arctic was operating a business, but my driver's license had expired. It took me four attempts to pass the license exam, even though I had been a HEO for 18 years! It was an issue of being able to do the paper work.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Community Meeting - Mach 1, 2011> - § 1 reference coded [4.59% Coverage]

Reference 1 - 4.59% Coverage

I have two big comments about the report QIA produced. Page 4, it states that Inuit can be trained so that they can become potential supervisors. The Inuit and elder would not be educated and would not be certified but they can be the most valuable and

knowledgeable. Even though elders don't have training they have considerable knowledge. You need to give consideration to this. 4th paragraph on page 2 is concerning regarding points of hire. There are lots of issues in this document.

Greg – this document was prepared by the QIA not BIM. It likely summarizes information from the DEIS but is not written by BIM. Iqaluit was chosen as a point of hire because Iqaluit is a hub on Baffin Island and many people who reside in Iqaluit are from North Baffin.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 3 references coded [5.60% Coverage]

Reference 1 - 2.34% Coverage

Titus – [Question on training; details of question missed]

MZ – During the trial cargo we made use of a simulator on site for training. [Describes training programs initiated by Baffinland in the past]. As we move forward, we will implement life skills courses and on-site courses through Arctic College, especially for apprenticeships. I want to push university education and have people go to university and college down south. We would have some teachers on site to help with training, but some people may have to go off site.

Reference 2 - 2.47% Coverage

Ham Kadloo – I have never had any formal education nor do I speak English, but I have worked as a number of years as an electrician and welder. I have been able to do these jobs. Other people may be able to learn. Once they learn their duty they will be able to do the job. Inuit are not like white people; we learn very quickly. It doesn't take them very long to learn how to do something.

MZ – When I'm talking about education, I'm not always talking about formal English education. [Describes IIBA provision on use of Inuktitut language at the work site].

Reference 3 - 0.79% Coverage

Enokie – I'm a student at the college taking environmental technology. Will you provide scholarships?

MZ – Not right now, but we will in the future. Once the IIBA is in place.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 1 reference coded [11.20% Coverage]

Reference 1 - 11.20% Coverage

Q7 (Mr. Elijah Panipakoocho) – I have three questions and a story to pass along.
First, regarding power generation, if you are looking at wind power, I would like to know the locations. [Pointing to various locations on a map of North Baffin Island] There are a couple of issues in relation to a crossing or bridge. In Pond Inlet they tried to build a bridge over Salmon River and DFO didn't allow us to build the bridge. Looking at the Ravn River, [pointing to the river, before it drains into Angajurjualuk Lake, at about where the proposed rail line would cross], at the lower areas of the Ravn River there would be effects. Also, this area is a caribou migration corridor. Caribou use the same corridor I use to get to the Steensby area that follows from Cambridge Fjord. The railroad will intersect this route. Some animals are more important to different people, and I prefer caribou. Certain areas along the rail corridor are important. There will be impacts to fish with the crossing of the Ravn River. Another question I have is related to hiring unilingual Inuit; will they have an opportunity to work? Unilingual Inuit are used to working hard. I worked during the first discovery of iron ore at Mary River.

Mr. Kutchaw – We will work to bring unilingual workers to site, and focus on conveying safety messages.

Mr. Cooper – This year we have three bilingual supervisors, which now makes it possible to hire unilingual speakers. One other question was the location of the potential wind tower and hydro. The wind location is about 10 km northeast of Mary River [pointing at a map], and the hydro location is about 30 km east of the Steensby port location. We know fish is a critical issue with hydro and it will be studied, with the results expected in 2009. We are investigating alternate energy sources, but there are no firm plans about this as yet, and Baffinland has reported in the past to the community that it was looking at alternate energy sources.

Mr. Chubb – One question was with respect to bridges and arctic char. We're looking along the potential rail route at fish and fish habitat and have been working with DFO. We had to look at these same issues along the tote road.

Mr. Cook – Elijah, I believe we've completed your interview on the IQ study, and we look forward to speaking to you more. We also look forward to future discussion with the HTO.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 1 reference coded [2.26% Coverage]

Reference 1 - 2.26% Coverage

Juana Fuentes – One more thing – $25, 000 in scholarships. How will this be set up? Who will select the student, administrate this program?

MZ – We agreed in November to deal with the QIA. Its for any student that is looking for opportunities. One thing we look at in the Northern Communities is that money that is available is not always spent – we want to make sure this money gets spent.

Colin Saunders (EDO) – The High School has an awards committee.

EMPLOYMENT - GENERAL COMMENTS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 6 references coded [32.74% Coverage]

Reference 1 - 6.66% Coverage

Elder woman – Do the points of hire have CLO's?

Greg – Igloolik and Pond Inlet have CLO's. We are getting a plan together to get CLO's in every of the 5 points of hire.

Elder woman – thanks, I appreciate that. I am glad to see that you are thinking of Arctic Bay. We have a priority here in Arctic Bay for hiring. Did you see the prices of food at the Coop?

Greg – Yes, we were at the coop and saw the prices and they are very high.

Elder woman – There are lots of people here that rely on social assistance. There needs to be someone locally like a CLO to help people to find out what is going on since many people like myself don't speak English. I eagerly wait the day when the project starts and benefits flow to the community.

Reference 2 - 4.96% Coverage

What if I don't want to have the 2 week on and 2 week off schedule and prefer to work for a month and have a month off? Is this possible?

Greg – In general it will not be possible to have a separate job schedule for individual people due in part to the fly in and fly out requirement. However, there may be the option for some flexibility with several workers.

What about the construction stage?

Greg - Our discussions on schedules are not this advanced however these are good comments and we are aware of these desires by many affected communities.

Reference 3 - 4.41% Coverage

(New Person) There will be many people needed for the project. We heard that woman employees were offended by language used by other workers. The hiring department should be a good one and strong enough to enforce good work practices and help avoid certain tensions or discriminations in the work force. I think the Project will help young people pursue further education. There should be fair and equal treatment for all employees.

Greg – Thanks for your comments. They are very important.

Reference 4 - 6.12% Coverage

Leah Odjalak (Elder) – I don't like our adult children, they drop out of school and are single. They drop out of school and go to the work site. We need to hear the bad side of the effects of this project. We end up providing for our adult children (laughs) and this is not good. When they want to quit and go home during the rotation will there be a policy to prevent this?

Greg – what we would like to see is for the training to expose people to the responsibilities and what life is like at the mine. We need to show them the challenges of being away from their spouse. What we find is that the starting point is always the hardest and people can get use to the work and schedule.

Reference 5 - 6.86% Coverage

You need to look after your employees. You need to encourage good workers. We have no jobs here. Our adult children only sell drugs and are not interested in working. We don't support this and are grieving over this. There are 30-year-old people asking their mothers for money and they say their job was too hard. We even pay the power bills for their house if they quit their jobs. You need to encourage your workers not to quit their jobs. We can encourage our children to be more productive. What will happen to the workers who quit half way.

Greg – one of our focuses will be too ensure that workers or trainees know what they are getting into so that they don't quit early. We also want to get into the schools to encourage younger children to stay in school.

Reference 6 - 3.73% Coverage

Work habits are very important. You need to have a face to face with these people to coach them to stay with their jobs. Please don't repeat what happened at Nanasivik. Levi knows what I'm talking about. I don't want our young people to quit their jobs and take money from us. Then when we don't give them money they turn to selling drugs. We need you to tell us (the parent) what is happening with the adult child.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 6 references coded [13.67% Coverage]

Reference 1 - 1.90% Coverage

Kik Shappa – Back during the planning of this mine Baffinland representatives came in and told us there would be no families living there, only the workers.

GM – That is correct and that is still the plan. The mine would be a fly-in/fly-out operation. There would be a two week in / two week out rotation for employees.

MZ – The Nunavut Government does not want another community developed. They want all the infrastructure and development to remain within the existing communities. We have no option but to do the two week in / two week out option.

Reference 2 - 0.47% Coverage

Kik Shappa – You said there would be 150 people working at the Milne port.

GM – Yes, we would still need about 150 people at that port.

Reference 3 - 0.78% Coverage

LB – Will there be a CLO in Arctic Bay?

GM – We had a CLO here before. After the bulk sample, we didn't have enough work to be able to keep a CLO employed here. Once in operations, we would look at hiring at CLO here again.

Reference 4 - 4.01% Coverage

Kik Shappa – I used to work at Mary River, until I was laid off. During my employment, there were two liaison officers. One working for Baffinland, one working for QIA. This was confusing. I would suggest that only one person be a coordinator for these jobs and travel logistics. Workers were sometimes given short notice. They were sometimes told they were going to work tomorrow, when they had plans to go hunting. They should have more notice. We didn't know what was happening when the CLO office closed down. This needs to be properly organized.

MZ – You're right, there were some difficulties with people given short notice. In some cases this was our fault. However, there were some cases where people gave us short notice and told us they were no longer going to work. 2 weeks in / 2 weeks out presents some challenges. It's not always easy on families. During the economic downturn, Baffinland was forced to make changes. We had to lay off 3 CLOs. We went from 30 employees to 20. As we move forward, we will start looking into hiring CLOs again. I also agree with you, that we need to improve communication.

Kik Shappa – Thanks for making me smile.

Reference 5 - 5.66% Coverage

Martha Tatatuapik – Why did Baffinland lose their office here? When the office was here they were very welcoming with hiring and making sure people were informed. Right now, young people call Iqaluit to look for a job. At Nanisivik we were told to stay inside when there was blasting. We listened to them. We all have experience with blasting. We were warned not to go outdoors afterwards because of the dust we might inhale. We were told there would be jobs, jobs, jobs. Because of the blasting, we weren't allowed to eat animals close to the mine. Baffinland seems to be the same. When Nanisivik started they were very welcoming but that changed as time went on. We are concerned about the animals that will be affected; we are concerned about our

grandchildren. Try to be honest and tell me what impacts there will be. At Nanisivik the jobs were not very good. They were very dirty. Tell it to us straight. Will these jobs be clean or dirty?

GM – Thank you very much for your questions and comments. We had no choice but to cut back on some of our workers in 2009; unfortunately, the CLO position here was part of those cuts. In 2008 there were lots of people, a few hundred, working during the bulk sample. That included people from this community. In 2009, after the bulk sample, Mary River reverted back to being an exploration project and there simply haven't been many jobs available at site during this period. This year we have been mainly concerned with completing the EIS. We haven't forgotten about Arctic Bay. Once the mine construction starts we will be hiring from Arctic Bay again. Right now we're in a low employment phase.

Reference 6 - 0.85% Coverage

Leah Oqallak – There will be no families at the mine site? Why is that?

LB – The Government of Nunavut has decided that there will be no new communities in Nunavut.

Leah Oqallak – It will be two weeks in / two weeks out?

MZ – Yes, on average.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 1 reference coded [0.97% Coverage]

Reference 1 - 0.97% Coverage

Q10 – Thank you. And we welcome any employment offered, but we continue to be concerned about animals because we live by them and for 1000's of years we lived on the land. We want benefits to see that there can be a good side of mining and not just hear of the bad side and damaging the land but looking at the positive way that it would improve the economic, not just with Baffinland but with other companies, we welcome your proposal and the business you are planning. We want to work with you honestly.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 1 reference coded [2.69% Coverage]

Reference 1 - 2.69% Coverage

Mr. Barnabas welcomed the Baffinland delegates to Arctic Bay, and indicated he had an opportunity to visit Mary River and to talk to workers from Arctic Bay and they are very happy to work up there. He said hopefully more people from the community will also obtain work, commenting that there is a scarcity of jobs in Arctic Bay since the closure of Nanisivik. He asked his constituents to use this meeting as an opportunity to ask honest questions.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - December 4, 2010> - § 1 reference coded [23.55% Coverage]

Reference 1 - 23.55% Coverage

Q – There are some not very nice questions that we have left. We have heard that those who were employed from Kimmirut and Iqaluit - there have been a few employed from this community as well – that the company is requesting employees only from the northern communities. It has been said that employees from the southern communities are too expensive. South Baffin employees have said they feel unwelcome. Due to this, they have returned home. They are human like everyone else; they have feelings and can get hurt. They want to work like everyone else. If you're going to be treating employees differently should this mine even open? This will have to change.

GM – Thank you for your comments. I'm going to talk a little bit about the communities that we include and then I will let Brian Larson speak about working at site. We have five communities in the North Baffin that are closest to the Project. Because of the shipping route location of course Cape Dorset and Kimmirut are also important. Those seven communities are what we consider our affected communities; these are the communities we will focus on. This is a big project and there will be many, many jobs required. Frankly, we feel there might not even be enough people available to fill the jobs we need filled. We're going to be looking for people who are able to come and work at the site and perform the jobs we need performed. We will help them gain experience to do the jobs they need to. We will certainly not discriminate against anyone.

Brian Larson – I started in April 2007 and I will say we have had very few people from Cape Dorset and Kimmirut on site. Most have come from Pond Inlet, Igloolik, Hall Beach, Clyde River and Arctic Bay. Our workforce is hired through *Qikiqtaaluk Logistics*. When

this mine is being built we are going to be short a lot of people. I think it is a great opportunity for people throughout Baffin Island to work. It is very important for us to have people work safely. We had nearly 587 days without a lost time injury. We treat people with respect no matter where they are from. I treat people the way I would like to be treated. No one is discriminated against. In 2009 employment levels were low; we had only 40 people on site. This last summer we had over 100; it is starting to pick up again. During construction that number may raise to 1500 workers on site. Plumbers, carpenters, cleaners, and cooks will be needed as will those who do work on safety and the environment. [Comments missed]. There is going to be a lot of opportunity.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet Council - April 1, 2008> - § 5 references coded [8.68% Coverage]

Reference 1 - 1.14% Coverage

Councilor (Young woman) – Let's say my children my sons, they are anxious to get a letter for confirmation that they were hired.

Mr. Maloney – I can follow up with you after the meeting and find out where they are in the application process.

Reference 2 - 0.96% Coverage

Councilor (Young woman) - He received an acknowledgement letter saying he's been hired – but he is waiting to go out. He's been waiting for a phone call since the fall.

Mr. Chubb - we'll follow up on this.

Reference 3 - 2.94% Coverage

Mr. Buckle – We are a unionized work force and we may need to have job sharing arrangement, or others. Also with other big developments, with the mine will they encourage people to stay here, rather than flying back and forth?

Mr. Cooper – It's a personal decision.

Mr. Buckle – It's not – Northwestel gives you money to relocate and buy a house.

Mr. Chubb - As we were saying regarding your fist comment, we'll be flying directly from the community and so people will have the opportunity to work for the mine and stay in the town. Hopefully people will stay and gather skills that help strengthen the capacity of the community

Reference 4 - 1.70% Coverage

Councilor – How many weeks on-site and how many at home?

Mr. Chubb – During construction people usually work longer our document says 4 weeks at work and 2 weeks off during construction, and 2 weeks in and 2 weeks out during operations.

Mr. Cooper – We have already had feedback from workers at Mary River now that probably more than 2 weeks onsite is too long.

Reference 5 - 1.95% Coverage

When you can't read you are anxious to keep a job longer – would you have that option to stay longer or just 2 weeks? When you don't know English, they should be able to decide how long they want to work and how long they want to stay home.

Mr. Cooper – In the work place there is structure and people working together need to work same. They can't work their own schedule, they'll have to work a schedule that fits in

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 9 references coded [43.66% Coverage]

Reference 1 - 7.42% Coverage

Q – In Pond Inlet and Clyde River, we will keep hunting animals into the future and eating them. Mary River is an important area for caribou. Are the Inuit working there able to hunt caribou when they are working?

MZ – Safety rules state that no one can hunt within 1 km of any project infrastructure; the same as no one can hunt within 1 km of any community. Everyone will be working 12 hour shifts and we need to make sure they get 8 hours rest. We haven't restricted anyone from hunting in the IIBA, but from a practical point of view they probably won't be hunting in between shifts. There won't be any restrictions on hunting outside of the 1 km radius. Anyone who comes by the site to hunt will be provided with meals and fuel. Accommodation can be provided in an emergency.

Q – Your answer is very good; this is what we have been looking for. When Inuit are not allowed to hunt on their own land, it is not right. Inuit have fast skidoos; people will still go hunting down there. I want to thank you for visiting the communities and announcing your intentions and plans for us to hear.

NQ – Does the 1km hunting exclusion zone apply to Milne Inlet, Steensby Inlet, the rail road and tote road?

MZ – Yes.

Reference 2 - 4.28% Coverage

Q – Although we are not very close to the proposed mine, how can we benefit from it? Can we get employment and contracts for work?

MZ – We have agreed to the 'economic provisions' of the IIBA with the QIA which includes employment. [Describes the economic provisions of the IIBA]. The IIBA would only come into effect once the Project is approved and we begin construction. We have already initiated training programs for community members interested in working on site. More recently we've had about 65 people on site; about 20 of those have been beneficiaries. Our recent work has been exploration-oriented, as we work towards submission of our EIA. That process will be completed by the end of 2012.

Reference 3 - 4.06% Coverage

Q – It was mentioned there would be landfills and garbage. They would probably put the old oil barrels in the garbage. Last year at Cape Christian they left old barrels with oil in them. Will you consider the unemployed people? Will they be able to benefit from the mine?

GM – We certainly wouldn't dispose of any old barrels in the landfill. If we had any empty barrels they would be sent back south. In terms of employment, we will be looking for people who can fill the job requirements at Mary River. We will be conducting training programs and on-the-job training. We want people who can fill the job requirements and who want to come and work at Mary River.

Reference 4 - 4.04% Coverage

Q – Previously, it was mentioned there would be jobs for the communities. As far as I know, only one person from Clyde River has been hired by Baffinland.

GM – Please remember that during the bulk sample we employed a large number of people because we needed to. There were a number of people from Clyde River employed at that time. Then we experienced the global economic downturn which forced us to have fewer people on staff. We have since hired more employees and will be looking to hire more people from the North Baffin and Cape Dorset and Kimmirut as the Project moves into construction and operations. We will be conducting training for these people as well.

Reference 5 - 3.04% Coverage

Q – If the mine's finances went down again, or if expenses went up again, the implications would need to be considered. You seem to be looking only for educated people. Uneducated people can also do good work, like being a janitor.

MZ – There are jobs for uneducated people at a mine site, but there are very few of them. We would like to see people move up and advance in their jobs. One of our goals is to see the mine manager be from North Baffin. We would like to see engineers, managers, etc.

Reference 6 - 1.60% Coverage

James – If Baffinland goes ahead with the mine, will those employees who were considered earlier be allowed to apply again?

MZ – Yes they would. Being away from home for 2 weeks at a time can be difficult. It requires support from both the community and company.

Reference 7 - 6.58% Coverage

Peter Paneak – When I worked at Nanisivik I was away from home. When Mary River first started there seemed to be a lot of information coming to the community, then it stopped. I would like to see a CLO for Clyde River. They provide a valuable role. There are people who are about to graduate from grade 12 and they need to be informed of employment opportunities. Some of them know as much as people who were educated down south. If a unilingual white man was lost and stuck up here he could be helped out by us. Unilingual people may not know about numbers and words but they can still work and help out. As long as they are trained properly they can work very well. I can't consider myself too old to work.

GM – Thank you for those very valuable comments. Our plan would be to bring back a CLO to Clyde River once construction begins at site. Making the young people aware of employment opportunities is very important. We met with the high school students today to discuss employment opportunities at site. Brian and I were also here before to discuss this with the students.

Reference 8 - 5.93% Coverage

Q – This is not the first time we've heard about employment and financial opportunities. There haven't been any benefits here. I know that at most only 5% of Clyde River people will ever work for the Mary River mine. I would like those who would be employed to be looked at more carefully. Only the qualified people will get jobs, not Inuit. There are quite a few people in the communities that already have a grade 12 education and are trained. For those of us who will not be working there what kind of benefits can we expect?

GM – There will also be benefits provided under the IIBA. Baffinland has done quite a bit of work with the QIA to negotiate that agreement. The IIBA focuses on employment, business opportunities and financial contributions from Baffinland to QIA. It is then up to the QIA to chose how to manage that money. But the intention is that those funds will be provided to the communities for any potential impacts that occur as a result of the Project.

Reference 9 - 6.70% Coverage

Jaykopie – You mentioned that the graduates will be the first ones considered for employment. When we worked at Cape Christian, the white man wasn't able to work during bad weather; he slept all day. We can work in bad weather. I think any Inuk can work and learn very fast if they are trained.

Q – The people who have not graduated seem to be more educated than those who have grade 12. As long as they're bilingual I think they can do a good job. You have more opportunities when you are bilingual.

Sam – I worked at the Nanisivik mine before. I would work 6 weeks on and get 2 weeks off. I wouldn't get paid for those 2 weeks off. Will you have vacation pay? When will the Project start operating?

GM – 2016 is when the full scale mine operation would occur. But, we would need many people to help us out with the construction phase beforehand. Typically the work rotations are 2 weeks in / 2 weeks out. You work a 12 hour shift each day, for 14 days in a row. You get paid for the 2 weeks at work and the 2 weeks you are off. There would be vacation pay and benefits paid to our employees.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 3 references coded [6.81% Coverage]

Reference 1 - 3.69% Coverage

Solomon - We discussed Inuit employment with Nanasivik and they wanted 40-60% employment. Actual employment was only around 30-40 percent. How can we be assured that we will have consistent employment. Is there an agreement?

Greg - We haven't set an actual level yet since we want to employ as many people who are interested and want to work for us. We are not interested in setting a number. As years go by people should gain more skills and with the long mine life there should be increasing opportunities.

Reference 2 - 1.90% Coverage

On careers with your business…..what about the toll free number for geological finds?

Greg - We will be putting a package together to advertise the kind of opportunities are available with the project. Our community officer will continue to work with Igloolik.

Reference 3 - 1.21% Coverage

How much will people make in a two week rotation?

Greg/Ron – Wages will differ amongst the types of jobs and skill levels. But it will be within industry standards.

<Documents\Public Consultation\Igloolik\Igloolik HTA - April 21, 2010> - § 1 reference coded [3.02% Coverage]

Reference 1 - 3.02% Coverage

Q (QIA Community Liaison Officer) – I've been receiving job applications – do I keep forwarding these to QL?

Matthew / Stephen - Yes.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 4 references coded [7.33% Coverage]

Reference 1 - 1.47% Coverage

Louis Tapardjuk – Would the railroad have Inuit employees? And the shipping company? Would we have to go through Baffinland for this?

MZ – One section in the IIBA we haven't negotiated yet pertains to shipping. There are only about 20 people on the ship; they work 6 months on and 6 months off. There will be a section on shipping in the IIBA.

Reference 2 - 1.43% Coverage

George Qullaut – There is another presentation that should be made here. These are only some of the results of their studies. There were many studies undertaken. They are only promoting their high points. The Newfoundlanders are the largest number of hires, every year. It would be beneficial to have a higher number of Inuit employees.

Reference 3 - 3.26% Coverage

Kevin – How many times do I need to apply to get a job? The hiring process seems to be too long. There are maybe 24 people who have the training for drilling here including me. I've waited so long my certificate has expired.

LB – How long is the waiting list for people who are waiting to work for the company?

MZ – We hired 6 drillers this year. We only had 2-3 rigs running. Your concern is very valid. We have a lot of people trained on heavy equipment. But, we only have a limited number of pieces of heavy equipment. We need to see people trained in a lot of different areas. We do have people slipping through the cracks and I apologize for that. I will take his name and look into it. Just because his certificate is expired doesn't mean he can't apply.

Reference 4 - 1.17% Coverage

Paul – We have told QL in writing that we would like to work at Mary River. The response is that it is too expensive for us to work there. This will have to be ironed out. You come here and smile at us, but once you turn around you will probably forget about us right away.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 3 references coded [4.16% Coverage]

Reference 1 - 1.60% Coverage

Q8 – The activity going on, I like them because activity in the land I like those because we still need some activity on earth to do. We need something to keep our hands busy and we need money. I heard on the radio people selling their personal goods because they don't have any money. Young people are very active and if you offered jobs to young people, they have nothing to do and they are just carrying babies around. We need something to keep us busy. We went through Steensby on ice breakers and we didn't see any walrus scattering. If the ship didn't go directly to the walrus hole they wouldn't move. There are some very shallow areas on the east side, if the fuel tanker was grounded and spilled . We as Inuit are afraid of development, but we are worried about our young

people and they have no jobs. And sometimes we are wrong in that we don't like the jobs. If the Inuit want to work, they could be productive people when they have a job sometimes they just quit. Some are good workers and keep going on. I don't want to live without any jobs. Thank you.

Reference 2 - 2.03% Coverage

Q13 (Hon. Tapardjuk) – Thank you. My main concern is I am very much in favour of employment being created. The feeling is that the mine is the only place where they can obtain employment. Animals that will be driven away, we also have concerns about the coastal area where there are clams and others. Just across from us on Melville Peninsula they are looking for diamonds. There are also a lot of Inuit employees taking over jobs. Some people think the only places where they can get jobs, but there are other places. There will be probably other problems that will arise in the future that will be taken care of. I have a son who is 18 and by the time he is 36 the mine will close. What do we do with their future? In the western arctic there are all sorts of problems. After, the damage to the animals will be left after the mining is depleted.

Mr. Chubb – I'm not sure I understood the question, but I'll reply. The comment was that there are other opportunities outside of the mining sector. Job opportunities and skills development lead to other opportunities to apply it to other things. We see that work opportunities at the Mary River Project not only support the project but have the potential to support a wider range of activities. There will be new skills acquired that can be transferred. New opportunities for new businesses.

Reference 3 - 0.53% Coverage

Q27 – I suggest to be aware of the young people to the elder the big hours. We'll be noticed by housing or income support aware of the employment we make. Whatever income we make is closely scrutinized by housing. As employed people there is not much we can do, although somehow we should allow more leniency in how incomes are generated in the household.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 3 references coded [4.89% Coverage]

Reference 1 - 1.41% Coverage

Q23 – I have worked 2 weeks on / 2 weeks off before. It is stealing from the poor because you are not paid for off-time. The work schedule should be 3 months on and 2 weeks off, or full-time.

Mr. Chubb – part of the schedule is finding that balance – time for family and other things. One can only work so many hours according to the law.

Reference 2 - 2.57% Coverage

Q24 – White people can work weeks and months and Inuit can only work 2 weeks; it is not fair. Plus the cost of living is so high and wages so low, why not work for 3 months with 2 weeks off?

Mr. Kutchaw – In some ways this is the same question the other fellow has. To work more than 7 days straight, companies need to apply for government variance. Also, workers need to take time off for safety reasons.

Mr. Cooper – Schedule and rates of pay go with the job – white and Inuit working the same job are paid the same. So to get a job with higher pay it is a matter of learning the skills and getting the training.

Reference 3 - 0.91% Coverage

Q25 – will there be drilling jobs during operation of the mine?

Mr. Chubb – Operations will involve drill and blasting.

Mr. Cooper – Still need drilling they are doing now also. Same drillers and driller's helpers.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - April 2, 2008> - § 1 reference coded [1.06% Coverage]

Reference 1 - 1.06% Coverage

Q3 (Inuk Woman) – You mentioned the rotation would be 2 weeks on site and 2 weeks at home. Since the benefit will be included in the employment let's say the person from Mary River will go home for 2 weeks, do they have the choice to go home or go on holiday for 2 weeks down south? [Translator: She's asking if they will be paid to go on a holiday.]

Mr. Len Kutchaw – As part of working at the site, everyone receives paid holiday as part of their package.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 2 references coded [8.37% Coverage]

Reference 1 - 1.13% Coverage

Levi Barnabas – We have asked Baffinland to look into the employment opportunities that will be available to the communities.

Reference 2 - 7.25% Coverage

Simeonie – There will be games and recreation at Mary River for the workers; there are already there. People will need to be quiet when they are in the accommodations section at Mary River to respect the workers. Right now, the recreation section is located next door to the accommodations. These two sections should be separated so it is not too loud. Everybody should be inspected at site for alcohol and drugs – no exceptions. I believe they should have good meals up there. We ate good meals up there. The dining hall is cleaned up after you eat. There will be people on night shift and day shift, so accommodations should be built further away than the recreation section. We also heard that students will be encouraged to stay in school. I just wanted to say that it is good to hear what I just heard.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 2 references coded [3.03% Coverage]

Reference 1 - 0.78% Coverage

Q – Are there going to be less employment because of the finances ?
A – Yes, at this time we can only afford to operate one drill and therefore all our other programs have been reduced.

Reference 2 - 2.26% Coverage

Q – I worked at Mary River and the " white ' people got all the good jobs. The Inuit had to work as cleaners and dishwashers. We were not treated as equals.
A. Thank you for your past contributions. I am sorry that your experience was not a good one. We need a very diverse workforce and all the jobs are important at Mary River. If the Manager doesn't come to work for three days no one notices but if the Cook or Kitchen Staff don't come to work, everyone notices.
I hope the next time you work at Mary River you have a better experience.

<Documents\Public Consultation\Pond Inlet\BIM Notes on GN Development Workshop - November 13, 2007> - § 1 reference coded [3.54% Coverage]

Reference 1 - 3.54% Coverage

- Other questions relate to training opportunities, work schedules (the 4 X 2) being to long for a person to be separated from his/her family .

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 2 references coded [3.05% Coverage]

Reference 1 - 2.28% Coverage

David Q asked about when the 2-2 rotation starts. He suggested that 4-2 is too long for families. The response was that the 2-2 rotation started November 1st.

Training

Chris King noted that the market for trades people is overheated in Canada. "Alberta alone needs more trades people than are licensed all across Canada." …so "a project like this will train up Nunavummiut. [i.e. currently Nunavut is importing trades people in competition with Alberta—and that is likely to be a loosing battle. Alberta does not train trades people for Nunavut — MR will have this effect.] Len Kutchaw indicated that BIMC has an MOU with Pond Inlet and the GN to identify local labour force skills [I assume this refers to the Skills Inventory].

Reference 2 - 0.77% Coverage

Nick suggested that not everyone will be keen on the rotational work. He expects that it will start big, but that people will drop away and "you will end with a few Inuit." He also asked if there has been any consideration of an Inuit Union.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Community Meeting - Mach 1, 2011> - § 7 references coded [19.25% Coverage]

Reference 1 - 4.59% Coverage

I have two big comments about the report QIA produced. Page 4, it states that Inuit can be trained so that they can become potential supervisors. The Inuit and elder would not be educated and would not be certified but they can be the most valuable and knowledgeable. Even though elders don't have training they have considerable knowledge. You need to give consideration to this. 4th paragraph on page 2 is concerning regarding points of hire. There are lots of issues in this document.

Greg – this document was prepared by the QIA not BIM. It likely summarizes information from the DEIS but is not written by BIM. Iqaluit was chosen as a point of hire because Iqaluit is a hub on Baffin Island and many people who reside in Iqaluit are from North Baffin.

Reference 2 - 1.83% Coverage

Mike Z. – We are looking at conduit points at where people came from to work for us in the past. In 2010, 20% came from Iqaluit. The reality is that we need to get trained people to fulfill certain roles. And whether we like it or not, sometimes these people will need to come from outside North Baffin.

Reference 3 - 2.41% Coverage

Member of HTO – Narwhals and seals are always on the move. Beluga whales are on their way to resolute bay during May and they may be impacted. Do not stop monitoring the wildlife. We need to keep working on this together on a larger scale and on a longer scale. If I take medication will I not be able to work on site?

Greg – we would certainly employ people taking medication for health reasons.

Reference 4 - 2.63% Coverage

Caleb – our youth need to be included in the labor force. When working with residents of Pond Inlet you will learn a lot because we are the closest. The QIA knows nothing about the area. I'm telling the truth about the people of Pond Inlet and their knowledge of the area. QIA has no knowledge of such things and this will slow down the process. We in the Hamlet and the HTO need to be worked with.

Greg – thanks for your comments.

Reference 5 - 2.01% Coverage

I totally support people from Pond Inlet who want to be included in the labour force. Our Elders a long time ago told us not to be concerned about wildlife. Now this is not the case, people are concerned about the wildlife. We can support the project by working at Mary River. Maybe 50% of the workforce should come from Pond Inlet.

Reference 6 - 2.11% Coverage

Manasee – I worked at Mary River. They support training programs. If people of Pond are not included in labor force then the project will slow down. Metal contaminants can travel in the water. People at the mine were causing damage to the environment and contaminants were reaching the lake. IF you are more vigilant the environment will be better.

Reference 7 - 3.67% Coverage

Mick – We just want to reiterate the importance of hiring from Pond Inlet and negotiations with Pond Inlet. This is the first time we see documents from QIA and we have not been consulted by them. I can say that they can not negotiate on our behalf.

There were people at your drill sites that could have been employed from the local area.

When referring to caribou you need to consider the many years of Inuit people's knowledge. Elders knowledge goes back 3000 years. Page #6 refers to 49% of people from Pond being employed. North Baffin only includes 5 communities so I think your estimate is high.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 1 reference coded [4.66% Coverage]

Reference 1 - 4.66% Coverage

Q4 – Sounds like the operation won't be starting for a while. You should know that for us that are animal lovers, when we are gone, the rest of the community won't be that protective of animals, and you will be able to do whatever you want. We should be taking care of our animals, so the next generation will use them also. And I feel that the younger generation are more sensitive. They tend to stop. I think it's going to be good to have employment at Mary River, and if you are helping Pond Inlet in any way it will be a good cause.

Matthew – We spent a lot of time, through science and the IQ work to understand how the land is used, and we're looking to design that into the mine itself to reduce the impacts as much as possible. During construction and operations, we will be continuing to monitor the effects of our operations.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 3 references coded [23.99% Coverage]

Reference 1 - 1.19% Coverage

Q4 – In the Pond Inlet area, we had an expeditor, and we would like such a position to return, so we can be involved in activities at Mary River. We want to become an expeditor, because I want to ensure the people of the high arctic are represented at the mine. I spoke to Jeremiah on the matter, and it seemed my idea would proceed. We were working with QIA so we need an expeditor here from Pond Inlet, and they'll be working during the summer's program

Reference 2 - 15.63% Coverage

Jayko – On the last page of your presentation in Inuktitut, there is some wording I don't like. The translation is a bit different from the English. Baffinland and the QIA will be working towards an IIBA agreement. In 2009 an MOU was signed. To ensure there is employment, training, business opportunities, workplace conditions. And in 2010 the goal to reach agreement in principle. I just want to clarify for the Inuit – they are slightly different versions in Inuktitut. In February we had a meeting in Iqaluit in regards to the Foxe Basin walrus working group, and at that time we asked the questions about the large ships. There will be quite a number of them that will be transporting ore. And on the return trip, they contain a liquid in the hold. In the Foxe Basin area, the walrus especially, and we all consume walrus from that area, the ship will be full in German and will come to the Foxe Basin. This needs careful consideration, in order for the walrus not to contract any disease. Will there be shipping after every four days. It might affect the microorganisms. Seawater from down south contains a lot of contaminants. And directed to the QIA, regarding the final agreement in principle, I keep going back to it, because the QIA should ensure that the communities… the QIA is in a tough situation, because they need to reach an agreement. That is a major concern to us. This problem will persist, providing logistics… You should have a joint meeting to discuss – employment opportunities should be given to the communities involved. It is good to hear that Baffinland is coming to the community, and lots of jobs – good to hear. We are the closest community though. You are going to damage our land, and the marine mammals would be bothered. It will not benefit us, which is unfortunate for our future. I wanted to reiterate that employment and business opportunities should be made available. We agree with KP and their wildlife research – we have totally supported them in that regard, but the fact of providing employment, and having business opportunities, if it isn't going to be provided in Pond Inlet, I mentioned earlier, that I was glad BIM are coming here, but there is nothing concrete. You are not mentioning good news about employment or contracts. I will go home disappointed. So how will you affect the communities? On the IIBA, it is currently being negotiated, but Pond Inlet does not know anything about it. Pond Inlet needs to be involved in these discussions.

Bill – With respect to the water you mentioned in the ships, when the ships leave Steensby they will be filled with iron ore going to Europe. When empty, they need to be filled with water to ballast the ships and make them more stable. There is a concern that exotic species will be in that ship water. To prevent the transfer of species from one location to another, what ships are required by law and also contractual arrangements is to exchange the water in the North Atlantic, to ensure that the water in the ship is similar to the water at Steensby. That's an important question and one that will be addressed in the shipping plan in the EIS. And we are using our experience on other projects.

I am not sure about the comment regarding salt in the water. The difference in salt concentration is very minor between here and Europe it becomes different from northern hemisphere and southern hemisphere. But this is more or less irrelevant given we will be exchanging water.

Regarding communication, we are planning to improve and issue a bulletin quarterly regarding any announcements that the company has made in the past 3 months, and work planned at site. Qav can read this over the radio.

Dave – On the expeditor, you're right, in 2008 there was a QL employee based here doing logistics. And after 2008 when things slowed down, we didn't need the expeditor again. Regarding the co-op we are continuing the food contract again this year, and we'll need additional services with linen services. We plan to come to talk to the co-op board, and to look at other business opportunities for the co-op. The one thing about the co-op is they are one of the biggest organizations in the eastern arctic.

Philip – I have something to say on funding. As a negotiator, I am wondering about how we are going to negotiate

In Pond Inlet and Igloolik, we have been making every effort to hire people…

QIA are not just agreeing with Baffinland, we are making sure the ….

If we had used our own funding, it would have meant we'd need to borrow money. NTI did that and they are still paying back the federal government. If we used our own funding…. we have not used any of our own money for negotiation. We requested funding from Baffinland…. as a result training has not been activated. As a result, the QIA board decided in March to provide its own funding for training. We would have to figure out how much funding we would need in the high arctic. So we've requested funding that was not forthcoming.

We will be working – the HTO and CLARC – will be working together to see how we could support them. So the QIA will be providing the funding for the workshop. Thank you.

Jayko – Yes, I have a clearer understanding now. It is very easy just to make a comment that he made earlier. It sounded very simple regarding the explanation about salt in salt water. I am requesting that in the planning stages that a representative from each of Igloolik and Pond Inlet should go to Europe and look at the condition of the salt water. Baffinland should delegate two people to from Pond Inlet and Igloolik to go to Europe. I want to see a letter in writing about how Pond Inlet will benefit.

Bill – Yes, regarding the management of ballast water, that will be in a management plan. Before we submit that document to the NIRB, we'll have a chance to come back to discuss with the community what is in the plan. May I suggest that we take a 5-10 minute break.

Reference 3 - 7.18% Coverage

Q – On the last page of the presentation in Inuktitut, it says about employment that jobs during construction and during operations, heavy equipment operation, loaders, dozers, mining equipment, rotary drills, I don't understand…[listing careers] It appears that Mary River will become larger than Pond Inlet in the future. There are things that are not available in Pond Inlet that will be at the mine site. It will be a large community. There will be a town in Mary River. What will happen when it closes? There is too much activity around Baffin with regards to wildlife. There is a lot of activities going on. They want to look for oil in the Lancaster Sound area. IT is a grave situation. All because of economic issues, and everywhere our wildlife and environment is being destroyed. Will the communities of North Baffin be compensated? In the future my grandchildren and their children will need to rely on wildlife – they can't rely on white man's food – we always yearn for country food.

Bill – Our intention is not to have a townsite at Mary River. There will be an accommodation complex and the workers will fly in to work and then return to the communities. The infrastructure that is there – the jobs you mentined – you asked about technical services – these are the geologists – not like we have now which are exploration geologists – but mine designers. There will be environmental personnel who will continue the collection of data at the site and offsite to make sure that the habitat is protected for the land and marine mammals. We expect during operations there will be 670 people working at site, and only half of this at site at one time, so we will be much smaller than Pond Inlet's size of 1,500.

Regarding the protection of wildlife, we will be… We've already made two changes to the railroad already. We moved the railway to avoid an old wolf trap that is very old. And we also moved the rail line to avoid some willows which are very rare. Those are two examples of changes that have been made to the project. There will be others. But we still need to transport the ore to the coast, and then to Rotterdam. We believe we have the best proposal right now.

You asked about closure – we will have an open pit that measures 2.5 km by 1.2 km. After closure, the railway will be removed, equipment will be moved off site. There will be some inert garbage that will be disposed of in the landfill. We will remove all infrastructure that the community wants us to remove. One project – they asked for the port to remain and the accommodation complex to be kept. Those things will be taken into consideration. Regarding the tote road, we'll have to talk to QIA and INAC. We'll be estimating costs as well.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 6 references coded [15.16% Coverage]

Reference 1 - 8.05% Coverage

Caleb Sangoya – All boats irrespective of their size have a depth finder. All animals don't like those because they make a sound. They make a sound like the seismic testing. The whales flee from ice breakers in Lancaster Sound. It seems like every time you guys come in there is a slightly different presentation. You first told us you would be buying supplies from the Co-op for the exploration phase and make use of local businesses, and that the majority of Inuit employment would come from Pond Inlet. After this, the majority of contracts were moved to QC in Iqaluit. You changed our previous agreement after 8 months. The supply and labour contracts were moved to Iqaluit. When you make another presentation we would like know about the impacts of Mary River. We are already seeing impacts. The caribou and narwhal have moved away. We've already seen impacts in this six year period. I don't want to see impacts to the wildlife.

MZ – We're still using the Co-op to purchase our food; this has been going on since 2004. About 55% of the beneficiaries working on site were from Pond Inlet. We employed through the Co-op from 2004-2006. After this, we moved hiring to QL. As we move forward, Baffinland will be hiring directly. We will do this as soon as we can. [Comments missed]. We believe people are talking about impacts that might not exist. I understand your statements and I'm not sure if they're true; we'll have to see about this moving forward. Please remember there has also been a lot of harvesting going on in Pond Inlet. We only have 65 people that work on site right now; we've been right around 30% Inuit employment. The ships use charts. They do not use active sonar; they use passive measures. The ships (measure bathymetry) mainly use MRI, or, magnetic imaging. There is no pinging involved.

Reference 2 - 1.89% Coverage

Caleb Sangoya – There are people from here that have worked at Mary River or visited the site. Every time they visit there are more people from Iqaluit. There are no people from Pond Inlet now.

MZ – The people that are currently there are only taking care of the site over the winter. There are only 6 people there right now; mainly to take care of the generators and equipment. There are also 2 people working at Milne Inlet.

Reference 3 - 1.49% Coverage

Matthew Akavak – I heard there were 20 people up there?

MZ – That was during the field season. There was a peak of 65 people on site. Now it is just the care and maintenance people on site.

Brian Larson – There will be 28 people on site tonight, because of a crew change and the people involved in this community tour who are visiting.

Reference 4 - 1.53% Coverage

Titus Alooloo – Are you looking at permanent accommodations for workers and their families?

MZ – The Nunavut Government has the 'Nunavut Mining Strategy'. They want development to occur in the existing communities. There will be no new communities. Mary River will be a fly in / fly out operation. [Discussed employment needs at Mary River].

Reference 5 - 1.14% Coverage

Philip Paneak – He keeps stating the IIBA may be completed in a year. Perhaps he knows some information I don't. We have put aside a two year period to negotiate the IIBA. We have also heard that some people have been told they are too old to apply for a job.

Reference 6 - 1.06% Coverage

Ham Kadloo – I applied to be a polar bear monitor at site but was disqualified because I don't have a gun licence. I could have protected the people based on IQ. I don't follow the southern ways. I also would like to be gainfully employed.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 3 references coded [5.34% Coverage]

Reference 1 - 0.63% Coverage

Q3 (Mr. Simon Merkosak) – Two weeks at work and two weeks at home? [Mr. Chubb: Yes]. And in construction, it says here that it will be 4 weeks at work and two weeks at home. Which is true?

Mr. Chubb – Both are true. Two and two will be during the operating phase. During construction, the construction workforce normally works a longer shift four weeks on and two weeks off.

Reference 2 - 2.66% Coverage

Q8 – Thank you. So if I want to go caribou hunting, men and women and elders because they have knowledge, whether they go to the coast. So if I wanted to go caribou hunting in the summer and not use your roads or equipment, we would go to different areas where there are no people, so you've confirmed that, so Inuit as a family. Those young people that go when it was first starting off, the young people that go to work in Mary River let's say, they do not have a good reason to quit and are fired (not like drugs or alcohol) and I don't like to see young people getting fired for minor things like sleeping too much or when the tent they smoke inside and they don't return them to the work site, those small infractions, they should be allowed some kind of chance to try again. Our young children – allow them several times to break the rules. When we are going, our children will want to work in Mary River, I don't want them to be fired for one infraction. So give them three choices. Thank you.

Mr. Kutchaw – Thank you for the questions. Hopefully I can answer them. We don't hire people to fire people and I know that smoking in a tent sounds like a minor incident, but from a safety perspective it is a very serious thing if a tent catches fire. But also, there is a law in Nunavut that says you can't smoke in a confined space where people are. There are certain standards that people are told when they come to site and we have an expectation that they will follow those rules. Once a person is let go, it is not a life ban, so after a few months, we will consider having them come back to site.

Reference 3 - 2.04% Coverage

Q14 – I am Inuit – don't think of me as white. [Referring to map] – From here (Milne) to there (Steensby) is 180 km (It's about 240 km). From here to there (bottom of Admiralty Inlet) is the same distance. Or even to Nanisivik. Milne is a narwhal area and Steensby / Foxe Basin is walrus and will probably be affected there. I would prefer if you would go west and even to Nanisivik port. But even if you try to go there [don't know where] it is dangerous. And Inuit are being trained but when mine closes down those who are trained will lose jobs. Have you considered Inuit on ships? I had a blind grandmother who …. [didn't record]. Last one, I know Japanese have offered you lots of money, maybe $100 M. Is it more important to compare 20 years from now if I can get caribou or for you to get money? I am going to ask for more compensation for those that are lost.

Mr. Chubb – I appreciate the comments there. Speaking about the shipping opportunities for employment. There are certainly opportunities on the ships for jobs, and we have talked to our shipping partners about this. As we've discussed several times this evening with respect to impacts and benefits, we need to make sure the benefits outweigh the impacts.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 1 reference coded [0.36% Coverage]

Reference 1 - 0.36% Coverage

5. Give us a copy of the QC contract (Mike responds that he doesn't have it)

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 2 references coded [2.04% Coverage]

Reference 1 - 0.82% Coverage

Q. Employment and jobs are an issue. Tell Baffinland that a lot of people are looking for work and we want to be part of job opportunities.

A. There will be efforts to employ Inuit from the Qikiqtani Region by the company. In fact, a number of Inuit are working / have worked for the company already.

Reference 2 - 1.22% Coverage

Q. Thank you for travelling here and for future visits. We had heard about Baffinland on the radio. When I spoke with Matthew Akavak about the shipping route I recommended the company come to Cape Dorset and he approached them. I don't know if they would have come any way. A representative from Baffinland's human resources department should come here as well for meetings. There is interest in jobs. I don't know whether any Inuit are working there.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 2 references coded [0.52% Coverage]

Reference 1 - 0.18% Coverage

Question: Paniloo Sangoya/Pond Inlet – This was good timing for the Workshop. Mary River has a good plan for the future and is better for the community. We would like to be involved in other activities in Nunavut. Communication is very important now and in the future. We would like to be a full partner in preparing for the project. For example, regarding employment.

Reference 2 - 0.34% Coverage

Cornelius/Pond Inlet - I am pleased too to be here from Pond Inlet. Communications were falling apart. We were thinking of closing down Mary River, but today we are coming back together. Possibly we can do this more and work with you and the communities. You need to provide the same opportunities for all the communities. You spend more money to have employees from Labrador and Toronto fly up to work. Back in 1960 they did this. I really want to work with Mary River and Baffinland and be on good terms with each other. We need to bring up our concerns by going through QIA. We know the Pond Inlet community and surrounding communities best [meaning unclear] and want to work collaboratively on this.

EMPLOYMENT - HIRING PRACTICES

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 1 reference coded [1.09% Coverage]

Reference 1 - 1.09% Coverage

Will you get the same companies to hire people as in the past?

Greg – the company will be doing the hiring internally.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet Council - September 24, 2007> - § 1 reference coded [11.99% Coverage]

Reference 1 - 11.99% Coverage

Comment: Glad to see you will be hiring people from the community.

Mr. Cooper: Baffinland is still a small company. We're using contractors for much of the work such as QC and Nuna Logistics. Nuna has received resumes from people from Arctic Bay so we hope this contractor will hire people from the Arctic Bay.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 2 references coded [9.04% Coverage]

Reference 1 - 0.87% Coverage

Member – You said before you were drilling one location and now three locations – does that mean you are hiring more labour?

Matthew – Yes.

Reference 2 - 8.17% Coverage

Koonoo – The ice breaker used to come to Nanisivik in May, when the seals and narwhals were heavily impacted. In May, the seal pubs were impacted by the ice breaker. We observed this when Nanisivik was in operation. We see that Baffinland will build the railway and the Foxe Basin shipping route will have an impact on walrus. And I'm sure that walrus will be affected. If the walrus of Igloolik are impacted, we request that they be compensated. And the proposed railway will be blocking the migration of caribou. So the railway and shipping route will have a negative impact. At Nanisivik, the seals and narwhal were impacted. I have a question. Before the economic meltdown there was good employment here in Arctic Bay. Are those guys employed being re-instated when the mine is starting again?

Matthew – This year is still small – 100 people onsite maximum, compared with 300 two years ago. So there will be additional jobs, but I'm unsure at this time how many will go between different communities, or how that would be structured. During mine construction and operations, Arctic Bay has been designated as a hiring point, which means there will be scheduled flights in and out from this community. It's reasonably safe to say that during construction that there will be jobs for everyone who is trained and able.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 2 references coded [13.86% Coverage]

Reference 1 - 8.66% Coverage

Q4 – I have a number of questions. First, in 2007 to 2008, I was working as a polar bear monitor in Mary River. We had staff consulting, I guess, from Nuna Logistics. The hiring consultant, polar bear monitors and heavy equipment operators – they were selecting the people who can work. When Qikiqtaaluk Logistics (QL) were in control, two communities were involved. QIA staff would decide who was going, when were they returning, and depending on the flight, they would arrange that flight. But in the same year they changed - the Baffinland crew took over that. So after that, QIA also took over again that logistics, but when you're working, changing the role of these agencies as not good. You need one main agency that can look after the staff/employees when you have one agency involved in hiring, it would be better. When you're working for them, when they keep changing your superiors, you don't know when you are leaving or returning. Those kinds of questions, if you keep changing the contractors, then it isn't steady employment.

Q4 - My last question – I heard from one of the QL staff, because they didn't know if they'll be looking after the staffing for Baffinland, they said that QL will no longer have the contract for heavy equipment. I would like to know what the update is on that, for this year. Or are there any contracts this year?

Bill – Thank you, and with respect to your first comment, you're right it needs to be worked out for construction. This year again, Nuna will be the main contractor, so there will be some heavy equipment operators again, and our intent is to use QL to hire the heavy equipment operators, and other requirements.

Stephen – A lot of the experiences we heard about from 07-09 are experiences we can draw upon for the future. During 07-08 there was the bulk sample and there were no IIBA and contracts without any bigger picture in mind. Now we have that experience to negotiate how contracting is done. We realize there has been a lot of confusion around contractors and employment. These processes are being worked on so that they will be much better in an operating mine.

Q4 - Thank you. So if that's improved, I will be happy, because it was no fun with your superiors / contractors were changing. And you probably also remember in the beginning that Baffinland said they'd do community visits, and hire people from the closest communities: Pond Inlet, Arctic Bay, etc. When I was working there in 2007 and 2008 it wasn't like that. There were only a few people from Arctic Bay. At least Pond Inlet had reasonable numbers, and very few from Hall beach and Igloolik. And Clyde River had even less, in 2007 and 2008. But it was Iqaluit residents that were the bulk of employees, and Kimmirut people. Baffinland didn't follow their comment that they would hire from surrounding communities. So those from communities nearby did not like all the employees coming from Iqaluit. It was upsetting. So that needs to be improved too. I didn't like the QIA. They would like to build a hotel in Iqaluit, but that hotel in Iqaluit was not good for us here, so I didn't like that.

Reference 2 - 5.20% Coverage

Q4 - Last question – when will you start hiring people to work in Mary River, for polar bear monitors, heavy equipment operators and labourers?

Bill – There are three phases for the project that we will be hiring. First is 2010 exploration. Then construction, followed by operations. At the site this year, we are expecting 80-100 people at the height of the season. We'll have 3 drills, and 3 staff on each drill. Plus core splitting. Plus Nuna Logistics still has the contract to maintain the site and road, and to construct the landfill this year. We might send some of the equipment you would have used down south. We are starting to hire through Nuna right now, and have asked the QIA to take applications.

For construction, when we show the schedule, what we don't want to do is train workers too soon and have the project delayed. If the project is likely to be approved, we'll have two streams of training: for construction, and for operations. Those programs would start in 2013 or 2014 for operations, but we would look at the skill set now to get employees in place for construction. To answer your question, in another two years, when we feel confident the project will proceed.

Stephen – Previously there was a lot of employees from Iqaluit – that was in the past when it was a very short notice and quick project. We've heard a lot about that from the north Baffin communities, and we'll address that in the IIBA. On the topic raised by this slide – 2009, 2010, 2011 and 2012, there is a lot of planning required for a project to occur. And what we are talking about is the environmental assessment. The company forecasts a schedule, but it could take longer. From the QIA's perspective, we want the best project approved, and one that is well understood by everyone.

Levi – QC concerns are written down, and I will ask that question too. Thank you.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 2 references coded [3.44% Coverage]

Reference 1 - 0.53% Coverage

Kik Shappa – How many people would be employed at Mary River? When will you need them?

GM – [Discusses employment requirements and hiring timelines].

Reference 2 - 2.91% Coverage

Tommy Kilabuk – People from communities close to the mine are not being hired. They are all being hired from Iqaluit.

MZ – Pond Inlet is actually the closest community and they complain about not enough hires as well. [Described the number of people working at Mary River from Pond Inlet, Igloolik and Iqaluit]. 30% of our employees are currently beneficiaries. We have had

a lot of technical staff on site. During the bulk sample it was easier to hire from the communities because we needed the help. During operations all 5 North Baffin communities will be hiring centres. There will be no restrictions on people from these communities. Working 2 and 2's has also been a challenge for retaining people. Currently, we cannot hire from each community as the costs are substantive. I would have liked to hire from every community, but couldn't.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 1 reference coded [0.78% Coverage]

Reference 1 - 0.78% Coverage

Q10 – My other question, the plane will come in three times a week to every community, but now there is Iqaluit administering the hiring and firing. As the CLO is here, can go through Baffinland office? Are you planning to improve the way you hire people now?

Mr. Len Kutchaw – During operations, we will do our own hiring and will hopefully be better, with structured policies, and through our CLOs.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 1 reference coded [11.77% Coverage]

Reference 1 - 11.77% Coverage

Q4 – My first question is more humorous – will local people be getting watches after processing the ore? My next questions are as follows:

- You said Mary River will have the potential for a mine life of 100 years. Using Nanisivik as an example, it closed even through lead and zinc are still found in the ground – due to low prices. Do you know how you can have a sustained demand for 100 years? Have any studies been done on this?
- Open pit and waste rock you'll need to reclaim these. Will waste rock go back to the original location [open pit] or will it stay on the land?
- Nanisivik used to give reduced freight rates – will Baffinland provide that benefit?
- People hired from all these communities are hired from Iqaluit and it's too far – with no direct communication with the communities. This needs to be straightened out so that people are clear when they are go to work and when they are to travel, which isn't happening right now.

Mr. Cooper – to answer your questions:

1. The market for iron ore is very strong, mainly due to India and China, and prices recently increased by three times. We have discussed this with the customers and they believe the market for iron will be strong for a very long time. But, it is hard to predict the future for such a long time.
6. Before beginning to mine, we need to provide a closure plan and financial guarantees. The specific plan for waste rock is to leave it where it is placed during mining, but at graded slopes that will be remain stable. The waste rock piles will be contoured to the landscape but we do not plan on filling in the open pit as this would be prohibitively expensive.
7. Baffinland does not have plans to subsidize freight on ships – the ships are designed to carry ore and are not like general cargo or sealift ships.
8. We know there have been problems with communicating with employees. We need to develop a better communications plan with employees as to when their shift is to start.

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 4 references coded [5.63% Coverage]

Reference 1 - 1.82% Coverage

Q1 – Are South Baffin residents going to be involved in employment on the Project?
MTP – Yes, and participation in employment will be outlined in the Inuit Impact and Benefit Agreement (IIBA) that Baffinland is negotiating with the Qikiqtani Inuit Association (QIA).

Reference 2 - 1.55% Coverage

Q1 – I feel that the IQ study should go smoothly and not leave out important things. And South Baffin should be involved in the IQ study and employment. We depend on the animals, so we need to record IQ and take it seriously.

Reference 3 - 1.07% Coverage

Q2 – Mary River has been open for a while now. Inuit from Cape Dorset are not being employed. Lots of people who are looking for work here in Cape Dorset.

Reference 4 - 1.19% Coverage

Q14 – I'd like to inform the QIA – we have unemployed and we would like to work. I'd like to inform the QIA to give serious consideration to hiring people from Cape Dorset.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - December 4, 2010> - § 1 reference coded [23.55% Coverage]

Reference 1 - 23.55% Coverage

Q – There are some not very nice questions that we have left. We have heard that those who were employed from Kimmirut and Iqaluit - there have been a few employed from this community as well – that the company is requesting employees only from the northern communities. It has been said that employees from the southern communities are too expensive. South Baffin employees have said they feel unwelcome. Due to this, they have returned home. They are human like everyone else; they have feelings and can get hurt. They want to work like everyone else. If you're going to be treating employees differently should this mine even open? This will have to change.

GM – Thank you for your comments. I'm going to talk a little bit about the communities that we include and then I will let Brian Larson speak about working at site. We have five communities in the North Baffin that are closest to the Project. Because of the shipping route location of course Cape Dorset and Kimmirut are also important. Those seven communities are what we consider our affected communities; these are the communities we will focus on. This is a big project and there will be many, many jobs required. Frankly, we feel there might not even be enough people available to fill the jobs we need filled. We're going to be looking for people who are able to come and work at the site and perform the jobs we need performed. We will help them gain experience to do the jobs they need to. We will certainly not discriminate against anyone.

Brian Larson – I started in April 2007 and I will say we have had very few people from Cape Dorset and Kimmirut on site. Most have come from Pond Inlet, Igloolik, Hall Beach, Clyde River and Arctic Bay. Our workforce is hired through Qikiqtaaluk Logistics. When this mine is being built we are going to be short a lot of people. I think it is a great opportunity for people throughout Baffin Island to work. It is very important for us to have people work safely. We had nearly 587 days without a lost time injury. We treat people with respect no matter where they are from. I treat people the way I would like to be treated. No one is discriminated against. In 2009 employment levels were low; we had only 40 people on site. This last summer we had over 100; it is starting to pick up again. During construction that number may raise to 1500 workers on site. Plumbers, carpenters, cleaners, and cooks will be needed as will those who do work on safety and the environment. [Comments missed]. There is going to be a lot of opportunity.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet - April 24, 2010> - § 2 references coded [11.75% Coverage]

Reference 1 - 5.38% Coverage

Q5 – The MLA of Clyde River mentioned in the LA that the employment from this community was so low. I'm curious why it was so low – lack of applications or qualified persons? Either last year or the year before.

Bill – last year we had only 30 people onsite total. What we are doing right now is a review of the 2008 bulk sample program – find out where they came from in the communities, and what we can do better to get workers from other communities involved. If we get through the EA process by 2012, we'll be starting two training programs in 2013. The first is for construction workers, and the second is for operation. Construction can be a training opportunity for the operation phase. The best workers are local workers.

Reference 2 - 6.37% Coverage

Q2 – I used to work for Baffinland two years back and there were more than 200 applications sent to QC. There were 6-7 people total who have actually worked. Is there some kind of bias against Clyde River? I noticed no one from Clyde River gets hired by QC and Baffinland. You're going to have to work with the education system to get the large number of employees you need for the mine.

Bill – Here's the problem with training now. We don't know when the project will start. If we knew that we'd be out of the EA process in 2012, then next year we could start training. But some companies it's taken 1, 2 or 3 additional years. We need to balance

training workers for jobs that may never materialize. We need to firm our schedule. It's going to take a team effort. Most people agree that what we are proposing makes sense. Once that plan can be implemented.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet Council - April 1, 2008> - § 2 references coded [4.57% Coverage]

Reference 1 - 2.93% Coverage

Councilor (Female elder) – have you asked the Inuit of the communities about jobs? Because I haven't heard – I am surprised to hear.

Mayor Iqalukjuak – this is the third time I've seen Baffinland Iron Mines come into the communities.

Mr. Sean Maloney – We've been hiring for at least one year from Iqaluit. Most of the jobs right now are through Qikiqtaaluk Logistics owned by Qikiqtaaluk Corporation and when we started our tour last week we had someone from Qikiqtaaluk Logistics with us. She will be going to Pond Inlet next week and I will ask her to come to Clyde River in the near future, and to go on the radio with Angela.

Reference 2 - 1.65% Coverage

Mayor Iqalukjuak - There are applicants from Clyde River, Arctic Bay – my brother's husband – when they apply for a job they get hired right away. Why are there not more people from Clyde River?

Mr. Maloney – We are hiring from Clyde and so far only 4 people. We've been on discussion with Qikiqtaaluk Logistics on bolstering employment from Clyde River.

<Documents\Public Consultation\Clyde River\Clyde River HTO - April 24, 2010> - § 3 references coded [30.91% Coverage]

Reference 1 - 23.10% Coverage

Q1 – I have two main questions. Last year I was in Mary River. Unfortunately I didn't see anyone working there from Clyde River and that really upset me. There were other people from other communities working at the site. Are we going to see people from Clyde River working at Mary River? And also in regard to the helicopters, do you really need to use helicopters in Mary River?

Matthew – In 2009 we had only about 40 people at site, and employment was focused in the communities of Pond Inlet and Igloolik. Clyde River is designated as a hiring point for construction and operations, and that means we'll be proposing to offer flights out of Clyde River direct into Mary River. So the plan is that people from Clyde River would be working during construction and operations. How many and how that is structured, it is probably better for QIA to speak to it.

Q2 – I saw people from Iqaluit, Pangnirtung and Broughton Island working there. Mostly from Iqaluit.

Stephen – You're right – there were more people from Iqaluit. Most of the Inuit hired to work at the site with Qikiqtaaluk Logistics, and they did a lot of hiring from Iqaluit. Over two years we heard a lot about the communities wanting more employment, and QIA understands the communities deserve more employment. And that's why we are now working on an IIBA, so that training and hiring happens more in the communities. Part of the reason there hasn't been as many people working from here is because there was no IIBA. We know QIA can do better and we know the communities expect a lot more.

Matthew – Your question about helicopters – our permits don't allow us to build additional roads or to use ATVs on the land. And that's to ensure we don't have additional impact to the land. In addition, the permits restrict the height the helicopters should be flying at, unless it is doing things like drill moves or scientific surveys, or we're using it for inspection. As a result, helicopters are really the only method of moving around.

Q2 – The reason I asked is I spoke to someone about how expensive helicopters are per hour, and there were 3 helicopters at site. And they are also noisy aircraft. Four wheelers are less expensive and can go further. I'm not saying stop using helicopters, but I came to that conclusion

Matthew – Yes, you're right. Helicopters cost $2000/hour, and in 2008 we had up to 6 helicopters. Last year was 1 helicopter, and on average that helicopter was used only 3 hours a day. Unfortunately our permits don't allow us to use ATVs.

Reference 2 - 3.33% Coverage

Q5 – Is there a possibility of hiring polar bear monitors from Clyde River in Mary River?

Matthew – We've significantly reduced the number of polar bear monitors and we only plan on using 2-3 this year, and I am not sure where those would come from. But during construction and operation, Clyde River could have access to those jobs, just like any other community.

Reference 3 - 4.49% Coverage

Q6 – I'd like to say when you first started, when we heard jobs were available, a number of people applied for jobs and they waited forever. We wondered if applications had been thrown in the garbage. Clyde River will definitely need to be involved in hiring. You must realize also that Inuit are very practical and fast learners. Thank you.

Matthew – We had the same question from Hamlet Council, and we're going to get some additional information for tonight's meeting on that question.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 5 references coded [29.35% Coverage]

Reference 1 - 14.73% Coverage

Q1 – You were saying you're going to transport the ore to Europe, and that the ore will be bought by the Europeans? And we will have benefit from this operation? And also, you were saying that every two days there will be a ship passing by and this will be monitored? How are you going to monitor the ship going through the route? Are you going to be monitoring it every day? We know that the winds are prevailing from the east, and that the winds to from east to west towards the Clyde River area. You say you are going to monitor the area, and Clyde River is going to be affected by that, and that this area has to be included for monitoring. And that the employment opportunities are in place. And that the CLO position in Clyde River has been dissolved – why is that position not in place anymore. And no one from this community has gone to Mary River for employment – the workers are from further places. And the community of Clyde River is affected by the CLO not in place anymore. And there are many who are applying for jobs at Mary River. That employment from this community is not going well. We have people here who want to be employed and go forward. We're saying that the contracts should be brought forward. The dust blown around will affect this area. And the infrastructure will only go to the larger communities. Thank you.

Bill – Thank you for your questions and comments. You're correct, the ore will be sold to blast furnaces in Europe – we have two letters of intent from companies in Germany who would like to purchase Mary River iron ore. This is because our ore is very high in iron. Typically operations have 40% iron and we have about 67% iron ore. That's why we don't have to build a concentrator, or mill, at site. The ore will be transferred directly to the markets in Europe. As we showed on the last slide, we are in negotiations with QIA on an IIBA. That will include one component of the benefits given to the communities. There will be other benefits with respect to the points you mentioned later. With respect to the ships en route, there are two types of monitoring. First is the ship itself. And the second is the environment surrounding the ship. With respect to the ship, we monitor the ship to make sure the safety precautions are in place and it follows the international regulations and those guidelines set by the company. If we use the example of the ship going into Voisey's Bay in winter, we can learn from the monitoring programs they have there for the environment, but we recognize that the environment here is different so we are working to develop site specific monitoring plans. On dust and air emissions, because we don't have secondary processing, the major emissions are from the power supply generators. With respect to the CLOs, as you know last year we only had 20 people onsite. This year we have less than 100 and probably next year will be the same as this year. So it would be too early to have a CLO here now. But I'm sure our CLO in Pond Inlet can help serve this community. With respect with jobs, we had a meeting this afternoon with the Hamlet council and they mentioned the same point you did. And we'll be asking our Director of Human Resources to come here before November to discuss ways to improve and explain the jobs at site. And we'll incorporate that into the environmental impact statement.

Reference 2 - 1.57% Coverage

Q2 – Are you going to be only working with (hiring) your friends?

Bill – Most of the hiring is being done by those qualified and who wants to work at site. We've developed a process where QL collects the resumes and provides the labour. Until now our contractors provide most of the labour, and we've asked them to focus on the North Baffin communities.

Reference 3 - 10.88% Coverage

Q6 – To QIA and Baffinland, thank you for coming. I would like to raise a specific issue for both. As a hunter, the Pond Inlet area is my hunting area all year round. I go to Nuluujaak by ATV and snowmobile as well. You say that QC is responsible for hiring in the beginning. Mary River was designated by people as IOL. As I indicated earlier for your information, I heard Baffinland, QIA, Pond Inlet, Arctic Bay, and Igloolik informed these communities that you will be employing people from these communities when you were

starting out. I have never seen a Clyde River person working at Mary River. I have seen workers from Iqaluit, Qikiqtarjuak, Kimmirut, and Arviat. The Northern Baffin communities are the least employed. I think Baffinland have 2-3 employees on that side. There is a need for training. No more CLO in Clyde River – why is that? We've never seen anything from QL or QC, when they represent 13 communities. You have indicated you are going to teach survival on the land. You do environmental studies to convince the people that it is working well. QIA are simply negotiators, not educated about the environment and the land. The most disappointing part – what employment will be created? Where are the royalties going? It seems to be the situation here. I would like to tell you that in the NLCA, I agree Baffinland going along with the NLCA, but Nuna Logistics. The communities should be getting contracts. It's time for people from this community, Pond Inlet, Igloolik to get involved. If you're going to use QC or Nuna for hiring we're not going to get work. You need to deal with the community. It's time to start training people in preparation for the mine. Someone also stated that why is that you have named the affected communities – why can't you give them responsibilities, instead of to QC? Those five communities have been designated. If the wildlife is going to be impacted, the beneficiaries, how are they going to be compensated? I have on a number of occasions been to Mary River. Your emphasis is on the environment. Are you going to utilize Pond Inlet much more? There was no HTO or QIA involved at the site. Maybe there is a way of rectifying this situation.

Communicate very well. Sometimes we don't agree with you – because you haven't been around. It's a small world now. We want to communicate more things. You're leaving soon. You're hungry for money – we're hungry for animals. Big difference. We have to communicate together.

Reference 4 - 1.27% Coverage

I'd like to have our director of Human Resources come back to discuss what opportunities are available. Someone said there wasn't a worker on site. We had a meeting earlier today and someone had worked there for 18 months. Then write into the EIS. We'll also be back to discuss the EIS.

Reference 5 - 0.89% Coverage

Q7 - I've been 7 years experience working in the mine. Jackleg. Still can't find any job. Looks like you guys don't need help. I can see the animals. I could help you guys but you don't need my help.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 1 reference coded [4.06% Coverage]

Reference 1 - 4.06% Coverage

Q – It was mentioned there would be landfills and garbage. They would probably put the old oil barrels in the garbage. Last year at Cape Christian they left old barrels with oil in them. Will you consider the unemployed people? Will they be able to benefit from the mine?

GM – We certainly wouldn't dispose of any old barrels in the landfill. If we had any empty barrels they would be sent back south. In terms of employment, we will be looking for people who can fill the job requirements at Mary River. We will be conducting training programs and on-the-job training. We want people who can fill the job requirements and who want to come and work at Mary River.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [1.18% Coverage]

Reference 1 - 1.18% Coverage

Community Speaker 17 – Will unilingual people have a problem working? Will there be a pension plan?

Mr. Cooper – Yes to the pension plan. There is a shortage of mine workers across the country, so we want to hire as many local people as possible.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council Aug 17 2010> - § 1 reference coded [16.90% Coverage]

Reference 1 - 16.90% Coverage

Q4 – Will you be hiring people from Hall Beach if the mine is built?
A – We will if people from Hall Beach are interested in working at Mary River and if they have the proper skills. There would also be various types of training that would be available is the mine is built and people from Hall Beach may be interested in those opportunities as well.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - Sept 26, 2007> - § 1 reference coded [2.34% Coverage]

Reference 1 - 2.34% Coverage

Q4 [un-named] – will I be able to be hired with a criminal record?

Mr. Len Kutchaw – at this time Baffinland and its contractors do not do a background check; Baffinland is in the process of developing its human resource policies.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet - April 21, 2010> - § 4 references coded [25.21% Coverage]

Reference 1 - 15.03% Coverage

Joe – What will we need to get employment?

Matthew – There are the two project phases and the employment needs are different for each. During construction we will require a lot more people, and we'll be looking for trained operators or those with experience in the various trades.

Bill - We'll be focusing on training during construction so people will be prepared to work during operations. This will especially include the trades, such as electricians and plumbers. If we keep our schedule, we'll start training programs for construction this time next year.

Larry – You indicated there will be further training – what will happen to those who trained last year?

Bill – We have asked our contractors to invite trainees to work at the site this year.

Larry – The Nuna training program – will that run again? We have 60 people who have heavy equipment training.

Bill – Our contractors do most of the hiring for the project, and we've been encouraging our contractors to hire from the north Baffin communities.

Nick – The way it works now, those interested in jobs have been going to the QIA's CLO for job opportunities, and to submit resumes.

Mayor – Different groups hire through different people within our community, some the community economic development officer.

Reference 2 - 4.10% Coverage

Paul – On hiring, it is done by Nuna and QC? I am sure they have a system in which they hire a certain portion from Igloolik, Pond Inlet, and other communities?

Bill – On the exploration program we haven't got that specific yet. During construction we'll have more Baffinland employees and more involvement in the hiring practices of our contractors.

Reference 3 - 1.25% Coverage

Larry – What percent Inuit will be working?

Mayor – This is something that gets dealt with in the IIBA.

Reference 4 - 4.83% Coverage

Mayor – Will there be Inuit assistants with the geologists?

Bill – I don't think so, but I'll have to check.

Mayor – There have been concerns over the last 1.5 years about work. Before the recession there were lots of people working. We heard there are people from Iqaluit working there.

Bill – It is always better for a company to hire locally. We need to continue to talk about this with our contractors.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 2 references coded [2.49% Coverage]

Reference 1 - 1.84% Coverage

Mr. Fleming – During construction – you are looking at 1796 workers. Is that spread out between Mary River and Steensby?

Mr. Chubb – Good point. Yes, the peak year is 1800 people at site. The 2,700 people are how many are on payroll. The 1800 people will be at various faces of construction, including Mary River, Milne Inlet, the construction camps and Steensby camp. The barge-mounted camps I mentioned at Steensby – we estimated 2 camps of 250 people each, or 500 people.

Reference 2 - 0.65% Coverage

Mr. Fleming – Finally when built, just to clarify there will be 275 people at Mary River and 175 people at Steensby Inlet?

Mr. Chubb – Correct, that's people on site.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 7 references coded [20.15% Coverage]

Reference 1 - 6.62% Coverage

Louis Tapardjuk – Copies of the last presentation are not being provided? For which communities will employment be provided? There are very low numbers of Igloolik employees. Igloolik will be one of the most impacted communities but has low numbers of employees.

LB – During the economic downturn the CLOs were cut back. How come employee hiring is slow in Arctic Bay and Igloolik?

GM – There are five local communities surrounding the Mary River Project. Pond Inlet and Igloolik are the two largest communities. We've focused on those two communities in the past. There have been a number of people hired from those communities at site. During the bulk sample we hired a lot of people from those communities because there was a lot of work that needed to be done. In 2009 we experienced the economic downturn which caused us to cut back on the number of employees we had. During the exploration phase of mining projects there are lower numbers of people hired. This number will go up in the construction phase.

MZ – In 2010, we had a total of 45 people working on site. 54% of 'man days' worked by beneficiaries came from Pond Inlet, 28% from Igloolik, and 17% from Iqaluit. We had a training program in 2009 for heavy equipment operation and driller helpers. We had 10 trainees and 6 jobs available for them. We only have enough jobs for the amount of equipment we have. We had about ~20 beneficiaries on site this year.

GM – There are no contracts in place right now for the construction and operations phase. In the past we have used QC and QL.

Reference 2 - 1.25% Coverage

Louis Tapardjuk – There are probably more Newfoundlanders working up there than beneficiaries. Are there positions available for people from Igloolik for entry level work?

Brian Larson – We had chefs came out of Igloolik and drillers out of Arctic Bay. We also had HEOs come from Pond Inlet.

Reference 3 - 2.84% Coverage

Louis Tapardjuk – How come the cleaners and cooks were from Iqaluit? Would it be better if we spoke to QC?

BL – We have spoken to QC about hiring issues. However, sometimes to get cooks you have to hire them from Iqaluit.

MZ – Out of the HEOs we hired from Pond Inlet, one of them moved to Iqaluit. Sometimes people move around. One employee was hired from a different community ever year he applied because he moved around. We are a small company. We have no revenue and have to raise money. We believe we are very good at hiring from northern communities. Sometimes people that have been hired from the communities quit, as they don't want to be away from home.

Reference 4 - 1.34% Coverage

MA – What are the numbers of people that will be hired from Montreal, Ottawa and Yellowknife?

MZ – We don't track where the people we hire from down south come from.

NQ – What would the percentage be?

MZ – We have scientists, drillers, engineers, electricians, and other specialists that come from down south.

Reference 5 - 3.36% Coverage

George Qullaut – It's no fun wearing two hats. I work for QC and [missed comments]. There are some contracts for catering. Sometimes contracts are given to people outside of the region. Only small contracts are given to the Baffin region. We don't want to see this again. QC can be given smaller contracts. This is not right. Nuna Logistics does not deal with Baffin Region.

LB – We also wear two hats.

Larry – You said if we got our certificates we would be able to work there. I've worked at Mary River. There seem to be less Inuit working there. We seem to be second tier. There doesn't seem to be much help there. I would like to see more training in the environment field. It seems that only white people are there.

LB – QIA representatives are writing down your concerns.

Reference 6 - 1.47% Coverage

Louis Tapardjuk – Would the railroad have Inuit employees? And the shipping company? Would we have to go through Baffinland for this?

MZ – One section in the IIBA we haven't negotiated yet pertains to shipping. There are only about 20 people on the ship; they work 6 months on and 6 months off. There will be a section on shipping in the IIBA.

Reference 7 - 3.26% Coverage

Kevin – How many times do I need to apply to get a job? The hiring process seems to be too long. There are maybe 24 people who have the training for drilling here including me. I've waited so long my certificate has expired.

LB – How long is the waiting list for people who are waiting to work for the company?

MZ – We hired 6 drillers this year. We only had 2-3 rigs running. Your concern is very valid. We have a lot of people trained on heavy equipment. But, we only have a limited number of pieces of heavy equipment. We need to see people trained in a lot of different areas. We do have people slipping through the cracks and I apologize for that. I will take his name and look into it. Just because his certificate is expired doesn't mean he can't apply.

<Documents\Public Consultation\Kimmirut\Kimmirut Hamlet - April 26, 2010> - § 1 reference coded [3.63% Coverage]

Reference 1 - 3.63% Coverage

Q2 – Also a concern is employment from South Baffin – will there be S. Baffin employment?

Matthew – Employment will likely for part of the IIBA. I expect there will be representation from South Baffin, but perhaps you can bring it forward to QIA tonight so that they are aware.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 2 references coded [12.12% Coverage]

Reference 1 - 7.82% Coverage

James:
I think our approaches are different. If I try to weasel myself into the first election, in the second one people will know. We know development. When we are suspecting all is not open and honest, we will question it. We have a process of explaining later that things did not work in the past. Need to know the "big picture" ahead of time. Why is it that Baffinland did not tell the community about the Co-op ahead of time? It does not benefit Pond Inlet any more, no matter how well QC does. For you as long as Inuit owned, it's ok, but not ok to use it. Nunasi, they have no share in there. Nunasi has decided to be a western Nunavut company, so

will not be supported by Pond Inlet people. Iqaluit got the short stick since 1999 as everyone is from somewhere else. We are very nice to you because we are telling you now, instead of at NIRB hearings; this will have to be corrected now.

Mike:
We need community support. We are a small company and eventually we will hire directly. We are trying to hire form Igloolik and Arctic Bay, primarily because we had difficulty keeping positions filled.

Caleb:
You are trying to veer away from this topic.

James:
You talk about business realities and I know these issues, but we live here and operate in a bigger world.

Reference 2 - 4.30% Coverage

Peter:

It is good to hire local people, but when environment is affected - it's our lifestyle and as mentioned we will still be here long from now. If in a hundred and fifty (150) years it is closed and animals are gone, if businesses profit and facilities are obtained we can work together. When you decided to work with others we did not know about it.

Nanisi:
There was a glitch in management at the co-op; they were treating human resources differently. People were paid different. QC is doing same, and this needs to be resolved, based on what they do, they should be paid the same. Different pay rates for everyone who went out there.

Mike:
QC makes only 20% and Co-op makes 25% mark-up.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 3 references coded [4.52% Coverage]

Reference 1 - 0.77% Coverage

Q – Is Joatamie Kilukishak's job going to be open again this year ?
A – No, we will not have the any large quantities of freight or materials being shipped out of Pond Inlet this year.

Reference 2 - 1.48% Coverage

Q – Different Companies have contracts with Baffinland. If I want to do Janitorial work can I bid on the contract ?
A – Not at this time. Once we have our financing in place and the work is expanded, then there will be an opportunity to bid on work. This year we are closing out contracts and doing the work in-house as we only have a small crew of people.

Reference 3 - 2.27% Coverage

Q – I was also involved with the Project and the " focus " is not on the Trades. If you don't provide jobs for the Inuit tradesman , then I hope the Project closes.
A – Thank you for your question and comments. Our intent is to have Inuit working at all positions, once the Mine is operational. We can only start by employing people who have the necessary skills to fill the positions we require. We will have apprenticeship programs as we begin the Construction phase.
I am sorry that you feel we are not doing enough for the Trades people.

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 1 reference coded [1.31% Coverage]

Reference 1 - 1.31% Coverage

Sakiasie Q [much later] suggested that people should be hired based on the abilities and their skills, rather than on their formal education. We should carry this tradition forward. Judah continued this thought noting that people with no formal education may know country skills — they know how to de-joint all kinds of animals. They hunt for the community — go on radio to say they have food to provide to people.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Community Meeting - Mach 1, 2011> - § 5 references coded [12.88% Coverage]

Reference 1 - 1.49% Coverage

Elder man in second row on left – I heard on CBC radio that not enough qualified people can be found in North Baffin so people from Iqaluit were brought in. I hope that you look in Pond Inlet for people to hire because we have many people here.

Reference 2 - 1.30% Coverage

Greg – Work has been done to determine if shipping from Milne Inlet is a feasible option. But no decision has been made. We have also heard complaints about people being hired from Iqaluit for other company projects.

Reference 3 - 4.59% Coverage

I have two big comments about the report QIA produced. Page 4, it states that Inuit can be trained so that they can become potential supervisors. The Inuit and elder would not be educated and would not be certified but they can be the most valuable and knowledgeable. Even though elders don't have training they have considerable knowledge. You need to give consideration to this. 4th paragraph on page 2 is concerning regarding points of hire. There are lots of issues in this document.

Greg – this document was prepared by the QIA not BIM. It likely summarizes information from the DEIS but is not written by BIM. Iqaluit was chosen as a point of hire because Iqaluit is a hub on Baffin Island and many people who reside in Iqaluit are from North Baffin.

Reference 4 - 1.83% Coverage

Mike Z. – We are looking at conduit points at where people came from to work for us in the past. In 2010, 20% came from Iqaluit. The reality is that we need to get trained people to fulfill certain roles. And whether we like it or not, sometimes these people will need to come from outside North Baffin.

Reference 5 - 3.67% Coverage

Mick – We just want to reiterate the importance of hiring from Pond Inlet and negotiations with Pond Inlet. This is the first time we see documents from QIA and we have not been consulted by them. I can say that they can not negotiate on our behalf.

There were people at your drill sites that could have been employed from the local area.

When referring to caribou you need to consider the many years of Inuit people's knowledge. Elders knowledge goes back 3000 years. Page #6 refers to 49% of people from Pond being employed. North Baffin only includes 5 communities so I think your estimate is high.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 3 references coded [16.00% Coverage]

Reference 1 - 3.78% Coverage

Apitak Innurak – What will be the expected ratio of Inuit workers at site? Will the communities have access to medical services on site? Question for QIA – If we don't support the proposal and we cannot mitigate the impacts, can we create a moratorium on the Project? Say, for 50 or 100 years? Or until we find someone who can develop the Project, or have Inuit develop their own mine?

MZ – We were going to have targets, but we still have to determine what those will be. During the past few years we have been around 30% Inuit employment on site and we would like to improve on that. [Described future employment needs at Mary River]. The medical services offered at site will be a fairly small operation. Pond Inlet will probably have better services and doctors than we will at site.

Levi Barnabas – The QIA will need to look into that last matter.

Reference 2 - 8.05% Coverage

Caleb Sangoya – All boats irrespective of their size have a depth finder. All animals don't like those because they make a sound. They make a sound like the seismic testing. The whales flee from ice breakers in Lancaster Sound. It seems like every time you guys come in there is a slightly different presentation. You first told us you would be buying supplies from the Co-op for the exploration phase and make use of local businesses, and that the majority of Inuit employment would come from Pond Inlet. After this, the majority of contracts were moved to QC in Iqaluit. You changed our previous agreement after 8 months. The supply and labour contracts were moved to Iqaluit. When you make another presentation we would like know about the impacts of Mary River. We are already seeing impacts. The caribou and narwhal have moved away. We've already seen impacts in this six year period. I don't want to see impacts to the wildlife.

MZ – We're still using the Co-op to purchase our food; this has been going on since 2004. About 55% of the beneficiaries working on site were from Pond Inlet. We employed through the Co-op from 2004-2006. After this, we moved hiring to QL. As we move forward, Baffinland will be hiring directly. We will do this as soon as we can. [Comments missed]. We believe people are talking about impacts that might not exist. I understand your statements and I'm not sure if they're true; we'll have to see about this moving forward. Please remember there has also been a lot of harvesting going on in Pond Inlet. We only have 65 people that work on site right now; we've been right around 30% Inuit employment. The ships use charts. They do not use active sonar; they use passive measures. The ships (measure bathymetry) mainly use MRI, or, magnetic imaging. There is no pinging involved.

Reference 3 - 4.17% Coverage

Samson Erkloo – Do you have a website to browse for employment opportunities? Will you be corresponding with Pond Inlet and Igloolik to discuss employment opportunities? Have you looked at scholarship opportunities?

MZ – We have agreed to an MOU for the economic provisions of the IIBA. We do not yet have an employment website. In the future we will develop a website for these purposes. Our dealings with the QL have not been as efficient as they could be. Their database of resumes is not as full and complete as it should be. Please remember our employment numbers have decreased because we haven't had many people on site since the bulk sample. As we move forward there will be hiring centres and improved communication. We do have a website – www.baffinland.com. In Igloolik and Pond Inlet we also have CLOs. If you have a resume you can give it to the CLO, or contact him if you would like more information on employment opportunities.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 2 references coded [3.20% Coverage]

Reference 1 - 0.96% Coverage

Mr. Merkosak - Just to add, these 200 trainees there are 6 communities [listed] and looking at the five communities, Pond Inlet would need 30-40 people. Most would probably come from Iqaluit. We feel that we own Mary River, so we are all eager to hunt, I try to hire people but it is hard to hire them. If you look at the males, if they get a chance, they go out hunting. They buy a snowmobile, gas and so on. To meet your target of trainees, have you considered training females? I run a construction business, and that was my biggest problem was to try to hire men. [applause]

Reference 2 - 2.24% Coverage

Mr. Paneak – I am getting more questions as I listen. I want a clarification. 700 tonnes of ore has already been sent to Germany as a sample. Before you considered hydro dam and it is in not in the project. We will still have the concern about the same. It is a concern. Also, we are not concerned about ourselves but about our children and future. When I am home alone I think about my children and don't want my children to blame me for getting away. I know you want to get this done right away, but we live here and will continue to. The iron is not going anywhere. We live here and you are only here to make money from the rock. It is IOL you are working on, and it could mean if I was down south and I am working in Ontario and you hire someone from Quebec, and they say don't hire out of the province. I want to know if you sent that 700 t to Germany as a core sample. Can you confirm that you did that?

Mr. Cooper – I am not sure I understand the question, but I can confirm we sent the rock to the lab in Germany, and it went to that lab because it is the best recognized lab for that test in Europe.

Mr. Chubb – Perhaps a comment on hydro. We are still in an early stage on hydro, it's not part of t…..[didn't catch] So hydro would be a separate project and like we are doing here, we could involve people very closely on that process.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 2 references coded [5.42% Coverage]

Reference 1 - 3.61% Coverage

Q4 – I want to see those comments in writing. My comment is regarding youth training and employment. There was a letter before from Baffinland stating the company didn't want to hire any Inuit under 30 years of age.

Mr. Kutchaw – That is not true. Training for youth will be based in the north and will focus on developing skills for jobs in the mine, which are also transferable to the communities. This year we signed a Memorandum of Understanding with the Hamlet of Pond Inlet and the Department of Education. Once we have a list of jobs at the future mine, we will develop a list of skills required and the training required. The first training is this fall, training 20 heavy equipment operators who will then work on the project all winter gaining experience.

Reference 2 - 1.81% Coverage

Q10 (Tim, local electrician) - I want to relate a story about my experience. I applied for a position but had to go south, and I was told that I would have a job when I returned, but then I met someone down south who was hired for this job. I want to see more equality and hire from Pond Inlet when we have the skills. All communities should be treated equally.

Mr. Kutchaw – We agree.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 10 references coded [22.78% Coverage]

Reference 1 - 3.88% Coverage

Jayko Alooloo – It will have a great impact on us, the people of Pond Inlet. I will explain the reasons why:
Shipping – For the bulk sample, you will have a big impact
Hiring – You said that people are working and that is good, but once you're hiring people out of Iqaluit , with QC (Qiqiktaaluk Corp) this will be difficult.
Waters, animals – If you are going to be having an impact on our waters, caribou, whales, seals, I want to be compensated: [lists the following figures]
For one year's harvest:
Caribou x 200 = $506,800
Char $2.25/lb x 10, 632 = $23, 922
Ring Seal Pelt cost $80 each, meat $30 x 2,436 = $267, 960
Narwhal Tusk $102 per foot + meat x 176 = $284, 064
Grand Total, based on 1197 Harvest Study and today's cost = $1,082,746
[receives loud applause]

Reference 2 - 0.32% Coverage

- Maximize the number of employees that you hire from Baffin Island

Reference 3 - 0.73% Coverage

- Timothy Aksarjuk said that younger people shouldn't be hired because they get tired very easily, and Baffinland might get the wrong idea about Inuit.

Reference 4 - 0.62% Coverage

- Juana Fuentes – meetings should be more often and more communication to elders and community, more training and job description

Reference 5 - 0.39% Coverage

- Job descriptions should be on the bulletin board, and people should be notified.

Reference 6 - 1.23% Coverage

Robert Aglak – Before, you said that Pond Inlet, Igloolik and Arctic Bay were going to have jobs, but now you are hiring from Igloolik. You should improve your communication. Please be more communicative.

MZ – we are making and effort to do this.

Reference 7 - 8.75% Coverage

Israel Mablick – It is my understanding that at the start the Co-op had the logistics and HR contract, but now you are using QC because you say you want to hire more people, but only a 40% local hire. Lots of people in Pond Inlet are unemployed, so why don't you have more people from Pond Inlet employed?
My other question is, you said "If there is an impact, there will be compensation" There are already impacts on marine mammals. There are less narwhals observed by hunters, so where is the compensation?

MZ - we only had one ship last year – do you really think that we are the one that made the impact?

Israel Mablick – The ship that was broken down scared off the animals, so there is an impact already. Where is the compensation?

MZ – YOU are telling us that there is an impact. Does the harvest data reflect this? There were 9 ships last year.

Israel Mablick – 2 cruise ships went down Milne Inlet. They were there for 1-2 hours. The ship that was broken down was there longer than that. The crew on the ship scared them off.

MZ - This is the first time that I'm hearing this. I need to see the figures.

Israel Mablick – You're meeting with Jayko, you'll see.

MZ – So…. Based on only one year….

Israel Mablick – You aren't answering the question. I notice that you keep trying to change the subject.

MZ - I'm not trying to do this. Can you tell me exactly wheat the impact is?

Israel Mablick – A lot less harvest of narwhal. You still haven't answered my second question about stopping the contract with the Co-op [quotes figures regarding number of Inuit employees].

MZ – You think this is a low number? [quotes hiring stats from other projects] This is an exceptional number compared to other projects in the NWT and Nunavut.

Reference 8 - 4.67% Coverage

Jayko Alooloo – I have some different topics:

- Word of mouth is very easy, but it's just not believable any more. You seem to just say things. I want to see it written on paper: how much you will work with the Co-op, local hiring, etc. It's easy to say it, but I want to see it written on paper.
- Secondly, I heard today of people with operator's licenses, but people are only being hired through Iqaluit, and so anyone here who wants to work has to go through Iqaluit. Problems are already surfacing because of this hiring process. People will get discouraged and not want to work. If it is set up this way it will be unpleasant.
- Bulk Sample – if trucks go past every 12 minutes, where will our hunting take place? What will the situation of the harvesters be?

MZ – Seeing everything in writing – we are just starting, so give us a chance to see how things go. QC will help us to become more efficient, and we will continue to move towards this.

Reference 9 - 0.63% Coverage

Jayko Alooloo – People who have applied to QC, thinking they were going to Nuluujaak, were sent to work for the DEWline instead.

Reference 10 - 1.55% Coverage

Jolly Enoogoo – As I mentioned, people who go to work at Mary River do so of their own initiative. Maybe you can come to an agreement with QC that people who apply from Pond Inlet get to work at Mary River because its closer. You should get higher wages to get heavy equipment operators in Pond Inlet to work there.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 4 references coded [1.73% Coverage]

Reference 1 - 0.31% Coverage

Question: James Qillaq/Clyde River – I have a question regarding socio-economics. Mary River is in the beginning stages. We feel there is no Inuit in management positions at this point. We need more training for Management positions. There have been no Managerial positions for Inuit in the past .

MTP: I agree. The highest level an Inuk would have achieved so far in our company would have been Environmental Superintendent. But, she didn't come from Baffin Island. An H.R. and Community Affairs representative will be visiting the communities and hopefully going into the schools and speaking to the students about employment.

Reference 2 - 0.25% Coverage

Question: Sidonie Unqalaq/Igloolik – When I got here I saw 2 female Inuit employees. Will there be opportunities for females? There are courses. Two females I know of went for heavy equipment operator training. Is this part of the plan for Mary River?

MTP: All jobs at the mine are open to both sexes. Some underground mines elsewhere still don't allow women but we have no restrictions. The same opportunities will be provided to both sexes. The EIS also considers the rotational lifestyle on a woman.

Reference 3 - 0.28% Coverage

Question: Ikey Milton/Pond Inlet – Here at Mary River, for male or female employees, is there an age limit? I am asking this as I am unemployed back home and have Class 2 license. I was told I am too old by [potential employer's name missed] and I'm thinking maybe there is an age limit at Mary River.

MTP: I do not know Nunavut's law on age. There is no defined policy Baffinland has on age. I will look into the laws for Nunavut.

** Find out if there is an age limit for employees in Nunavut.

Ikey – Maybe there was only one person who thought I was too old!

Reference 4 - 0.89% Coverage

Nigel Qaumariaq – I'm very happy to be here. I have southern experience, and I've learned from my grandfather. I used to spend half of my summer on the land with my grandfather outside of Iqaluit and the other half with my other grandparents down south. My grandfather taught me to observe the land. He also taught me to observe the white man. Matthew and Bill both observe a lot. They take it all in. I work for QIA but I'm also a beneficiary. Talking as a beneficiary now, there are a lot of issues that still need to be discussed. We still need more information. There are lots of issues to be addressed, like training. It is possible there will be 50-60 summer passages of boats by Pond Inlet in three years. The company wants to start shipping by then. Pond Inlet residents harvest whales in Eclipse Sound. When this starts in three years, we will need to look at employment. Will Baffinland have Inuit-friendly employment practices? Two weeks in / two weeks out doesn't necessarily work. Spring hunting is an important time. Will Baffinland accommodate this? This is the type of information we need to work out now, if a mine is to start in three years. One more thing, speaking as a beneficiary, I will talk about IBAs. I went to law school and studied IBAs. Companies want them to be confidential and not open to the public. Companies don't want other organizations that are negotiating IBAs to have information. This is unfortunate because IIBAs are ways we can talk about employment and training. All this information needs to be presented to us and we need time to absorb everything. This Project will impact generations, because it is multi-generational. The NIRB proposal is only for Deposit 1. There are five other deposits. It can change our communities. We need to be a part of it. I look forward to the future.

EMPLOYMENT - INUIT (#) WORKING AT MINE

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 1 reference coded [1.76% Coverage]

Reference 1 - 1.76% Coverage

As for the numbers of employment, what percentage of Inuit people will be employed?

Greg – we don't want to attach a number to the percentage of Inuit employment since this can lead to failure.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 1 reference coded [3.50% Coverage]

Reference 1 - 3.50% Coverage

Q7 (MLA Mr. Barnabas) – Nuna Logistics is doing environmental studies that require IQ. Do you have any beneficiaries working with Nuna Logistics doing environmental work?

Mr. Chubb – Nuna Logistics is the mining contractor. We do have beneficiaries working on the environmental studies. We have had local participation in the marine monitoring, caribou surveys and archaeology, and people from Igloolik have been involved in the port site studies at Steensby Inlet. Baffinland's Environmental Superintendent is a beneficiary. This involvement help make the programs successful.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 1 reference coded [17.11% Coverage]

Reference 1 - 17.11% Coverage

Q14 - You indicated that you want to travel in the area where there is less ice. There is less ice between Greenland and Baffin Island as well. Do you have anyone from Cape Dorset work at Mary River? Greenland and Baffin Island would be safer. There is wildlife in the proposed route you are intending to take. There is also Milne Inlet road and I have observed Milne Inlet and it isn't too narrow for the ship. This is what I want to say.

Richard – there has been an electrician from Cape Dorset who has worked at Mary River.

Matthew – as the ships would break ice at Milne Inlet, it would be very difficult to maneuver.

George – We in QIA, our lands people will be working closely with Baffinland people. Baffinland has been indicating that there was a mine near Resolute Bay using tankers that were getting stuck. Consequently they had trouble turning. This route, perhaps in 2016 may be in operation, the QIA assume to be working with Baffinland for the benefit of the people they represent. There has been some suggestions made regarding the route between Clyde and Pond Inlet. There are icebergs there. People in Igloolik and Hall Beach, and Pond Inlet, will be concerned about the route. QIA will do its best to represent the people. When the proposed route was publicized, it became immediately evident that Cape Dorset and Kimmirut need to be involved. We have to keep in mind that Baffinland is in the planning stage. There will be people working at Mary River once the operation starts.

We will continue to come to your community, and continue to keep you informed in what is happening. The questions you've raised are very important questions and we'll keep them on the table. however, we must consider the possibility of employment in Nunavut.

Stephen – The lands department of the QIA is… QIA is the owner of Inuit owned lands, and the project is on IOL, so we approve the Company to have the right to work on the land. We're also working on an IIBA, and that agreement is mandated by the NLCA, and forms a contract between the QIA and the Company around jobs, training, use of language, wildlife compensation, water compensation, as well as financial participation. QIA's IIBA team has members from Igloolik (Paul Quassa), as well as from Pond Inlet (Philip Paneak, and David Qamaniq), as well as John Amagoalik and Terry Audla. This year the QIA is going to continue working on the IIBA. And the third way we work on the project is on the environmental assessment. We've been working for almost two years on the EA for this project. When we first became involved in this project, Cape Dorset wasn't identified as an affected community, and QIA convinced NIRB to go to Cape Dorset. These discussions are a starting point for Cape Dorset to get involved in the project, and to see how QIA is working for you.

Nigel – Our ultimate responsibility is to the beneficiaries in the region including you, and to uphold the rights and responsibilities assigned to Inuit in the NLCA.

Bill – One more point on our next visit, Richard and Matthew will be coming back in late June to have discussions with the HTO, and before we submit our EIS we will return to discuss our plans with the community. That will be in November probably.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - December 4, 2010> - § 2 references coded [26.66% Coverage]

Reference 1 - 23.55% Coverage

Q – There are some not very nice questions that we have left. We have heard that those who were employed from Kimmirut and Iqaluit - there have been a few employed from this community as well – that the company is requesting employees only from the northern communities. It has been said that employees from the southern communities are too expensive. South Baffin employees have said they feel unwelcome. Due to this, they have returned home. They are human like everyone else; they have feelings and can get hurt. They want to work like everyone else. If you're going to be treating employees differently should this mine even open? This will have to change.

GM – Thank you for your comments. I'm going to talk a little bit about the communities that we include and then I will let Brian Larson speak about working at site. We have five communities in the North Baffin that are closest to the Project. Because of the shipping route location of course Cape Dorset and Kimmirut are also important. Those seven communities are what we consider our affected communities; these are the communities we will focus on. This is a big project and there will be many, many jobs required. Frankly, we feel there might not even be enough people available to fill the jobs we need filled. We're going to be looking for people who are able to come and work at the site and perform the jobs we need performed. We will help them gain experience to do the jobs they need to. We will certainly not discriminate against anyone.

Brian Larson – I started in April 2007 and I will say we have had very few people from Cape Dorset and Kimmirut on site. Most have come from Pond Inlet, Igloolik, Hall Beach, Clyde River and Arctic Bay. Our workforce is hired through *Qikiqtaaluk Logistics*. When this mine is being built we are going to be short a lot of people. I think it is a great opportunity for people throughout Baffin Island to work. It is very important for us to have people work safely. We had nearly 587 days without a lost time injury. We treat people with respect no matter where they are from. I treat people the way I would like to be treated. No one is discriminated against. In 2009 employment levels were low; we had only 40 people on site. This last summer we had over 100; it is starting to pick up again. During construction that number may raise to 1500 workers on site. Plumbers, carpenters, cleaners, and cooks will be needed as will those who do work on safety and the environment. [Comments missed]. There is going to be a lot of opportunity.

Reference 2 - 3.12% Coverage

Q – I've heard there are small CB radios at the worksite? I heard that once when someone spoke Inuktitut on the radio they were told, over the radio, that they didn't want to hear any Inuktitut on the radio. I heard that unilingual people will be allowed to work there though.

LB – GN is trying hard to preserve the Inuktitut language.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet - April 24, 2010> - § 1 reference coded [1.73% Coverage]

Reference 1 - 1.73% Coverage

Q3 – You say 80-100 people on-site – how many will be from Clyde River?

Bill – The applications are starting to come now through the CLOs. I think we have 15 from Igloolik and 20 from Pond Inlet. I'm not sure how many from Clyde River.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet Council - Sept 19, 2007> - § 1 reference coded [13.69% Coverage]

Reference 1 - 13.69% Coverage

Mr. Apak asked if the number of people applying for employment is increasing or remaining the same. Mr. Cooper replied that in 2004 when they started there were 30 workers hired from Pond Inlet, and now in 2007 they have been hiring from other communities and have more than 100 [land claim] beneficiaries working at Mary River. Most are from Pond Inlet and Iqaluit. Baffinland is working with the Qikiqtani Inuit Association (QIA) and Qikiqtaaluk Corporation to hire people, and this month another

Inuit Firm, Nuna Logistics, is starting work at the site and they will be hiring also. Mr. Illuaq added that almost 30 people applied for jobs through the CLO office in Clyde River.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 1 reference coded [5.37% Coverage]

Reference 1 - 5.37% Coverage

Q6 – It's very simple – cost and benefits. When you have to make a decision, you put the pros and cons on a list. The pros for Clyde River has been 18 months / one person employed. The cons are potential damage to our sealing industry, potential damage to air quality, potential damage to the land area, potential damage for the trading that exists between Inuit – getting whale from Pond Inlet – getting walrus from Igloolik, and sharing our seal with them. Those are all the losses – for what – for 18 months of employment? It gets very hard to look at, in a good Inuk-Baffinland way.

George – again, all the concerns that were raised at this meeting have been written down and will be given some consideration. We have to put perhaps more emphasis on QC on what they are doing. We will keep those written down and deal with them in a while. Thank you very much for coming. We had a chance to speak with Baffinland people, and they will be coming back to Clyde River sometime in the near future. And we will try to participate when they arrive here. Since there are no sleeping accommodations here, we need to continue onto another community. We will consult with Baffinland about perhaps coming back together in the fall.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council - Sept 26, 2007> - § 1 reference coded [0.92% Coverage]

Reference 1 - 0.92% Coverage

Councillor Valerie asks, how many are beneficiaries?

Rod: About 25% are Inuit.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - Sept 26, 2007> - § 1 reference coded [7.40% Coverage]

Reference 1 - 7.40% Coverage

Q3 [Mr. Percy Pikuyak] – My first question, if you were to open the mine, what would be the percentage of Inuit employees?

Mr. Chubb – They are looking for as many employees from the region as possible – as there will be many jobs at Mary River. Since 2004, the number of Inuit employees has increased each year; now they are looking to provide formal training of employees. Baffinland is working with the QIA on training and will provide other mechanisms to maximize employment.

Q3 [Mr. Pikuyak] – the reason I asked is because the Nanisivik agreement was 60% but the maximum Inuit employment was actually 40%. It will probably be a similar percentage for Mary River?

Mr. Chubb – responded that they do not have a target yet.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [3.69% Coverage]

Reference 1 - 3.69% Coverage

Solomon - We discussed Inuit employment with Nanasivik and they wanted 40-60% employment. Actual employment was only around 30-40 percent. How can we be assured that we will have consistent employment. Is there an agreement?

Greg - We haven't set an actual level yet since we want to employ as many people who are interested and want to work for us. We are not interested in setting a number. As years go by people should gain more skills and with the long mine life there should be increasing opportunities.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 4 references coded [5.91% Coverage]

Reference 1 - 1.84% Coverage

Mr. Fleming – During construction – you are looking at 1796 workers. Is that spread out between Mary River and Steensby?

Mr. Chubb – Good point. Yes, the peak year is 1800 people at site. The 2,700 people are how many are on payroll. The 1800 people will be at various faces of construction, including Mary River, Milne Inlet, the construction camps and Steensby camp. The barge-mounted camps I mentioned at Steensby – we estimated 2 camps of 250 people each, or 500 people.

Reference 2 - 0.65% Coverage

Mr. Fleming – Finally when built, just to clarify there will be 275 people at Mary River and 175 people at Steensby Inlet?

Mr. Chubb – Correct, that's people on site.

Reference 3 - 2.19% Coverage

Mr. McIntyre – About a year and a half between now and construction, how many people will be employed before construction?

Mr. Cooper – Last year we employed 190 beneficiaries. This year we hope to have a similar number. But of course our bulk sample ends this year. So in 2009 and 2010 the exploration activities will be less. So what we are doing now is negotiating a training joint venture with QC, QIA and Kakavik and we are planning to train 200 beneficiaries between 2008 and the construction period to have at least 200 people involved in construction of the mine.

Reference 4 - 1.23% Coverage

Mr. McIntyre – Between now and 2009 how many?

Mr. Cooper – It changes seasonally, after this year we won't operate in the winter – probably only 12 people there. In 2009 in the summer we'll start and have around 200 people but in the fall it will drop off. It will be a seasonal fluctuation until construction starts.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 3 references coded [10.72% Coverage]

Reference 1 - 6.62% Coverage

Louis Tapardjuk – Copies of the last presentation are not being provided? For which communities will employment be provided? There are very low numbers of Igloolik employees. Igloolik will be one of the most impacted communities but has low numbers of employees.

LB – During the economic downturn the CLOs were cut back. How come employee hiring is slow in Arctic Bay and Igloolik?

GM – There are five local communities surrounding the Mary River Project. Pond Inlet and Igloolik are the two largest communities. We've focused on those two communities in the past. There have been a number of people hired from those communities at site. During the bulk sample we hired a lot of people from those communities because there was a lot of work that needed to be done. In 2009 we experienced the economic downturn which caused us to cut back on the number of employees we had. During the exploration phase of mining projects there are lower numbers of people hired. This number will go up in the construction phase.

MZ – In 2010, we had a total of 45 people working on site. 54% of 'man days' worked by beneficiaries came from Pond Inlet, 28% from Igloolik, and 17% from Iqaluit. We had a training program in 2009 for heavy equipment operation and driller helpers. We had 10 trainees and 6 jobs available for them. We only have enough jobs for the amount of equipment we have. We had about ~20 beneficiaries on site this year.

GM – There are no contracts in place right now for the construction and operations phase. In the past we have used QC and QL.

Reference 2 - 1.25% Coverage

Louis Tapardjuk – There are probably more Newfoundlanders working up there than beneficiaries. Are there positions available for people from Igloolik for entry level work?

Brian Larson – We had chefs came out of Igloolik and drillers out of Arctic Bay. We also had HEOs come from Pond Inlet.

Reference 3 - 2.84% Coverage

Louis Tapardjuk – How come the cleaners and cooks were from Iqaluit? Would it be better if we spoke to QC?

BL – We have spoken to QC about hiring issues. However, sometimes to get cooks you have to hire them from Iqaluit.

MZ – Out of the HEOs we hired from Pond Inlet, one of them moved to Iqaluit. Sometimes people move around. One employee was hired from a different community ever year he applied because he moved around. We are a small company. We have no revenue and have to raise money. We believe we are very good at hiring from northern communities. Sometimes people that have been hired from the communities quit, as they don't want to be away from home.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 1 reference coded [2.78% Coverage]

Reference 1 - 2.78% Coverage

Q5 (Hon. Tapardjuk) - Do you know how many Inuit beneficiaries will be there?

Mr. Chubb - We're working on training…..Our goal is to hire as many people from North Baffin as we can. There are many opportunities that come with a mining development at Mary River, so the more people that we can employ the better.

Q5 (Hon. Tapardjuk) - I just want to understand I don't mind that. But the Inuit need to understand fully. There are many people here that think many jobs will be created, but it isn't true. Many people want the mine to minimize the social assistance. There will be 275 plus 175 people Inuit and Qaullanut working at Steensby. On radio, if you don't like it, there will be many people on income support. People are saying better to go on the east side of the island. You think that just because they said the east side is better that they agreed to that?

Mr. Chubb – Perhaps I'll try to answer your first question regarding the number of jobs. We will have 275 and 175 pp working at Mary River and Steensby. That's the number of workers on-site at any given time, and most will be there only half of the time, so there are more jobs on the ground at Mary River than there is at camps. For every job at the mine there are opportunities in business in spin off jobs. Those are some of the direct opportunities that come from work at the project, and there are many other things that come with the project.

To answer your question on the routing, yes, we believe we've heard there is a preference for the eastern route should the ships go through Foxe Basin. We've explained that for the Mary river project to work the port needs to be at Steensby. But we haven't obtained any approvals yet. We have submitted a proposal for a project, and that proposal needs to be reviewed and we need to continue to talk to the community.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 1 reference coded [0.46% Coverage]

Reference 1 - 0.46% Coverage

Q8 [Ms. Wendy Immarutuq] – You will be providing employment to 3 communities?

Mr. Chubb – No, 6 communities.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting Aug 16 10 Notes_revised> - § 2 references coded [9.36% Coverage]

Reference 1 - 3.77% Coverage

Q2 – Louis Taparjuk – MLA Igloolik and Hall Beach – How many people are working at your site from Igloolik.
A – There were approximately 10 – 12 people from Igloolik working at the site this summer.

Reference 2 - 5.59% Coverage

Q10 – How many jobs will be available to Igloolik if the mine is built?
A – It is impossible to say at this point in time as the potential number of people working at Mary River is dependent on the skills and interest that people from Igloolik have. This would be the same for every community.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 1 reference coded [8.09% Coverage]

Reference 1 - 8.09% Coverage

Councilor Little - The only other issues – you're going to be employing a lot of people and you're going to have a jet strip. You're going to be held to the fire to hire a certain number of Inuit people. Is there going to be a target? And over the next 20 years, you have an idea of the return on investment? What do you anticipate what will come to Nunavut through royalties and wages?

Mr. Chubb – Perhaps I can talk about employment and Rod can discus economics. Difficult to predict the future targets and feet to the fire – it's been done in other projects. We'd like to look at it differently – we want to employ as many people as possible, transferable skills, business opportunities. It is a benefit to the communities, Nunavut, and to us as well. If we can bring people to the mine site who are local to the project, it saves us money and improves our project.

Mr. Cooper – In the area of training, we've run several training programs and continue – our philosophy being training is more effective if we bring it north. We're in the process of discussing a joint venture with Qikiqtaaluk Corporation, QIA and Kakivak and our goal is to train 200 Beneficiaries over the next 3 years so that we can have them involved in construction, and not have to ask them to wait for construction. We've been hiring from the communities, Iqaluit is #2 with the majority coming from Pond Inlet. Last year we employed 190 Beneficiaries and this is a start. People from Iqaluit will also be part of the training.

In terms of total benefits, we haven't released to the public total numbers, but you can see our press release. In general terms, we are taxable by the federal government. There are issues with how much and how that money returns. Other ways to Nunavut is through taxation and taxation on the import of fuel. In addition, there is a mineral royalty payable on Deposit No. 1 payable to the federal government and it reverts to NTI: 14% of the net profits. Another important mechanism is the IIBA which will be the basis of monies flowing direct and indirect to Inuit. Direct includes payment on gravel, water, etc.; payments to businesses. Beyond the direct purchases, there are many indirect economic multipliers through jobs, etc. This is a large enough project – we hear federal government transfers $1 billion each year to Nunavut. Our project will represent a significant portion of the annual transfer payments.. …it will be measured in 100s of millions of dollars annually.

<Documents\Public Consultation\Kimmirut\Kimmirut Public - April 26, 2010> - § 1 reference coded [6.38% Coverage]

Reference 1 - 6.38% Coverage

Q4 – Tommy – We know for a fact that it could have an impact on wildlife, and birds. And there is a possibility for a negative impact, and also I feel that people from Kimmirut must be allowed to work at Mary River, for reasons that wildlife will be impacted in the seas of the Kimmirut people. For example, if the wildlife should dissipate from the proposed route of the ore carrier, chances are that the hunters may have to go out further in the sea. If that should become a reality, there will be need for compensation.

Matthew – There were two questions – one with regard to employment and another regarding compensation. Employment will be covered within the IIBA, and so will wildlife compensation. Baffinland fully anticipates people from Kimmirut working on-site. The specifics of those are part of the IIBA.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 1 reference coded [1.13% Coverage]

Reference 1 - 1.13% Coverage

Levi Barnabas – We have asked Baffinland to look into the employment opportunities that will be available to the communities.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 1 reference coded [7.59% Coverage]

Reference 1 - 7.59% Coverage

Mike: Distributed letter and provided update on project. There were many issues from last meeting due to communication and the fact that there has not been enough communication. In regards to drilling, the exploration drilling will start when the water is running. Regarding hiring, as of May 17, 2007 there was 39 NLCA beneficiaries at the site, 23 are from Pond Inlet, 12 from Iqaluit and 4 from other communities.

The Breakdown is as follow:

Supervisors	-	3
H.E. Merchandising	-	2
H.E. Operations	-	7
Filed Technicians	-	12
Bear Monitors	-	9
Cooks	-	2
Plumber	-	1
Carpenters	-	2
Electrician	-	1
Apprentice	-	1 (Person from Pond Inlet taking electrician apprentice)

All of the above employees were hired by the Qikiqtaaluk Corporation (QC), however this is not a permanent situation. This is due to the tremendous amounts of bulk sampling over the next fifteen (15) to eighteen (18) months. There will be a return to a smaller exploration program afterwards, similar to May 2006.

Regarding employment during the bulk sample, there are a few points to make:

- Large sample but not a mine
- BIM is a small company; and exploration is a temporary activity
- Employment for full-scale mine will be directly with Baffinland

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 4 references coded [8.07% Coverage]

Reference 1 - 1.73% Coverage

Q – What is going on with the Diamond Drill program this summer and how many people from Pond Inlet will work there?
A – We will only open one Camp as we will only operate one drill on Deposit #3. There will only be approximately 20 people on Site, per rotation. There will be employment opportunities for approximately 15 to 20 Land Claims beneficiaries. QL has been instructed to hire from Pond Inlet and Igloolik.

Reference 2 - 1.94% Coverage

Q – Mittamatalik is the closest Community to Mary River, why are there no people from Pond Inlet to ensure the land is protected?
A – Through the winter we have not conducted any work outside of snow removal, inspections and maintenance. We are submitting all regulatory inspections to the Government agencies as required by our permits. As we start the diamond drill program, this summer, we will have a limited number of people from Pond Inlet working at the Site.

Reference 3 - 2.82% Coverage

Q – We want to see more people from Pond Inlet working , not just as truck drivers and laborers. Not all the outside Contractor's hired Land Claims Beneficiaries.
A – We want to employee Inuit in more than laborer and truck driver positions. We are just beginning our training for the Construction phase. We have also discussed with our Contractors about forming Joint Ventures with the QIA and QC. Our Heavy Equipment program will offer the candidates the opportunity to get practical hands-on experience by operating the equipment under working conditions.
Pond Inlet had the second largest workforce at Site, this past summer, averaging approximately 50 people per month .

Reference 4 - 1.58% Coverage

Q – Unemployment in the high Arctic is very high. Will you hire from places like Pond Inlet , as it will be cheaper than bringing people fro down south.
A – We agree with you and our focus is to hire and train Inuit from the five Communities in which we have offices. Last year 40 % of our workforce was Inuit . Pond Inlet averaged approximately 50 people per month at the Site.

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 1 reference coded [1.08% Coverage]

Reference 1 - 1.08% Coverage

Paul Suvega (EDT) asked how many people are benefiting from the project…So far 176 (local?) people are employed. This will increase if they go underground, and they are therefore starting to train up for the underground phase. Rhoda K noted there are more benefits than direct employment — not only staff, but also training + business benefits.

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 1 reference coded [4.73% Coverage]

Reference 1 - 4.73% Coverage

Grigor Hope asked what the majority of jobs will be doing during the bulk sampling, and what percentages might be hired locally. Rod Cooper responded that training positions are planned to give exposure to different jobs – various jobs on site and in camp itself, as well as the overland hauling. Rod Cooper added that Baffinland currently employs 34 persons from the community at Mary River, and for the bulk sampling they hope to draw more from Pond Inlet, as well as Arctic Bay and Igloolik. He said he can't predict

numbers, but he wants to establish a system to draw locally. The peak number could be as high as 90 in addition to up to 40 trainees. This is in addition to the existing jobs at Mary River to continue exploration activities.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet - April 23, 2010> - § 1 reference coded [14.43% Coverage]

Reference 1 - 14.43% Coverage

Colin – Any estimate of employment levels?

Dave – Somewhere between 16 and 24 people for Pond Inlet. Our commitment for hiring includes all of North Baffin, so that is what we are targeting for Pond Inlet.

Bill – Long term, if we submit the EIS at the end of this year, we'll have 6 months of review time, then submit the final EIS. We hope to finish the process at the end of 2012, which would allow us to mobilize equipment in 2013 and start construction, which will be 3-4 years. So production could start as early as 2017. But as you know we've been looking for a partner, and we're still in discussions with a few companies right now. We're starting with term sheets – this is what we need from you. The other company sends a term sheet. So things are moderately advanced, but it is hard to say how it will go.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 1 reference coded [6.35% Coverage]

Reference 1 - 6.35% Coverage

Jayko – In 2003, Baffinland first came here to discuss the proposal. Then later on it became evident that you have a link with Pond Inlet. And unfortunately at this time the Hamlet was unfortunately disrupted by the previous HTO. We'd like Baffinland to start frequenting Pond more often. We understand that IOL is managed by QIA you still must have a close working relationship with Pond Inlet. Contracts must remain with Pond Inlet. Once Baffinland started working with QIA Pond lost most contracts. Contracts should be given back to Pond Inlet. The original plan was to use Milne Inlet to ship ore. Since then we've been advised that Milne was not usable so you changed to Steensby and you forgot about us. The HTO will get a contract to do Polar Bear monitoring but that also disappeared. This was very helpful to the HTO – the young people had jobs. We need to be used more. It is our land. We had thought we'd have economic growth in Pond Inlet but once you started working with QIA the benefits disappeared. In the fall when we learned of an agreement that hurt us. The HTO must be given the opportunity for additional contracts.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Open House Aug 18 2010> - § 1 reference coded [7.57% Coverage]

Reference 1 - 7.57% Coverage

Q4 – How many people are there working at Mary River from the Communities?
A – Qav – About 10 from Pond Inlet.
Nick – About 12 from Igloolik.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 2 references coded [8.92% Coverage]

Reference 1 - 1.77% Coverage

Jayko – Thank you. This is indeed a concern to us. I will make an addition to what I said this afternoon at our meeting. On the employment side at Mary River – QL and Nuna Logistics (Nunasi Corporation). Need to equalize employment among the communities. I think we should be aware of the situation, and it would be best for you to offer jobs to other communities other then to QL. Other communities should be looking after the employment side of other communities. Pond Inlet could take care of that. We have also designated Mary River as part of Inuit owned land. I think that it might be best to give employment to other communities rather than concentrating on Iqaluit.

Reference 2 - 7.15% Coverage

Q7 - David Q – There are two new faces from Baffinland. In 2005 when we went to site, and they were flying in drums of fuel. We had our first meeting in 2005. Apparently Baffinland was writing letters. At that time, Mike Z said there would be contracts for logistics, and jobs. The co-op got a foodmail and logistics contract. At that time, he didn't even ask the community if they wanted the exploration to go ahead, but it didn't seem like we have a choice. Then Baffinland decided to do a bulk sample program. And we were trying to negotiate a IIBA. They wanted to do the bulk sample without an IIBA. Then they gave a contract to the Qikiqtaaluk Corporation. Then the Inuit were against them building the road up the mountain in the winter, and they did it anyway. The tote road was washing away. Baffinland doesn't listen to us, when we say not to do this or that. They could have used the money other ways. You're talking about one ship every two days. We're lucky enough to watch Discovery Channel, and we see these ships with

a humungous anchor which disturbs the animals on the sea. These things have to be put into consideration. The environmental statement schedule for your project to be approved and accepted by Inuit – seems like a crazy schedule considering what has happened.

Bill - With respect to the EA schedule, the project evolves as we go on, so the plans from 2005 have changed as of 2010. But two things have been taken in account. We are bringing equipment and materials into Milne Inlet during construction. Bringing equipment to build the mine, and to build the railway from both sides. I think that has been pretty consistent that Milne Inlet and the roads will be used.

With respect to the large size of the ship, and the need when ships come to port, the lines that will be used to potentially anchor – that is why we've been studying the seabed and fortunately the seabed is relatively barren in that area. With respect to changes in the company and incidents in the past, I think there are a couple of things to take into account. These sessions are very important. We take these issues, and think of other ways to explain the project. George did a good job explaining the results of these meetings. When we go back to Cape Dorset, hopefully we have either a response to their concerns or a change. Most important is safety. That's why we are going back to the ship designer to see what can be done to address the concerns. Shipping in the north is starting to become more prevalent. George mentioned Raglan where shipping occurs. Another project that started 7 years is the Voisey's Bay. Every time a project starts up they are a chance to learn, and we can design our project better.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 2 references coded [11.83% Coverage]

Reference 1 - 3.78% Coverage

Apitak Innurak – What will be the expected ratio of Inuit workers at site? Will the communities have access to medical services on site? Question for QIA – If we don't support the proposal and we cannot mitigate the impacts, can we create a moratorium on the Project? Say, for 50 or 100 years? Or until we find someone who can develop the Project, or have Inuit develop their own mine?

MZ – We were going to have targets, but we still have to determine what those will be. During the past few years we have been around 30% Inuit employment on site and we would like to improve on that. [Described future employment needs at Mary River]. The medical services offered at site will be a fairly small operation. Pond Inlet will probably have better services and doctors than we will at site.

Levi Barnabas – The QIA will need to look into that last matter.

Reference 2 - 8.05% Coverage

Caleb Sangoya – All boats irrespective of their size have a depth finder. All animals don't like those because they make a sound. They make a sound like the seismic testing. The whales flee from ice breakers in Lancaster Sound. It seems like every time you guys come in there is a slightly different presentation. You first told us you would be buying supplies from the Co-op for the exploration phase and make use of local businesses, and that the majority of Inuit employment would come from Pond Inlet. After this, the majority of contracts were moved to QC in Iqaluit. You changed our previous agreement after 8 months. The supply and labour contracts were moved to Iqaluit. When you make another presentation we would like know about the impacts of Mary River. We are already seeing impacts. The caribou and narwhal have moved away. We've already seen impacts in this six year period. I don't want to see impacts to the wildlife.

MZ – We're still using the Co-op to purchase our food; this has been going on since 2004. About 55% of the beneficiaries working on site were from Pond Inlet. We employed through the Co-op from 2004-2006. After this, we moved hiring to QL. As we move forward, Baffinland will be hiring directly. We will do this as soon as we can. [Comments missed]. We believe people are talking about impacts that might not exist. I understand your statements and I'm not sure if they're true; we'll have to see about this moving forward. Please remember there has also been a lot of harvesting going on in Pond Inlet. We only have 65 people that work on site right now; we've been right around 30% Inuit employment. The ships use charts. They do not use active sonar; they use passive measures. The ships (measure bathymetry) mainly use MRI, or, magnetic imaging. There is no pinging involved.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 2 references coded [1.99% Coverage]

Reference 1 - 0.96% Coverage

Mr. Merkosak - Just to add, these 200 trainees there are 6 communities [listed] and looking at the five communities, Pond Inlet would need 30-40 people. Most would probably come from Iqaluit. We feel that we own Mary River, so we are all eager to hunt, I try to hire people but it is hard to hire them. If you look at the males, if they get a chance, they go out hunting. They buy a snowmobile,

gas and so on. To meet your target of trainees, have you considered training females? I run a construction business, and that was my biggest problem was to try to hire men. [applause]

Reference 2 - 1.04% Coverage

Q16 – Those big items the iron being shipped – it's a good quality iron – so whenever you have community meetings you have serious matters you are discussing. When you talk about the equipment, you mention them and seem to be very good. But when you spill, you don't clean up right away, so you need to be very serious when you are damaging the environment to mitigate it right away. And also there were 200 training jobs in Mary River, so I was thinking that each community should have 200 training positions, and there could be a training centre so our young people will have more jobs.

Mr. Chubb – thank you very much.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 2 references coded [9.07% Coverage]

Reference 1 - 0.32% Coverage

9. Maximize the number of employees that you hire from Baffin Island

Reference 2 - 8.75% Coverage

Israel Mablick – It is my understanding that at the start the Co-op had the logistics and HR contract, but now you are using QC because you say you want to hire more people, but only a 40% local hire. Lots of people in Pond Inlet are unemployed, so why don't you have more people from Pond Inlet employed?
My other question is, you said "If there is an impact, there will be compensation" There are already impacts on marine mammals. There are less narwhals observed by hunters, so where is the compensation?

MZ - we only had one ship last year – do you really think that we are the one that made the impact?

Israel Mablick – The ship that was broken down scared off the animals, so there is an impact already. Where is the compensation?

MZ – YOU are telling us that there is an impact. Does the harvest data reflect this? There were 9 ships last year.

Israel Mablick – 2 cruise ships went down Milne Inlet. They were there for 1-2 hours. The ship that was broken down was there longer than that. The crew on the ship scared them off.

MZ - This is the first time that I'm hearing this. I need to see the figures.

Israel Mablick – You're meeting with Jayko, you'll see.

MZ – So…. Based on only one year….

Israel Mablick – You aren't answering the question. I notice that you keep trying to change the subject.

MZ - I'm not trying to do this. Can you tell me exactly wheat the impact is?

Israel Mablick – A lot less harvest of narwhal. You still haven't answered my second question about stopping the contract with the Co-op [quotes figures regarding number of Inuit employees].

MZ – You think this is a low number? [quotes hiring stats from other projects] This is an exceptional number compared to other projects in the NWT and Nunavut.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 3 references coded [1.43% Coverage]

Reference 1 - 0.40% Coverage

Question: Levi Barnabas/Arctic Bay – Can you say how many will be in Management positions, how many in total? Probably only 15% of locals were hired at Nanisivik Mine, even though they had a 60% target. Promises were made but did not happen. Will we have a coordinator or liaison between management and the Inuit workforce?

MTP: The difference is we have to put everything in writing. You could tell QIA if our commitments were not adhered to. We can't say what percentage will be hired. I don't know what's been discussed at the IIBA meetings, where this is being negotiated. We currently sit at 20 – 30% employment at site now, but this is currently a small project. Last year we ran a training program for drill helpers and heavy equipment operators. We feel it was successful and needs to be expanded into other areas.

Reference 2 - 0.76% Coverage

Levi//Arctic Bay - We haven't given anything in writing to the mining company. When they are not written in letter form they will not be acted upon. There are forms that can be filled out and they be seen. Speak whenever you feel you have to speak and what you say will be documented by NIRB. I am well aware there will be work for our youth. You are still using our land. For my children and grandchildren, some will see all the animals will be impacted. The land and sea mammals will all be impacted from this mining. For this reason we want this documented, as white man says it is not written in stone [meaning unclear]. It is in our brain and memory even if it is not written, like caribou migrations for example. There is nothing written about it but I believe it will happen. When we ask if you can stop your trains when migration is happening and stock pile your ore, please clarify and speak up while in the meeting. We have seen how Nanisivik went. Inuit employment was promised to be 60%. They never made it. There was a requirement to get training and certifications, but they only made it to 5%. For that reason we were left behind. Opinions were not written down during the meetings. Nanisivik was going to leave the site without a clean up and the Americans left tailings and contaminants. We want to be informed of potential dangers. We can work together if we are aware of these. It is not right if we are only hearing the positive side of things. For that reason, let's work together. If there are potential negative impacts please mention them.

Reference 3 - 0.26% Coverage

Question: Levi Barnabas/Arctic Bay – I would like to get a copy of the shipping route. [Comments missed]. Most ships have a pilot that boards a ship while coming into ports. Will you allow community members to be pilots?

Tim Keane – Worldwide, pilots require a master's license. That is, they have to be the captain of a ship. There are opportunities for people to be observers on ships. In this case, our pilots would be in charge. However, there would be opportunities for observers to contribute their knowledge while on board.

EMPLOYMENT - JOB SITE ISSUES

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet Council - September 24, 2007> - § 1 reference coded [24.55% Coverage]

Reference 1 - 24.55% Coverage

Question: I was employed at Nanisivik as a janitor/housekeeper. Nanisivik benefited the community by training people. If employees didn't behave properly such as being late for work 3X they were suspended from work but were able to come back to work. If an employee misbehaves would they still be allowed to come back to work?

Len: In cases were the employee was in serious violation of rules we would return them to the community but with the possibility of that they could come back. The only exception is using drugs and alcohol in which case they will not be allowed back. For other cases there is a possibility they would be allowed back.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 4 references coded [6.16% Coverage]

Reference 1 - 0.75% Coverage

Q10 - And also now, some staff members get fired because of lack of communication or if there is an incident at the work site. because lack of supervision is why some staff quit there jobs. It creates inattention in the workplace. Will you have place to report concern at the work site?

Mr. Kutchaw – There will be policies in place where a worker can take his concern to his supervisor.

Reference 2 - 0.53% Coverage

Q10 - You have no appointed person in the community that tells workers. Id rather have someone in the community now, so they know when they are working.

Mr. Kutchaw – It's too bad Rosemary has left the meeting sick, but it is an issue we are aware of and we are working on.

Reference 3 - 0.64% Coverage

Q10 – Is it going to be multi-year mining? In an accident, let's say, in terms of insurance. In an accident, will they be covered under insurance for life insurance?

Mr. Kutchaw – Yes, we will have a benefit plan in place. Injuries on the job will be covered under workers compensation but there will also be life insurance.

Reference 4 - 4.24% Coverage

Q14 (elder woman) – I will try to say my concern. What I am looking at seems impossible to change and that it is already to go, even if we object or oppose to the plan. From the Nanisivik experience I'll try to explain my side of my concern. Land has been destroyed by exploration and mining companies, and Nanisivik is an example. It is an underground mine and loaded with buildings and materials dumped inside the ground. It is hard to accept that, and they say the tailings pond will never freeze – they say it is cleaned now, but we know because. Knowing something after the fact. The prices in the store in Arctic Bay are very high. That's how concerned we are. We try to say that will the animals be in a safe place, because we eat the animals and food costs a lot in the store and if you destroy our animals we are afraid of that. You have options to choose the cheapest food but here we are not given the choice. Can you guarantee that the animals will be preserved and protected? If possible, let's say if there is disruption of marine mammals and birds, what will happen let's say if there is evidence that the animals have disappeared. Can you give us replacement food to eat? Because we tried to tell you the real concerns we have. Also, we had a problem with Nanisivik before. The adults with children were separating due to alcohol abuse and there were injuries during alcohol related and we were witnessing and the company was asking us for input and most of the people said we don't want alcohol in Nanisivik but they didn't keep their promise. So they became a mining town, and after that experience, we want the companies to respect the wishes of the Inuit to have no alcohol to the work place. I have no knowledge of alcohol. Will alcohol and drugs be allowed at the mine site? Also, if the animals are damaged in some way, will there be compensation?

Mr. Chubb - The first question was with respect to drugs and alcohol on site. Baffinland has a zero tolerance policy. Alcohol and drugs are not allowed onsite. If there are impacts to wildlife in the way that you described, there are requirements for compensation as a result. How that exactly will work will form part of the IIBA.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 1 reference coded [3.51% Coverage]

Reference 1 - 3.51% Coverage

Q11 (Elder woman from Q6) – I had a husband who worked for Nanisivik for 20 years, from the beginning. My husband's companion fell through thin ice and damaged his lungs, while saving a prospector's life pulling him to shore. There was another incident when one of the large doors at the mine site was loose and the big door feel on him and he broke 6 ribs. Because of these incidents he suffered personally, with no workers compensation. Will you provide worker's compensation in case of accidents?

Mr. Len Kutchaw – Yes, we are required to have worker's compensation in Nunavut.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - December 4, 2010> - § 1 reference coded [23.55% Coverage]

Reference 1 - 23.55% Coverage

Q – There are some not very nice questions that we have left. We have heard that those who were employed from Kimmirut and Iqaluit - there have been a few employed from this community as well – that the company is requesting employees only from the northern communities. It has been said that employees from the southern communities are too expensive. South Baffin employees have said they feel unwelcome. Due to this, they have returned home. They are human like everyone else; they have feelings and can get hurt. They want to work like everyone else. If you're going to be treating employees differently should this mine even open? This will have to change.

GM – Thank you for your comments. I'm going to talk a little bit about the communities that we include and then I will let Brian Larson speak about working at site. We have five communities in the North Baffin that are closest to the Project. Because of the shipping route location of course Cape Dorset and Kimmirut are also important. Those seven communities are what we consider our affected communities; these are the communities we will focus on. This is a big project and there will be many, many jobs required. Frankly, we feel there might not even be enough people available to fill the jobs we need filled. We're going to be looking for people who are able to come and work at the site and perform the jobs we need performed. We will help them gain experience to do the jobs they need to. We will certainly not discriminate against anyone.

Brian Larson – I started in April 2007 and I will say we have had very few people from Cape Dorset and Kimmirut on site. Most have come from Pond Inlet, Igloolik, Hall Beach, Clyde River and Arctic Bay. Our workforce is hired through *Qikiqtaaluk Logistics*. When this mine is being built we are going to be short a lot of people. I think it is a great opportunity for people throughout Baffin Island to work. It is very important for us to have people work safely. We had nearly 587 days without a lost time injury. We treat people with respect no matter where they are from. I treat people the way I would like to be treated. No one is discriminated against. In 2009 employment levels were low; we had only 40 people on site. This last summer we had over 100; it is starting to pick up again. During construction that number may raise to 1500 workers on site. Plumbers, carpenters, cleaners, and cooks will be needed as will those who do work on safety and the environment. [Comments missed]. There is going to be a lot of opportunity.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 2 references coded [7.08% Coverage]

Reference 1 - 1.40% Coverage

Community Speaker 2 – Also, I've seen very good employees working and other workers talking behind his back and he quits. Losing good employees, lots of time is lost. It's very good that Clyde River is included in the project, but I want communication to work better than other mines we've seen.

Reference 2 - 5.67% Coverage

Community Speaker 9 – Welcome to Clyde River. I'll be working with you in the future hopefully, if you don't think I am too old! In the last year I've been working with southern people. I understand how it works, we have different ways and we can't connect. I know that before we couldn't work together as a team, hopefully we can work together well in the future. "Mine" means "mine" as in ownership. People have been hunting there for a while and this won't be possible with a mine operating. Even those things will

happen. I know it [the project] will go ahead – nothing will stop it. We like country food – will workers have access to country food? We eat it all the time.

Mr. Cooper – One of the greatest challenges is to make Inuit feel comfortable working at the mine. We started serving country food this year and it is appreciated. By hiring QC this year we have supervisors who are Inuk and they have morning meetings in Inuktitut. We are trying to make the workplace friendlier to Inuit. One other program we are working with Qikiqtaaluk Corporation on is a cultural orientation program, so people from the south understand the culture and are able to work more effectively with you.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting Aug 17 2010> - § 1 reference coded [23.34% Coverage]

Reference 1 - 23.34% Coverage

Q4 – Comment – My son worked at Mary River and he said that people from other communities "ganged-up" on him and made him feel bad. I don't like that.
A – Please tell your son to bring this up with a manager at site if this happens again. I will also make sure that our managers are aware of this happening.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting Aug 16 10 Notes_revised> - § 1 reference coded [6.31% Coverage]

Reference 1 - 6.31% Coverage

Q7 – Lemmiky – Mary River is a really good place to work, but sometimes the Company is slow to pay us, which is not a very good feeling.
A – If you get paid by cheque it is likely because the cheque takes a while to get here. Perhaps you could consider setting up a direct deposit so that the money was in your bank account faster.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - April 2, 2008> - § 3 references coded [10.89% Coverage]

Reference 1 - 4.38% Coverage

Q7 (Inuk woman from before) – Inuit and also women have a traditional role and can be very skilled. The problem is Inuit are traditionally not proud of themselves. What they can do – they are not traditionally boasting about themselves. There needs to be some kind of employment counselor to recruit Inuit woman. They need to see an Inuit leader in the company to provide guidance to Inuit woman. They won't tell you they can do this or that – you have to ask if you can do this and that. I think it would be a good idea for a role model for women to look at and see, he or she is Inuit and is in leadership. When they can have a role model, either way they can see that Inuit are able to do the leadership role, too.

What I am trying to say that sometimes Inuit and Qallunaat get misinterpretation. Someone can be the communicator between Inuit and Qallunaat. Us Inuit women – I am an elder – and on my resume – maybe I can say just a few words that I can do more. Us Inuit can't say "I can do that; I know I can do it". We don't do that. That's what I am trying to say. We need a communicator between Inuit and Qallunaat. Thank you.

Mr. Cooper – We couldn't agree with you more. We've been trying several things over the last 1.5 to 2 years. We've established CLO offices staffed by local people. We now have five translators, Mishak being one. That's one bridge. Another thing we've done with Qikiqtaaluk Logistics is ask them to provide front-line supervisors, and they struggled with this a bit but have been successful in finding us Inuit supervisors. The Inuit supervisors will meet the night before to discuss the next day's plans, and the next morning the workers have the option to speak and get instruction in either language. We have 5 CLO's translating, and are getting more translated materials at site all the time. Those are some of the early steps we are taking.

Reference 2 - 4.34% Coverage

Q8 (Elder Inuk man) – [Translated in 3rd person] He is sorry there are no other Inuit showing up tonight because it is a very important project. He supports women in the workforce. He would agree once a month for the minister to be onsite. You're not operational yet – you're in the exploration phase. There should be more meetings on this, to inform the community more, especially the Iqaluit area. I heard people getting fired in Mary River who got into alcohol and drugs and he wants those people to be fired – he supports the zero tolerance policy. A couple of things. Regarding archaeology, you won't see things inland; it is more along the coast you'll see sod houses. There may be footprints and tent rings inland but don't worry too much about that. Also, there is a good quality soapstone at Mary River so one of the benefits you can talk about is helping to provide the artists in the communities soapstone. Also there are alcohol and drugs being brought from the south and there are some people who are hiding those, so he doesn't want the worksite to have any alcohol or drugs on site and those people onsite are welcome to get drunk onsite instead. I

appreciate the income from mining – it is already having a positive impact on people. Another thing, he owns Baffin Island because he was born here, but he welcomes anyone no matter what race and we need to shake that race off and work as people, and he feels you are tired but he is anxious to keep going now.

Mr. Chubb – Those are all good points. With respect to soapstone, perhaps there is a question we can answer. There is Mary River soapstone in the area, and it has been discussed. One of the questions was whether or not the project will have an affect – no. Also is there an opportunity for increased access for soapstone. We've raised it as a point of discussion with QIA in terms of the IIBA.

Reference 3 - 2.18% Coverage

Q5 (Woman) – I have another wildlife question – I don't know what your policy is to allow people to hunt while they are there. You have two classes of workers – Inuit and non-Inuit. In some otherwise, there have been non-aboriginal miners and the impact they have. Sometimes you want to be able to have as much as possible a harmonious environment but sometimes you have to be quite careful in the policies you develop. I don't know if there is any harvesting – this is one way they can relieve angst. How you're coming proposes to address it or does address it.

Mr. Chubb – We are not allowing people to harvest while working. I am not sure if anyone would have the time or energy while working. We are working in an area of traditional land use and on people's time off people from the communities come and hunt and they will continue to do so and we support that activity. While at site and working it is our policy not to allow it.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 1 reference coded [4.04% Coverage]

Reference 1 - 4.04% Coverage

Q – Why is it that Management at Mary River is disrespectful of Inuit ? One of the Company manager's named Roland is afraid to come to Pond Inlet because of the way he treated us, he called us " Meat Heads ". Manager Kevin was also disrespectful of Inuit, calling us stupid. I hope the Project is stopped.
A – I am sorry that you experienced this type of behavior. If Mary River is going to be a success then we, Baffinland , need to demonstrate our respect for the Inuit people and their land.
Our Company policy on Harassment and Discrimination states that employees who break the rules can and will be terminated. We have removed " Southerner's " who broke this rule.
Due to the financial constraints within the Company, we were forced to conduct layoffs in January, of this year. Roland and Kevin were both affected by this layoff.
I am disappointed that you want the Project to stop. There are great benefits to the people in Pond Inlet and in the Baffin Region.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - Sept 20, 2007> - § 2 references coded [10.36% Coverage]

Reference 1 - 4.43% Coverage

- How is the camp being established? Has heard it is a prejudiced work area

Reference 2 - 5.93% Coverage

- Too many chiefs/ supervisors resulting in people quitting. Is there a way to minimize supervisors?

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 2 references coded [2.61% Coverage]

Reference 1 - 1.12% Coverage

Mr. Qamaniq – Second last question [English] – we are able to communicate through internet, and I received an email today in English. From Jennifer Arnold, works for Nuna Logistics in Yellowknife. Paraphrased [in English]:

We hear that when supervisors from the south are treating Inuit like slaves. Everyone needs to be treated equally…. Southerners just relaxing and getting Inuit to do multiple jobs. I believe everyone needs to follow their job descriptions…. People need to be treated equal….

Mr. Kutchaw – I would like to talk to you about it – we will certainly look back on it and report back to the community. I would ask if we can give the interpreter a break.

Reference 2 - 1.49% Coverage

Q12 – I want to clarify – I work for Qikiqtaaluk Logistics – I was released from Nuna Logistics and Nuna should be watched because they abuse their staff and don't treat equally. Workers under Nuna are treated very badly in terms of getting them to work in menial jobs. They say there will be heavy equipment training and the last training I had to go and told my supervisor and on that day I was told to go in Ontario to leave January 3 and I agreed. I told the supervisor at Nuna and I kept that date but was told I quit the job. They should be advised - I believe if they will continue to do that another company should take over because if they don't treat their employees in a fair manner, we want to do it in a good way but they are not treating us fairly.

Mr. Kutchaw – Thank you for your comment and I would like to talk to you after this meeting to get more details, and take it from there.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 1 reference coded [3.67% Coverage]

Reference 1 - 3.67% Coverage

Q2 – Based on personal experience, when I submitted a resume in June I expected to be hired as an electrician. Since then I have been on one 2-week rotation. I am not working currently – no one has contacted me and my understanding is currently four electricians from the south are working at site. I want to know why that is.

Mr. Len Kutchaw – I will try to answer the question. To hire people previously the company used the co-op, not they are using Qikiqtaaluk Corporation (QC) and they have collected a lot of applications, for trades, operators, etc. The decision of who goes to site is controlled by QC. In the particular case that Tim raised, he talked to him earlier in the day and I am going to site tomorrow and will look into it. Until then, I can't comment much further.

EMPLOYMENT - LAYOFFS

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 1 reference coded [7.26% Coverage]

Reference 1 - 7.26% Coverage

Vice-Chair – Thank you for coming. We thought Baffinland had abandoned when we lost our CLO. There is no communication between Arctic Bay and Mary River, which is important given that we hunt close to Mary River. For that specific reason it is important for us to know what is going on in Mary River. It seemed like we were abandoned, especially the HTO members. It is not the first time it happened. It is important to come to the community and tell us the decisions that you have made. We have suggested and you agreed to have us come to the community each year, but it hasn't happened. Again, it is essential to have a dialogue with this community, and to be informed on what is happening in Mary River. And employment from Arctic Bay was halted. So therefore we suggest to you that the CLO be re-activated. We've been getting information from Pond Inlet. This matter is important and needs to be dealt with urgently.

Matthew – We'd have to further discuss the options around the CLO, but due to the fact that last year was just a one-drill exploration program, and staffing was cut here, although with 13 other positions. We will work on a better communication system.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 1 reference coded [3.88% Coverage]

Reference 1 - 3.88% Coverage

Levi – Does George want to mention of the employment?

George – The question – being laid off. When Mary River was starting out, there was a question earlier whether Baffinland hired on their own from down south, and using QIA's CLOs to look for people who can work. In the beginning we didn't, but after a while, when Baffinland lost the funding, after the bulk sample, there were a lot of people who were laid off, and the QIA were carrying from and trying to… the administration of the QIA wasn't running smoothly in the beginning, but they learned that. The first question they asked – where would the iron go. You can see now that it is going to be delivered overseas to Rotterdam. I want to mention this, because we want to hear from not only the Inuit lost employment. Same with Nanisivik, they brought in planes of workers from down south. Baffinland will be different – Inuit will be more involved. I want to hear Baffinland offering these jobs to the Inuit. Skilled jobs will be offered to the Inuit. So in that agreement, we will iron out those details on employment and training. We are trying to do better, because we've already learned from the contracts we have with our corporations, so we have a better idea now of how to do the contracts. When Nanisivik was starting out we didn't have our NLCA. Now they have to follow the NLCA. As QIA we will be talking on your behalf.

[Applaud]

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 1 reference coded [4.01% Coverage]

Reference 1 - 4.01% Coverage

Kik Shappa – I used to work at Mary River, until I was laid off. During my employment, there were two liaison officers. One working for Baffinland, one working for QIA. This was confusing. I would suggest that only one person be a coordinator for these jobs and travel logistics. Workers were sometimes given short notice. They were sometimes told they were going to work tomorrow, when they had plans to go hunting. They should have more notice. We didn't know what was happening when the CLO office closed down. This needs to be properly organized.

MZ – You're right, there were some difficulties with people given short notice. In some cases this was our fault. However, there were some cases where people gave us short notice and told us they were no longer going to work. 2 weeks in / 2 weeks out presents some challenges. It's not always easy on families. During the economic downturn, Baffinland was forced to make changes. We had to lay off 3 CLOs. We went from 30 employees to 20. As we move forward, we will start looking into hiring CLOs again. I also agree with you, that we need to improve communication.

Kik Shappa – Thanks for making me smile.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 1 reference coded [4.04% Coverage]

Reference 1 - 4.04% Coverage

Q – Previously, it was mentioned there would be jobs for the communities. As far as I know, only one person from Clyde River has been hired by Baffinland.

GM – Please remember that during the bulk sample we employed a large number of people because we needed to. There were a number of people from Clyde River employed at that time. Then we experienced the global economic downturn which forced us to have fewer people on staff. We have since hired more employees and will be looking to hire more people from the North Baffin and Cape Dorset and Kimmirut as the Project moves into construction and operations. We will be conducting training for these people as well.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [1.60% Coverage]

Reference 1 - 1.60% Coverage

Community Speaker 13 (an earlier speaker) – Will you need to lay off people when the price of iron ore drops?

Mr. Cooper – We will be in business for a long time. Even if the price drops, we expect to remain profitable and stay in business. We expect to be a low-cost producer. If the price drops too low, then maybe it could change.

<Documents\Public Consultation\Hall Beach\April 2009 Working Group Minutes - Hall Beach> - § 1 reference coded [3.27% Coverage]

Reference 1 - 3.27% Coverage

Eunice – So, the CLO office here will be closed?

Jason – It has temporarily been closed due to Baffinland's budget limitations. They are planning on re-opening the office once things pick up again.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 2 references coded [4.82% Coverage]

Reference 1 - 0.78% Coverage

Q – Are there going to be less employment because of the finances ?
A – Yes, at this time we can only afford to operate one drill and therefore all our other programs have been reduced.

Reference 2 - 4.04% Coverage

Q – Why is it that Management at Mary River is disrespectful of Inuit ? One of the Company manager's named Roland is afraid to come to Pond Inlet because of the way he treated us, he called us " Meat Heads ". Manager Kevin was also disrespectful of Inuit, calling us stupid. I hope the Project is stopped.
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<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 1 reference coded [3.67% Coverage]

Reference 1 - 3.67% Coverage

Q2 – Based on personal experience, when I submitted a resume in June I expected to be hired as an electrician. Since then I have been on one 2-week rotation. I am not working currently – no one has contacted me and my understanding is currently four electricians from the south are working at site. I want to know why that is.

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<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 1 reference coded [0.06% Coverage]

Reference 1 - 0.06% Coverage

Question: Koonoo/Arctic Bay – If iron ore prices drop, would we stop moving forward?

MTP: [Unrecorded comment].

EMPLOYMENT - MONITORS

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 1 reference coded [5.14% Coverage]

Reference 1 - 5.14% Coverage

HTO Member 3 - Looking at this island, it is all sandy gravel. There are polar bears there too. If you have a polar bear monitor working it would be beneficial for both of us. As environmental concerns, this should be concerned also. As Inuit, you need to monitor your area of interest in terms of security, because animals are not afraid of anything. And this island has walrus, so we need to monitor. So we need to monitor for environmental reasons.

Mr. Chubb – We agree these things need to be monitored. We use bear monitors right now for that reason.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [3.43% Coverage]

Reference 1 - 3.43% Coverage

Community Speaker 15 (another previous speaker) – When testing the soil and water, will you have Inuit involved in the testing?

Mr. Chubb – We have Inuit involved in lots of jobs, including monitoring. The person currently in charge of environmental monitoring is a beneficiary.

Community Speaker 15 – If environmental studies are conducted before the mine is built, problems could have been avoided.

Mr. Chubb – Baffinland has been conducting these studies on wildlife and with the communities for years. Mr. Cook can speak in more detail but we have Inuit involved.

Community Speaker 15 – It is better if Inuit are along with the scientist. If you were to work with local people like hunters it would be better.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 2 references coded [2.14% Coverage]

Reference 1 - 0.77% Coverage

Q20 – A small boat in Hall Beach was doing depth sounding, studying the oceans in Steensby Inlet. I am from Hall Beach and recently moved to Igloolik, but I regret why residents in Hall Beach or Igloolik weren't involved in the ship doing the study. Also, we used to worry about employment being created, because living on income support you get tired after a while, you need real employment. Also, Roche Bay area we heard they don't welcome hunters – I urge you, Baffinland, to welcome hunters into your mine site.

Reference 2 - 1.37% Coverage

Mr. Chubb - At the end of activity at the Mary River site, whether the end of the mine or for some reason Baffinland weren't to continue its work, there would be reclamation that would be undertaken. Certainly we've been listening to the comments tonight and the discussions we've been having. Perhaps I can go back to the comments of the previous speaker. In the work we do onsite we look to involve people in the programs. This year we used a ship from Igloolik to do some depth work, and there were many of the environmental programs that had local assistance from Igloolik and other places. The second question was with regard to hunters in the area and the work that we do. Baffinland of course understands and respects the use of the land and the hunting in the area, and we don't discourage that. The other point on that as well is that we've supported the annual community hunt from Pond Inlet as well.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 1 reference coded [1.17% Coverage]

Reference 1 - 1.17% Coverage

Q – Will you need Polar Bear monitors this year ?
A – No, as the there will be no diamond drilling on the rail line and there won't be an extensive environmental studies program this year. If we change the scope of work and we need PB monitors , we will hire them from Pond Inlet.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 1 reference coded [6.35% Coverage]

Reference 1 - 6.35% Coverage

Jayko – In 2003, Baffinland first came here to discuss the proposal. Then later on it became evident that you have a link with Pond Inlet. And unfortunately at this time the Hamlet was unfortunately disrupted by the previous HTO. We'd like Baffinland to start frequenting Pond more often. We understand that IOL is managed by QIA you still must have a close working relationship with Pond Inlet. Contracts must remain with Pond Inlet. Once Baffinland started working with QIA Pond lost most contracts. Contracts should be given back to Pond Inlet. The original plan was to use Milne Inlet to ship ore. Since then we've been advised that Milne was not usable so you changed to Steensby and you forgot about us. The HTO will get a contract to do Polar Bear monitoring but that also disappeared. This was very helpful to the HTO – the young people had jobs. We need to be used more. It is our land. We had thought we'd have economic growth in Pond Inlet but once you started working with QIA the benefits disappeared. In the fall when we learned of an agreement that hurt us. The HTO must be given the opportunity for additional contracts.

EMPLOYMENT - OTHER IMPACTS FROM EMPLOYMENT

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 1 reference coded [1.20% Coverage]

Reference 1 - 1.20% Coverage

Q16 (elderly woman) – I know there will be employment for young people, who have no house to rent and children. The way the rent is now, the household income has an impact on the rent scale, and that should be considered somehow in the pay scale. They should continue to get their own homes, because everything is going up in cost and for the future I am thinking the young people when they get employed should be able to get a house because they can learn to pay their own expenses. I am supporting the project because it will create employment – I'll be long gone before the mine is operating. These are just my comments.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [6.66% Coverage]

Reference 1 - 6.66% Coverage

Community Speaker 14 (Jakob Gearheard) – It is difficult to imagine the magnitude of the mine to employ almost two times as many people as live in Clyde River. Some people will come from various communities and from the south – it's a tremendous opportunity for Clyde River. Lots of questions are being raised. Something I am thinking about are some of the social impacts that will result from this employment. Not only because of the cash injection, but time spent away from families. I am not sure the exact rate of unemployment in Clyde River but it is one of the highest in Nunavut so therefore one of the highest in Canada. The amount of social change that will result in a short period will be enormous, and problems with drug and alcohol abuse; problems between husbands and wives and between parents and kids; dislocation between elders and youth. Youth go into the mine and potentially forget about Inuit culture. Baffinland has a tremendous opportunity over 25 years to have an impact – there is an opportunity to invest in the social and cultural development in the communities, in ways that government is struggling to do. I don't have a question, but throw it out there and want to have employees that are healthy and trained. These are things you need to think about.

Mr. Chubb – Correct, healthy communities make a healthy mine. We are very aware of these issues and take them seriously.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - March 26, 2008> - § 1 reference coded [6.69% Coverage]

Reference 1 - 6.69% Coverage

Q1 – I want to see the map about the shipping. This line – can you get a close up on further north? This Steensby Inlet area – the eastern shipping route – what about on the west side? It seems to be also on there – I want that removed. After 5 years, we can consider the western route, but only the eastern route should be shown since it is the eastern route. We use the western area of the islands, even in the spring time. Some Igloolik and Hall Beach hunters get together in the western area of the islands. If you can I'd like the western route off the map. In five years, if the animals are OK, then we could look at the western route again. I can't say I want to stop the western route today because my grandchildren today are no longer relying on seals and seal skins are less in demand, because if we try to live off the animals, the future generation will suffer. I think the mine will help the future, but the environment needs to be studied to see if the animals are impacted. That is my thought; I don't know what other people think. Another thing, there is employment of young people in Mary River and some people return home. If people work at Mary River, whether man or woman, they need to have counselors that they can talk to at the site, because young people have no real commitments to stay in the job if they have family problems at home, they need a place to talk to at the site. There should be some kind of social or employment counselor to discuss personal matters that are involving employees. (Applaud)

Mr. Cooper - thanks for the comments, and I apologize about the figure, we are planning to go with the eastern route and the western route should not be shown. That choice is based in large part due to the comments we received at the last public meeting.

The second comment I think is a very good one. We've been thinking for some time now of the possibility of having an elder at the site as a counselor for young people. This is an idea that we will be looking into this year and next year.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 1 reference coded [2.03% Coverage]

Reference 1 - 2.03% Coverage

Q13 (Hon. Tapardjuk) – Thank you. My main concern is I am very much in favour of employment being created. The feeling is that the mine is the only place where they can obtain employment. Animals that will be driven away, we also have concerns about the coastal area where there are clams and others. Just across from us on Melville Peninsula they are looking for diamonds. There are also a lot of Inuit employees taking over jobs. Some people think the only places where they can get jobs, but there are other

places. There will be probably other problems that will arise in the future that will be taken care of. I have a son who is 18 and by the time he is 36 the mine will close. What do we do with their future? In the western arctic there are all sorts of problems. After, the damage to the animals will be left after the mining is depleted.

Mr. Chubb – I'm not sure I understood the question, but I'll reply. The comment was that there are other opportunities outside of the mining sector. Job opportunities and skills development lead to other opportunities to apply it to other things. We see that work opportunities at the Mary River Project not only support the project but have the potential to support a wider range of activities. There will be new skills acquired that can be transferred. New opportunities for new businesses.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 1 reference coded [3.25% Coverage]

Reference 1 - 3.25% Coverage

Q9 – I have two comments. First, there are a lot of unemployed who want to work but don't want to leave their families behind. Will there be businesses or houses or schools built? Second, you will be traveling back and forth between communities and families are quite close and are spread between communities. When you travel between communities can people from the communities also travel?

Mr. Cooper – regarding the first question, there will be no houses, schools or permanent community built at Mary River. This is not allowed in the North Baffin Regional Land Use Plan. Governments will receive royalties and it is there job to provide community services. Regarding the second question, this is one of the things being discussed with the QIA – not sure how this will go.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - April 2, 2008> - § 3 references coded [14.58% Coverage]

Reference 1 - 2.65% Coverage

Q2 – In one of your slides, I can understand without a doubt why those communities are the affected communities. As you mention, Iqaluit is a transportation hub and we've noticed a growing number of people coming from the south to Mary River. It is one of those things that there is an opportunity to benefit, but sometimes there are negative consequences to being a transportation hub. I'm not sure right now given the flight schedules if they are overnight because that is a benefit, but also have the potential for migrant and transient workers to go to bars, brawling, etc. We are an affected community. I don't know if Baffinland and QC and QIA have put any thought to those positive and negative impacts.

Mr. Chubb – I wouldn't disagree with anything you said, and that is why we are including Iqaluit in these meetings. Iqaluit is an important part of the project. We are putting thought into that, and the EIS will talk about regional benefits and impacts of the project beyond the North Baffin communities. What we are showing were directly affected communities through land ties. That doesn't mean we won't be talking about Iqaluit.

Reference 2 - 3.62% Coverage

Q4 – You made reference to your training of 200 people. Is your training going to take place at the mine or at Pond Inlet? And will it include financial management and those aspects? When the wage package is quite large, and people could become financially secure quickly, this is an issue.

Mr. Chubb – The work we are doing now, where we can - our preference is to provide training at Mary River and in the north as opposed to flying people south. That is the first part. When talking about the heavy equipment simulator, that was done onsite. The next part of the preparation is to train for construction. Some of the details of what that looks like – training centers and locations – those are those details. We are at the point of establishing an MOU, and these are the things that we will be looking at.

Q4 - The reason we ask about the financial training is people are starting to earn huge amounts of money. I wonder if you have swamped the local staffing and how you came up with the wage scale. With increased money comes financial responsibility to spend money responsibly.

Mr. Cooper – Our hiring is through the Qikiqtaaluk Corporation, who has established rates of pay by surveying similar job categories in the north and south. Those rates of pay are generous but are based on existing pay scales elsewhere.

Mr. Kutchaw – Regarding money management, we are working with the banks to go out starting now to do presentations and seminars for people so they have an understanding of that side of it. We are actively starting that now.

Reference 3 - 8.30% Coverage

Q5 – I think it is also important to remember mining is perceived as a man's world, and often when negotiation there is a lot of focus on employment, land use, but us women are also impacted by these projects. I would like to ask two questions. One is what approach is QC doing to ensure that women are given opportunities? What are the safety precautions that you are doing so women going to site feel safe? Many woman feel on the outside of a male dominated industry. The other aspect is that in western Nunavut it has been found to put a strain on the family to have their man fly out every two weeks. The women and the children are affected. What is your company thinking about with this very transitional environment? It is not like you go to home from work for lunch or supper.

Mr. Cooper – Those are really good questions, something that remote mining in Canada has truly struggled with for many decades. Some of the approaches are obvious things like site facilities like living quarters that are segregated. I think through our discussions on the IIBA which will affect all our human resource policies is the families of the workers. We almost need to consider hiring the person as a family unit. We haven't reached that stage on the IIBA, but it is logical to have some kind of counseling in the community. We are miners, it is far more likely that we would support those kinds of programs rather than deliver them ourselves. There is even a transition to a wage based economy that needs to be considered. I've personally worked those fly-in fly-out schedules and know the strain it can put on in the family - it is very real. We may need some counseling, training and awareness. And managing of finances goes with it. People may look at financial planning in a way they never did before, including saving for retirement, buying a house, and so on.

In terms of woman in the workforce, it may shock you that in open pit mining in North America, women are preferred from an operational point of view – they are gentler on equipment and the equipment requires less maintenance and operating costs are lower. Women are certainly involved in mining and are welcome on the workforce.

Mr. Kutchaw – We have over a dozen woman working on the site right now. Whether in the camp or town, all we can look at are to have policies and procedures in place. The whole transition going forward looking at family as a unit – we need to get started in the communities to talk about that – in the schools. The mine isn't close to the town, so you can't enlarge the town for people to be home at the end of the day. That separation will always be there. We are learning to deal with the extended family when there is death – you can't put a bereavement process in place. It is learning the culture, preserving it and adjusting it.

Mr. Cooper – We are thinking to establish an elder onsite who can be a mentor or ombudsman. We are toying with this as probably worthy of merit. We've talked with an elder at the QIA about how to go about implementing that. This is another way we are trying to address these sorts of issues.

Mr. Chubb – One more thing to add. We are working there today and have rotations today. One of the things we are doing in baseline work in preparation of an EIS is interviewing current workers at Mary River to obtain their experiences thus far and those interviews are being conducted with the family units, talking about the family's experiences. That will help us in our planning to understand the type of things we need to put in place.

<Documents\Public Consultation\Pond Inlet\BIM Notes on GN Development Workshop - November 13, 2007> - § 1 reference coded [4.02% Coverage]

Reference 1 - 4.02% Coverage

- Concern about wages – BIM is paying to much and the Hamlet have to compete with BIM for skilled labour . Need to establish a skills inventory in every Community .

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 1 reference coded [3.24% Coverage]

Reference 1 - 3.24% Coverage

Q10 (Mrs. Annie Peterloosie) – I want to make a statement. My concerns. I am not a mining company, but from my knowledge, the mining companies looking for minerals, Inuit never approve of mining activities, because before Nunavut we never benefited from mining activities. Why? Because of alcohol – it is the reason Inuit have never benefited. Now it is drugs – Marijuana and substances – the drugs are getting stronger – and this should be considered by mining companies to make a law. Put a visible sign – if I go down south, I would see a lighted sign. Same as in Mary River, put a lighted sign to say there should be no drugs or alcohol, or marijuana or other mind-altering drugs. And some people end up going to hospital over those drugs. For that reason, you are trying to help Inuit and respond to Inuit knowledge. They never had alcohol or drugs and we are the descendents of our ancestors and we are trying to teach the Inuit life to have employed Inuit. For those reasons, I want a sign posted at the site "no drugs". And in Pond Inlet, since there is no sign, maybe they read it and it would have impact on them. Drugs from down south and if they have income

from mining they have money to buy drugs. They are the most destructive and it breaks relationships and there is abuse. They go to jail and are charged. Please think of those things. Thank you.

Mr. Kutchaw – Thank you for speaking so caringly about your community and children. I will have a sign made and have it posted. One of the things I want to share with you, we have a zero tolerance policy about drugs and alcohol at the site, and when anyone is hired, this is reviewed by them, and they sign a document saying they will bring no drugs or alcohol to the site. We also have security that check all our baggage when we come to site. We take the safety of everyone very seriously and that's why we have a zero tolerance policy. Thank you for raising a very serious issue.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 2 references coded [0.70% Coverage]

Reference 1 - 0.26% Coverage

Question: Louis Uttak/Igloolik – Baffinland will provide excellent opportunities for employment but when I pass away I will leave land to my descendents that will be impacted by mining. I am not concerned about the Project itself but impacts to the animals.

MTP: We need help from the communities on this matter. If there is an impact we will need to work to mitigate that impact. Hopefully our Project won't have any impacts, but if we do then we'll consider changes or find ways to assist the communities to deal with these impacts.

Reference 2 - 0.44% Coverage

Question: Olayuk/Arctic Bay – I am pleased to be part of this workshop. We have never met here before. I like this, and if our discussions are to be used then it is better for planning and I am happy that these communities are gathered and the company values their opinions. Employment impacts on life. We had Nanisivik and the people and animals were impacted. Seals were impacted. The workers there did not notice or were not concerned. The seals became deaf and they could no longer dive. Whales were changed also. Nanisivik had caribou for a while. There will be an impact on everything. I am happy our suggestions will be used. Nanisivik is a good example. In the past they never followed through on commitments. White men are wiser when it comes to [unrecorded comments] but the company changed hands, so responsibilities were passed. If you weren't employed you did not benefit from Nanisivik.

EMPLOYMENT - SAFETY

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 1 reference coded [3.51% Coverage]

Reference 1 - 3.51% Coverage

Q11 (Elder woman from Q6) – I had a husband who worked for Nanisivik for 20 years, from the beginning. My husband's companion fell through thin ice and damaged his lungs, while saving a prospector's life pulling him to shore. There was another incident when one of the large doors at the mine site was loose and the big door feel on him and he broke 6 ribs. Because of these incidents he suffered personally, with no workers compensation. Will you provide worker's compensation in case of accidents?

Mr. Len Kutchaw – Yes, we are required to have worker's compensation in Nunavut.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet - April 21, 2010> - § 1 reference coded [2.84% Coverage]

Reference 1 - 2.84% Coverage

Paul – Will there be geology trainees? The geologists will be walking on their land – will they have bear monitors?

Bill – We are looking at less bear monitors and more satellite phones. It's a good point though – we can get back to you.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 2 references coded [2.30% Coverage]

Reference 1 - 1.29% Coverage

Mr. Fleming – That's about the size of Igloolik [in reference to the number of people working at Baffinland's operational mine]. I presume you'll be looking at things like medical issues? No matter how much safety is there will be issues.

Mr. Chubb – As part of the Definitive Feasibility Study, we've built in all those resources.

Reference 2 - 1.01% Coverage

Mayor Quassa – Although I haven't gone through this document yet, to ask further on what Brian asked, about medical. We have about 1,700 people and we have facilities here, but what will you have?

Mr. Cooper – Medic stations at each site but no health centre.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - April 2, 2008> - § 1 reference coded [8.30% Coverage]

Reference 1 - 8.30% Coverage

Q5 – I think it is also important to remember mining is perceived as a man's world, and often when negotiation there is a lot of focus on employment, land use, but us women are also impacted by these projects. I would like to ask two questions. One is what approach is QC doing to ensure that women are given opportunities? What are the safety precautions that you are doing so women going to site feel safe? Many woman feel on the outside of a male dominated industry. The other aspect is that in western Nunavut it has been found to put a strain on the family to have their man fly out every two weeks. The women and the children are affected. What is your company thinking about with this very transitional environment? It is not like you go to home from work for lunch or supper.

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<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 1 reference coded [5.28% Coverage]

Reference 1 - 5.28% Coverage

Mr. Richards – There is a shortage of labour in Canada – the life of the mine you are probably looking at two generations of workers. Is there consideration of doing anything at the school level? The mine will happen it is a question about when. The mine doesn't work without the people. Nanisivik there was a commitment to hire people and didn't happen. Newfoundlanders were brought in and Inuit were standing by watching. Have you consider training and the labour market here?

Mr. Copper – We've done more than consider it. We developed a training philosophy that it is better to bring training here, so we brought a simulator to Milne and 24 people trained. In May this year we have another training program starting – a diamond drillers training program and the drilling contractor will conduct that training at Mary River. We're in the process of forming a joint venture for training with QIA, Q Qikiqtaaluk Corporation and Kakavik Association and the idea is to train a minimum of 200 beneficiaries over the next 3 years using Baffinland money and federal grants so these people will be able to work on construction of the mine, so we don't' have to wait until construction for the training. In terms of employment, last year we hired 190 beneficiaries at Mary River. If you go back to 2004, we were hiring about 30 beneficiaries and we estimated in those days that direct cash into the community were perhaps $3 million per year. Last year we estimated direct cash through employment and companies was over $20 million and this year we think more than $30 million. We agree with you very much – we strongly believe that we need to get benefits to the community even now, and that we need to do training so people can participate in the mine. The best way is to do the training here. These are some of the ideas that we are working on.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 3 references coded [8.00% Coverage]

Reference 1 - 3.98% Coverage

Q9 – I am concerned about human waste – will there be a sewage lagoon or will it run off into the ocean?

Bill – The sewage plants that are currently designed are called RBCs – rotating biological contractors. What that means, there is typically primary, secondary and tertiary treatment of sewage. [Explained the different levels of treatment]. In this case, if you've seen the RBCs we currently have, the sewage goes through a settlement basin…. We have a water licence from the Nunavut Water Board which specifies effluent standards.

Q9 – Also, cigarette butts on the land. Maybe make ashtrays to hand out to people, just to say that it was metal made from Nunavut. I'm just thinking about cigarettes. And particulate dust – is that safe for humans and animals. I don't know about PM10 and PM2.5, can you tell me about this?

Bill – The desire is to curb smoking as much as possible [joking]. I think you're touching on the cleanliness of the camp. Sometimes safety becomes affected when cleanliness is not as good. The dust particles, there are three sizes. The dust that you can see. And then PM10 and PM2.5 are measurements of dust that cannot be seen visually. When there is dust in the atmosphere, our noses will collect the larger pieces of dust. Further down in your throat is where the PM10 dust is picked up, and PM2.5. … We

collect that information for worker health and safety. We monitor the small fractions, and if we measure those small fractions, we'll ask workers to wear safety protection

Reference 2 - 1.63% Coverage

Q (Isreal) – CEAA says no mining towns. Regarding air quality, PM10 and PM2.5, it is interesting that you used the example of cigarettes. Everyone knows cigarettes have long-term health effects. Are you saying that PM2.5 have long-term health effects?

Bill – Three terms are used. Total participate. PM10 is respitable. And PM2.5 is inhalable, and can cause long-term effects. At Mary River, crushing will cause a certain portion of PM2.5, but very little of it because of the size of the ore. As part of the baseline data we collected that. As we develop our HS programs, we'll have to implement safety measures.

Reference 3 - 2.39% Coverage

Elijah – We used to work for various companies. If there should be an accident on the ship, or a plane crash, of course you don't want to see these negative things happening, suppose something happened to the ship – do you have some kind of plan? With Pan-Arctic, there was a plane crash in mid-winter, which was extremely difficult to deal with.

Bill – A very good question, because we talked about frequency, duration, magnitude and duration with an impact. There is lots of ice breaking – not here – but other places – but you still need to be prepared for something happening. We have emergency response plans that will need to address a train derailment, plane crash, and ship accident. We will have a warehouse at Steensby port that will have equipment to respond to an accident. So we will have emergency and response plans for all aspects of the operations, and especially the ones you've mentioned.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 1 reference coded [0.15% Coverage]

Reference 1 - 0.15% Coverage

Question: Olayuk Naqitarvik/Arctic Bay - There is very cold weather here. Are there studies that have been done on the mine's equipment? And if it will be too cold for the equipment?

MTP: Equipment is purchased specifically for the climate. Worker safety concerns are a larger priority than equipment concerns.

EMPLOYMENT - SUPPORTIVE COMMENTS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 1 reference coded [5.32% Coverage]

Reference 1 - 5.32% Coverage

Q6 – My comment, I am glad to see a mining company planning to start a mine because we need jobs. There are no jobs here, in Arctic Bay, Pond Inlet, there is no real place to work so I am glad to see the mine development, but the concerns that we have heard, I want them to be respected and at least looked at. I know the Nanisivik experience, you won't use any processing or chemicals or tailings pond and you'll simply crush and load and take it out. When Nanisivik was closing out I was part of a committee and we had meetings in Iqaluit and here in Arctic Bay, and we asked what the community wanted in terms of the closure of the Nanisivik Mine, but whatever we requested in the meetings not even one was respected or followed. Having meetings have no purpose if they don't listen. When Nanisivik was closing down, the only thing we heard is that they have no money for benefits to follow those recommendations. There will probably be a closure plan somewhere down the road. Whatever the results of the meetings and the concerns should be at least answered. Also, my question will you have, since you have a mining company, can people have shares in the company? If it is reasonable price, each share, because I think Nanisivik should have started the share thing with company membership. But only through employment was the only benefit we saw, but we want more than just getting jobs, we want to get our foot in the door and ability to get some money back too, being a shareholder.

Mr. Chubb – Thank you for the comments and questions. The first part of the comments with respect to closure and how it happens, the speaker referenced that we might have a closure plan in the future. Even for the work we are doing today, we have a closure plan and this plan is reviewed by many different groups. This plan is required by the lease that we have with the QIA and to make sure that the money is there for closure, there is already a letter of credit being held by the QIA. This plan is reviewed each and every year. There was a question with respect to ownership or shares in the company. Baffinland is a public company and anyone can buy shares. Each share today is somewhere about $3.65.

Mr. Paneak – I didn't quite understand if there was contamination in animals or environment how we could compensate or mitigate the environment. We could negotiate these terms in the IIBA, so the agreement would outline what work will be done. They are required under the NLCA to have an IIBA in place. The IIBA agreement we keep mentioning is Canadian legislation so it is a requirement to have in place before they start the mine. Through the IIBA we can agree to the terms of the compensation, and the mine won't start until the agreement is signed. That's how it is.

<Documents\Public Consultation\Hall Beach\April 2009 Working Group Minutes - Hall Beach> - § 2 references coded [18.67% Coverage]

Reference 1 - 10.90% Coverage

Percy – Compared to other communities, there will probably be the least amount of impact to Hall Beach. I'm in favour of the mine, because it will provide employment for the youth. Youth end up getting in trouble when there is nothing to do. They will be able to be employed and make money from the mine.

Timothy – I have the same point of view. I'm in support of the mine. The money we get for seal pelts will now go down [because of a European ban] and there isn't much money in carvings. When you are on welfare you can't afford anything (e.g. boat, skidoo). There will be an impact from the mine, but the trade off will be benefits for the younger people.

Reference 2 - 7.77% Coverage

Eunice – My thoughts exactly. I'm in favour. There are no job opportunities in the town currently. The youth are currently restless.

Timothy – A perfect example here – Bruce has his grade 12 but is not employed. He could go work at the mine. Within these 5 communities there will be people who are against the Project – you need to be aware of that. These people are not looking after the younger people. The youth face many challenges today and could use the work.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council - Sept 26, 2007> - § 1 reference coded [7.63% Coverage]

Reference 1 - 7.63% Coverage

Councillor Valerie: Have you studied the shipping routes?

Rod: We have studied the shipping routes through a number of different reports. The first was the study of the ice conditions by Bob. The second study was the study of the distribution of marine mammals. The third study is the bathymetric work to measure the water depth being completed now. Tonight we will present a map of the proposed shipping routes. We are in the process of gathering IQ now on the routes. From the information we received in Igloolik yesterday there appears to be a preference for the eastern route.

Councillor: The route sounded OK to him, he said that it is better to get more jobs for the community.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - Sept 26, 2007> - § 1 reference coded [3.34% Coverage]

Reference 1 - 3.34% Coverage

Q1 – Thanks. Thanks for the opportunity for jobs opening up. I go to Mary River for the green soapstone. Will I need to go through Baffinland for soapstone in the future?

Mr. Chubb – No, the mining operation won't impact your ability to obtain soapstone.

Q1 – Thanks very much. I might be an employee up there [laughing].

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 1 reference coded [4.30% Coverage]

Reference 1 - 4.30% Coverage

Mr. Awa – Yes, we are glad to see this kind of project because it will provide jobs for younger people who are unemployed. But with Foxe Basin is a very small area and it is very important. Yes, there are caribou and arctic char being affected on the land, but it is the sea mammals that are closest to our heart. It won't be just ore carriers but also tankers. What if there is an oil spill or grounding, are there contingency plans developed?

Mr. Chubb – There will be other ships but most of the fuel will come in on the ore carriers. Last year we had a tanker come into Milne Inlet. Those ships need to have established spill response plans, and before the fuel came to shore, we did an exercise to make sure that we are ready in the instance of a spill. The federal government and QIA were there when we did that exercise. A big part of the job is to make sure we have the plans, equipment and training all ready. Refueling from tankers to shore is a common activity that goes on every day, but we agree, it is very important to have our plans in place.

Mr. Cooper – We'll also design the ships to be very modern, so the ore carriers will have two hulls.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 1 reference coded [5.33% Coverage]

Reference 1 - 5.33% Coverage

Mayor Quassa – maybe not but we have clear understanding, and I know we have different organizations that are working on it, and the QIA on their own matters and the Inuit knowledge working group doing their own part and they keep us informed. It is going to be a big project, and as Igloolik residents we expect and know we will be included in the project at Steensby – that area – Igloolik people know that area and use it at any time of year and know the land. For these hazards are being watched – we need to cooperate and work together and have good communication and we thank you for allowing us And our residents need workplace employment, there are lots of unemployment and it would benefit the community through employment but the animals are always our concern. The community and the other communities will continue to have those concerns. Baffinland – they will need to learn to eat Inuit country food. I think Igloolik is known to have traditional food like walrus – it is the main concern for both Hall Beach and Igloolik because it is their main diet, so you need to be careful in your studies and your project. I think Zechariah we went through that area and saw walrus even in shallow water. I don't think there are any other questions – we'll see you tonight and thank you for coming – we apologize about the meeting a little misunderstanding – someone needs to apologize.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - Sept 25, 2007> - § 2 references coded [7.48% Coverage]

Reference 1 - 2.20% Coverage

Councillor: Happy that you have come to talk about jobs. Do you know where our walrus calve?

Mr. Chubb: We are studying this now as part of our IQ studies.

Reference 2 - 5.28% Coverage

Councillor: Igloolik and Hall Beach are well known for their aged walrus meat, like aged cheese down south. He is concerned about disturbing the walrus calving grounds and he hopes that we will navigate around the calving grounds. He is happy that we will be providing jobs.

Mr. Cooper: We are studying the walrus so that we would have the least amount of impact as possible.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 1 reference coded [2.25% Coverage]

Reference 1 - 2.25% Coverage

Q16 – It's good, thank you I got 4 m material [door prize of parka material]. I am not an employed worker so thank you. I'll say my concern. I am afraid. We seem to be all hunters as Igloolik, it seems as though we go hunting every day, and we are always saying that Qallunaat are lying, but some hunters are also lying. Some hunters only have papers that say they go hunting, they return with papers in hand and say they are going hunting, but they are not hunters. Because it looks as if we know all the animals we are protecting, we don't know how to repair a damaged clam and even Qallunaat can't repair a damaged clam. Even though we are protecting and saying that we need to protect the animals, but we have no right to speak for the animals, they are not in our control. The animals could be extinct on their own, even without our interruption. For that reason, if there is opportunity for employment, we cannot damage the environment. And as Inuit hunters, we cannot …it is as if we own the animals, we are liars in that we have no control over the animals, so we still blame others who are trying to help us but we are still lying to ourselves. In Igloolik I have lived here all my life and my parents lived in a sod house and now we live right over. My parent's sod house, I am not concerned about the location. My husband is a ranger but not a wage earner. Everyday they ask for money, we should be grateful that you are trying to help us because we are not going to live forever. ….

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 6 references coded [9.55% Coverage]

Reference 1 - 1.42% Coverage

Q3 – I have a difference of opinion from the person who just spoke. Regarding Nanisivik, the mine was careful not to disturb habitats and animals OK. The youth need jobs; elders are passing on and with them the use of the land. We are glad for the jobs. We need to look past our stomachs and think of the jobs our kids will have. [loud applause]

Reference 2 - 0.98% Coverage

Q6 – I have a different opinion as well – related to children. This project brings employment. Kids today can't eat only meat anymore – they need money to buy store food. I will support you to have a route through our region. [applause]

Reference 3 - 0.80% Coverage

Q7 – There are a lot of able-bodied people in the community who are unemployed. the ones who are employed have higher education. I am in full support of your project and coming through the area.

Reference 4 - 1.85% Coverage

Q10 [Mr. David Irngaut] – I am in support of this project, and I would be happy if the route was behind the islands, because I know from way back that humans are the cause of extinction, when you are not hunting the animals. If you do this properly, the animals should not be bothered. I am a hunter, but I have children who need store-bought food. I am in support of employment, but everyone needs to be in agreement so less problems later on.

Reference 5 - 2.12% Coverage

Q21 [previous commenter – Q6 or Q7] – Thinking about our future, I'm supportive of the project long-term. Thinking about now I would oppose, thinking about the animals and we should be thinking about people. You are talking about working with us and we are starting to believe you. People trying to place collars on 30 caribou – this is what we should really be opposed to. Because of Nunavut we probably get more royalties and benefits. I want my kids to have work, which is why I am supportive of this project.

Reference 6 - 2.38% Coverage

Q27 [His Worship Paul Quassa] – I didn't know iron ore had a spirit [laughing, in reference to the translation of the previous comment]. We can't go on all night long, and this won't be the last consultation; Baffinland will be back every other month. Next

time we will hear what has happened to date. We have high unemployment and this is a major factor in the support for this project. Baffinland is doing good work. The IIBA we have to trust in that process to get benefits expressed. Thanks to Baffinland for coming from Toronto to our "Republic of Igloolik" [laugh].

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 1 reference coded [0.93% Coverage]

Reference 1 - 0.93% Coverage

Mayor Sheutiapik – Some people will support in terms of employment, and I know myself, but us in Nunavut this is our precise land and resources as we feed from Nunavut. But we need to sit down and talk about it so I am glad to see these communities being included in these discussions.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 1 reference coded [7.25% Coverage]

Reference 1 - 7.25% Coverage

Simeonie – There will be games and recreation at Mary River for the workers; there are already there. People will need to be quiet when they are in the accommodations section at Mary River to respect the workers. Right now, the recreation section is located next door to the accommodations. These two sections should be separated so it is not too loud. Everybody should be inspected at site for alcohol and drugs – no exceptions. I believe they should have good meals up there. We ate good meals up there. The dining hall is cleaned up after you eat. There will be people on night shift and day shift, so accommodations should be built further away than the recreation section. We also heard that students will be encouraged to stay in school. I just wanted to say that it is good to hear what I just heard.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 1 reference coded [1.00% Coverage]

Reference 1 - 1.00% Coverage

Councilor Kayak – I expressed my concerns to the Baffinland company. The employment at Mary River - both Inuit and non-Inuit, I appreciate the employment created, but my concern if you are not going to disrupt the animals and fish. That is my concern but I really appreciate the employment. Just so you understand that I am not against the project.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 1 reference coded [0.38% Coverage]

Reference 1 - 0.38% Coverage

Q15 - Thank you for trying to help us get more jobs, but the Inuit and white are different. They should be treated equally. When white man is trying to be on top, they don't like Inuit. Don't come here then, if you don't like Inuit.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 1 reference coded [0.26% Coverage]

Reference 1 - 0.26% Coverage

Question: Louis Uttak/Igloolik – Baffinland will provide excellent opportunities for employment but when I pass away I will leave land to my descendents that will be impacted by mining. I am not concerned about the Project itself but impacts to the animals.

MTP: We need help from the communities on this matter. If there is an impact we will need to work to mitigate that impact. Hopefully our Project won't have any impacts, but if we do then we'll consider changes or find ways to assist the communities to deal with these impacts.

EMPLOYMENT - TRAINING

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 1 reference coded [2.31% Coverage]

Reference 1 - 2.31% Coverage

Joseph Korteck – Is there training? Why is it only 2 weeks of work and 2 weeks off.

Greg – Yes there will be training and apprenticeship. The reason you get two weeks off is because while you are on site you are working 7 days a week and 12 hour shifts.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 1 reference coded [3.88% Coverage]

Reference 1 - 3.88% Coverage

Levi – Does George want to mention of the employment?

George – The question – being laid off. When Mary River was starting out, there was a question earlier whether Baffinland hired on their own from down south, and using QIA's CLOs to look for people who can work. In the beginning we didn't, but after a while, when Baffinland lost the funding, after the bulk sample, there were a lot of people who were laid off, and the QIA were carrying from and trying to… the administration of the QIA wasn't running smoothly in the beginning, but they learned that. The first question they asked – where would the iron go. You can see now that it is going to be delivered overseas to Rotterdam. I want to mention this, because we want to hear from not only the Inuit lost employment. Same with Nanisivik, they brought in planes of workers from down south. Baffinland will be different – Inuit will be more involved. I want to hear Baffinland offering these jobs to the Inuit. Skilled jobs will be offered to the Inuit. So in that agreement, we will iron out those details on employment and training. We are trying to do better, because we've already learned from the contracts we have with our corporations, so we have a better idea now of how to do the contracts. When Nanisivik was starting out we didn't have our NLCA. Now they have to follow the NLCA. As QIA we will be talking on your behalf.

[Applaud]

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 2 references coded [1.53% Coverage]

Reference 1 - 0.50% Coverage

Kik Shappa – Would you have on the job training? Apprenticeship programs?

GM – We would definitely be supporting apprenticeship-type programs.

Reference 2 - 1.03% Coverage

Leah Oqallak – We've heard there will be training programs for our young people. We know that Inuit people are not very good workers; not very good employees. I like the idea of on the job training programs. There are birds and caribou at Mary River. Are there other animals like geese in the area?

<Documents\Public Consultation\Clyde River\Clyde River Hamlet - April 24, 2010> - § 1 reference coded [6.37% Coverage]

Reference 1 - 6.37% Coverage

Q2 – I used to work for Baffinland two years back and there were more than 200 applications sent to QC. There were 6-7 people total who have actually worked. Is there some kind of bias against Clyde River? I noticed no one from Clyde River gets hired by QC and Baffinland. You're going to have to work with the education system to get the large number of employees you need for the mine.

Bill – Here's the problem with training now. We don't know when the project will start. If we knew that we'd be out of the EA process in 2012, then next year we could start training. But some companies it's taken 1, 2 or 3 additional years. We need to balance training workers for jobs that may never materialize. We need to firm our schedule. It's going to take a team effort. Most people agree that what we are proposing makes sense. Once that plan can be implemented.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet Council - April 1, 2008> - § 5 references coded [12.43% Coverage]

Reference 1 - 1.82% Coverage

Ever since the mining started we've been sending out people for training. I'll like to see the Baffinland Community Liaison Officer doing their training. I've been dealing with applications with Kakivak and Dept of Education and would like to see the CLOs doing their part in the near future.

Mr. Cooper – We have these offices and CLOs and over time we'll continue to develop the CLO offices.

Reference 2 - 1.01% Coverage

Mr. Bill Buckle – will you be having training programs for non-traditional jobs like building the railway?

Mr. Chubb - the first part of this is having a construction work forces. In other cases, the training doesn't

Reference 3 - 2.82% Coverage

For longer terms is there a training program being developed for life of the mine?

Mr. Cooper – that is too far out. Right now we are working on a Joint Venture with the QIA ….want to train 200 people over the next three years to have people ready for. Baffinland money and government and we hope it could derive up to $20M on training. Initially it will be fairly broad, but eventually it will go into a wide range of skills useful during construction. Most of the job skills … but you're right, the next step is to train for operations. Those kinds of programs might start in 2012 or something like that.

Reference 4 - 3.03% Coverage

Mr. Palluq – Once you start developing the mine and you find out you are short on resources, are you going to approach Kakavik around training needs?

Mr. Len Kutchaw – One of the things that will happen in next month, Government of Nunavut rolling out Nunavut Community Skills Information System (NCSIS). What will happen is when a person applies for a job – any job – we'll provide a list of all the jobs and requirements. We won't eliminate a person from a job – but it will start across the island in May June. That will hopefully generate good training for government and businesses like our own. You're going to see a lot of training from Midsummer.

Reference 5 - 3.74% Coverage

Mr. Buckle – There are a couple of things – under the IIBA the Hamlet is not a Designated Inuit Organization – will there be a benefit fro the communities, because you're going to strip the labour and we need to start of the bottom – we train people to a certain level and they go to other jobs.

Mr. Cooper – One of the considerations in the IIBA is the effect of the mine on the social fabric of the communities.

Mr. Cooper – The IIBA has to consider the social fabric of the community – monitoring, measuring, compensating or mitigating. We'll want to maintain our CLO office – and to ensure we don't take all the qualified workers. we need to be talking and

Mr. Len Kutchaw – A lot of the training we'll do initially will be transferable skills. We need to build capacity no only for the mine but

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 1 reference coded [2.75% Coverage]

Reference 1 - 2.75% Coverage

Q5 – I'm not just thinking of Clyde River but Igloolik as well, because they go hunting walrus and it looks like walrus might be affected by the operation. There are not many caribou near Clyde River, but if there is activity going on, the caribou might move out of the area, and the ships might affect the marine animals. We five communities need to be considered, but I am glad you are telling us what you plan to do. Animal meat is what we go after. When we start eating store bought food it is not good for the body. They probably eat better than me, but those people who want to work there, because there is lots of unemployed. How can you train

unemployed people before they go to a job? We Inuit keep working towards a goal and keep going at it. It looks like you presented training opportunities earlier. These mining companies who requests employees and training, the Inuit should welcome that.

Mr. Cooper – I just wanted to mention we are sharing our plans with the HTOs and CLARCs in each of the communities. So we welcome the input from the hunters in the communities.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 1 reference coded [10.88% Coverage]

Reference 1 - 10.88% Coverage

Q6 – To QIA and Baffinland, thank you for coming. I would like to raise a specific issue for both. As a hunter, the Pond Inlet area is my hunting area all year round. I go to Nuluujaak by ATV and snowmobile as well. You say that QC is responsible for hiring in the beginning. Mary River was designated by people as IOL. As I indicated earlier for your information, I heard Baffinland, QIA, Pond Inlet, Arctic Bay, and Igloolik informed these communities that you will be employing people from these communities when you were starting out. I have never seen a Clyde River person working at Mary River. I have seen workers from Iqaluit, Qikiqtarjuak, Kimmirut, and Arviat. The Northern Baffin communities are the least employed. I think Baffinland have 2-3 employees on that side. There is a need for training. No more CLO in Clyde River – why is that? We've never seen anything from QL or QC, when they represent 13 communities. You have indicated you are going to teach survival on the land. You do environmental studies to convince the people that it is working well. QIA are simply negotiators, not educated about the environment and the land. The most disappointing part – what employment will be created? Where are the royalties going? It seems to be the situation here. I would like to tell you that in the NLCA, I agree Baffinland going along with the NLCA, but Nuna Logistics. The communities should be getting contracts. It's time for people from this community, Pond Inlet, Igloolik to get involved. If you're going to use QC or Nuna for hiring we're not going to get work. You need to deal with the community. It's time to start training people in preparation for the mine. Someone also stated that why is that you have named the affected communities – why can't you give them responsibilities, instead of to QC? Those five communities have been designated. If the wildlife is going to be impacted, the beneficiaries, how are they going to be compensated? I have on a number of occasions been to Mary River. Your emphasis is on the environment. Are you going to utilize Pond Inlet much more? There was no HTO or QIA involved at the site. Maybe there is a way of rectifying this situation.

Communicate very well. Sometimes we don't agree with you – because you haven't been around. It's a small world now. We want to communicate more things. You're leaving soon. You're hungry for money – we're hungry for animals. Big difference. We have to communicate together.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 1 reference coded [4.06% Coverage]

Reference 1 - 4.06% Coverage

Q – It was mentioned there would be landfills and garbage. They would probably put the old oil barrels in the garbage. Last year at Cape Christian they left old barrels with oil in them. Will you consider the unemployed people? Will they be able to benefit from the mine?

GM – We certainly wouldn't dispose of any old barrels in the landfill. If we had any empty barrels they would be sent back south. In terms of employment, we will be looking for people who can fill the job requirements at Mary River. We will be conducting training programs and on-the-job training. We want people who can fill the job requirements and who want to come and work at Mary River.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 2 references coded [8.60% Coverage]

Reference 1 - 1.94% Coverage

Community Speaker 6 (local teacher) – Nowadays we want to keep kids in school – the last elder wants exceptions – but I am worried that kids won't finish school because they can go to the mine to work. I don't mind if they are trained to go to the site, but I don't want them not to finish school.

Mr. Kutchaw – I agree, we want kids to finish school but we don't want to totally eliminate opportunities.

Reference 2 - 6.66% Coverage

Community Speaker 14 (Jakob Gearheard) – It is difficult to imagine the magnitude of the mine to employ almost two times as many people as live in Clyde River. Some people will come from various communities and from the south – it's a tremendous opportunity for Clyde River. Lots of questions are being raised. Something I am thinking about are some of the social impacts that will result from this employment. Not only because of the cash injection, but time spent away from families. I am not sure the exact rate of unemployment in Clyde River but it is one of the highest in Nunavut so therefore one of the highest in Canada. The amount of social change that will result in a short period will be enormous, and problems with drug and alcohol abuse; problems between husbands and wives and between parents and kids; dislocation between elders and youth. Youth go into the mine and potentially forget about Inuit culture. Baffinland has a tremendous opportunity over 25 years to have an impact – there is an opportunity to invest in the social and cultural development in the communities, in ways that government is struggling to do. I don't have a question, but throw it out there and want to have employees that are healthy and trained. These are things you need to think about.

Mr. Chubb – Correct, healthy communities make a healthy mine. We are very aware of these issues and take them seriously.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council - Sept 26, 2007> - § 1 reference coded [14.13% Coverage]

Reference 1 - 14.13% Coverage

Deputy Mayor Enoki: There are not many people going over that way now because there are few caribou in the area but this may change in the future when the caribou come back. He would like to see a direct benefit to Hall Beach. Although there would be benefits from salaries he would like to see a direct benefit like the building of a breakwater. Hall Beach doesn't have a breakwater now.

Derek: We are in discussions with the QIA on the benefits agreement and it is clear to us that there has to be direct benefits to the communities. On the issue of the ship route, we need to develop a system to notify the communities as to where the ships are located. As for Steensby Inlet, we would like to be a good neighbour and provide food and fuel to those that go to Steensby Inlet so they can keep hunting there.

Deputy Mayor Enoki: Happy that you are working with the QIA but the benefit directly to the community will be limited to training and employment. The community has been trying to get a breakwater without success. We didn't get any money from government for the breakwater. Baffinland is interested in helping out the community and since there is no breakwater this is a way you can help us.

Rod: This will be a topic we will broach with the QIA in our discussions.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council Aug 17 2010> - § 1 reference coded [16.90% Coverage]

Reference 1 - 16.90% Coverage

Q4 – Will you be hiring people from Hall Beach if the mine is built?
A – We will if people from Hall Beach are interested in working at Mary River and if they have the proper skills. There would also be various types of training that would be available is the mine is built and people from Hall Beach may be interested in those opportunities as well.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [1.33% Coverage]

Reference 1 - 1.33% Coverage

Will you employ Inuit that are not educated?

Greg - This is how we intend to utilize our training program to educate people so that they have more opportunity to work on the Project.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet - April 21, 2010> - § 2 references coded [17.87% Coverage]

Reference 1 - 15.03% Coverage

Joe – What will we need to get employment?

Matthew – There are the two project phases and the employment needs are different for each. During construction we will require a lot more people, and we'll be looking for trained operators or those with experience in the various trades.

Bill - We'll be focusing on training during construction so people will be prepared to work during operations. This will especially include the trades, such as electricians and plumbers. If we keep our schedule, we'll start training programs for construction this time next year.

Larry – You indicated there will be further training – what will happen to those who trained last year?

Bill – We have asked our contractors to invite trainees to work at the site this year.

Larry – The Nuna training program – will that run again? We have 60 people who have heavy equipment training.

Bill – Our contractors do most of the hiring for the project, and we've been encouraging our contractors to hire from the north Baffin communities.

Nick – The way it works now, those interested in jobs have been going to the QIA's CLO for job opportunities, and to submit resumes.

Mayor – Different groups hire through different people within our community, some the community economic development officer.

Reference 2 - 2.84% Coverage

Paul – Will there be geology trainees? The geologists will be walking on their land – will they have bear monitors?

Bill – We are looking at less bear monitors and more satellite phones. It's a good point though – we can get back to you.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 1 reference coded [2.26% Coverage]

Reference 1 - 2.26% Coverage

Mr. McIntyre – How will these training positions be doled out between communities?

Mr. Cooper – It hasn't been worked out but will be discussed with the joint venture partners. There will be many training initiatives we'll try to run under that training initiative.

Mr. McIntyre – Between now and 2009 how many?

Mr. Cooper – It changes seasonally, after this year we won't operate in the winter – probably only 12 people there. In 2009 in the summer we'll start and have around 200 people but in the fall it will drop off. It will be a seasonal fluctuation until construction starts.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - Sept 25, 2007> - § 1 reference coded [9.92% Coverage]

Reference 1 - 9.92% Coverage

Mayor Quassa: We have been lucky in this community that our economic development officer has been able to arrange for the training of 25 people from the community as drillers as well as heavy equipment operators and electricians. The cost of training has been about $200,000 from the funding agencies. He asked what Baffinland needed from the community; what can the community do for the project?

Mr. Cooper: We are working with the QIA looking at educational opportunities so we are hoping to work with the Hamlet for educational opportunities and jobs. Not just heavy equipment operators either but mining engineers, geologists and accountants. We have also talked with Fednav about jobs on the ships as well.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - Sept 27, 2007> - § 2 references coded [14.71% Coverage]

Reference 1 - 2.57% Coverage

Mayor: QC is well known for their training of employees, particularly heavy equipment operators.

Reference 2 - 12.14% Coverage

Councillor: He said that he had traveled through the area of Mary's River many times as a child. He supports hands-on training for local people. He knows there will be many challenges ahead on the regulatory front and he will likely be on the regulatory side at one point but he is supportive of the project.

Len: We have a training simulator on the job site to train people so they can go from the simulator directly to the equipment on the job site.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - April 2, 2008> - § 2 references coded [4.83% Coverage]

Reference 1 - 3.62% Coverage

Q4 – You made reference to your training of 200 people. Is your training going to take place at the mine or at Pond Inlet? And will it include financial management and those aspects? When the wage package is quite large, and people could become financially secure quickly, this is an issue.

Mr. Chubb – The work we are doing now, where we can - our preference is to provide training at Mary River and in the north as opposed to flying people south. That is the first part. When talking about the heavy equipment simulator, that was done onsite. The next part of the preparation is to train for construction. Some of the details of what that looks like – training centers and locations – those are those details. We are at the point of establishing an MOU, and these are the things that we will be looking at.

Q4 - The reason we ask about the financial training is people are starting to earn huge amounts of money. I wonder if you have swamped the local staffing and how you came up with the wage scale. With increased money comes financial responsibility to spend money responsibly.

Mr. Cooper – Our hiring is through the Qikiqtaaluk Corporation, who has established rates of pay by surveying similar job categories in the north and south. Those rates of pay are generous but are based on existing pay scales elsewhere.

Mr. Kutchaw – Regarding money management, we are working with the banks to go out starting now to do presentations and seminars for people so they have an understanding of that side of it. We are actively starting that now.

Reference 2 - 1.21% Coverage

Q9 (Ms. Phoebe Hainnu) – My first question is regarding training – under that training program is it a credit program? Will they get a certificate?

Mr. Cooper – Yes, the training programs the joint venture plans to support will be accredited programs through recognized training institutes such as Arctic College. We hope that training is transferable and develop skills that are useful not just at our workplace. Those are broad principles we are focused on with this program. Training further north instead of south.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 1 reference coded [2.57% Coverage]

Reference 1 - 2.57% Coverage

Joana:
Misconceptions - don't think so, unless based on the information received.
Training program and jobs - here are people in Pond Inlet who are already trained. We keep hearing Baffinland will need people [for jobs], but more details are needed.

Mike:
We are using contractors right now and the opportunities for employment are seasonal. We don't want to take employed people from the community with existing jobs.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 5 references coded [8.17% Coverage]

Reference 1 - 3.22% Coverage

Q – What are the Training Programs for 2009 and will the people from Pond Inlet participate in the training?

A – We will apply for funding in April for a Heavy Equipment Operator program. This program would be conducted at Mary River, using the equipment presently on Site. We would take individuals from Pond Inlet, who have successfully passed the Airbrake course or who took the Heavy Equipment operator course in Morrisburg, to the Site and give them a one month course, hands-on, of operating the equipment. This would give them practical workplace experience, so that they could be hired by Baffinland, the Hamlet or other Construction Companies.
- This program will not happen without Government Funding. Len will advise the Community on the application process.

Reference 2 - 1.24% Coverage

Q - Al asked how the HTO felt about the Project slowing down.
A- The HTO members felt that the Project was needed to supply jobs for the young people.

Al asked the Group to talk to their MLA, about supporting the funding requests for training, so we could help the young people in Pond Inlet.

Reference 3 - 0.87% Coverage

Q – Will there be Supervisors to watch over the Training program ? It need to be well supervised.
A – Yes we would have qualified instructors and Baffinland will have Supervision on Site throughout the summer.

Reference 4 - 1.39% Coverage

Q – Will the trainees be hired through, QL, Nuna, or Baffinland ? We, would be interested in sponsoring some of this Program (CEDO Colin Saunders)
A – We would either use QL or hire on a contract through Baffinland.
We would be pleased to have the Hamlet donate monies to this training initiative as it would benefit the Community.

Reference 5 - 1.45% Coverage

Note: At this time Lamechi Kadloo called in and was very positive and supportive of the Project . Lamechi has worked at Mary River for 3 years. He has been treated well and likes working there. He stated that he had learned to operate Heavy Equipment while working at Mary River. He supports the training of more Inuit as Heavy Equipment operators

<Documents\Public Consultation\Pond Inlet\BIM Notes on GN Development Workshop - November 13, 2007> - § 1 reference coded [3.54% Coverage]

Reference 1 - 3.54% Coverage

Other questions relate to training opportunities, work schedules (the 4 X 2) being to long for a person to be separated from his/her family .

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 3 references coded [12.19% Coverage]

Reference 1 - 0.41% Coverage

One of the Hall Beach delegates noted there are lots of opportunities here for training. There is a need for a training facility.

Reference 2 - 10.21% Coverage

Nick noted that the MTO program has been very successful — maybe BIMC can work with the GN to use or build on this program. Sean responded that “we need to look closely at training opportunities in the communities. We have cooking programs in CR and Igloolik right now.”

Jayko Simionie, HB, suggested there is a need for pre-employment training. Look at job orientation and aptitude testing to see where people’s interests and abilities lie. Len responded and noted that this relates to the Skills Inventory work. Chris King noted that the Skills Inventory also allows people to say, “This is what I want to do.” The process then identifies the gap, what you need to do to get from where you are to where you want to go.

Nick mentioned the Community Operational Program (COP) that had been active in the 1980s, where youth could spend a year exposed to different career options. Maybe there should be consideration to re-starting this program. [Note Theresa Hollett’s later

presentation about Voisey's Bay's program where youth are given an opportunity to test out different jobs before they commit a couple years to pursuing a specific training path.]
Labour Market

Nick (CR) wondered about the impact on hamlets when people go to work for BIMC and suggested that "I may need to train new heavy equipment operators for the hamlet." Sean responded that BIMC recognizes there is a finite level of skilled workers. This project offers the opportunity for training new people. We could do cross-training — there is a need to involve the hamlets and the GN, and an opportunity to develop working agreements. He noted they have started simulator training at Milne Inlet. Len K. indicated that the Mary River wage scale will be based on the scale typical for the mining industry. He also raised the possibility that with guys on a 2-in/2-out rotation, the workers might work for the Hamlet during their 2-weeks out of the MR site. Len echoed Sean's comments about training guys up in critical areas.

Nick went on to note that they see a drain on their construction business — guys from the south say, "…but this is what MR is paying, we want $50/hr…not everyone can match this." "We are strapped for cash and are limited in what we can pay." Trades people see the MR site now as the going rate. This is one of the biggest hurdles we'll see in the next 5 years. Gord suggested though that its better to have the competition for work within Nunavut, rather than seeing labour draining south. He noted that competition also arises from Alberta.
Chris King, former EDO at Cambridge Bay, indicated that they lost employees but many didn't like rotational work. He also noted how in C-Bay the mines came along pretty quickly—"here [in North Baffin] we have a longer lead time and people are more aware of the issues." [Chris later talked about one of the Kitikmeot SAOs who was uninterested in the hearing and assessment process who later on would have to drive the hamlet water truck since all the drivers had gone to the mines.] In the context of this point, though, Chris clarified that "some of the things that arise, do arise because of the mine, but are not the responsibility of the mine to deal with." That's why the CED plan is important.

Reference 3 - 1.57% Coverage

BIMC Action Requested

Colin noted that this past spring PI provided Class 3, air brake training. He indicated that in the past they have asked for a list of positive training initiatives from BIMC that the hamlet can undertake — "I'm still waiting for a list like this …Please, by January?"

Colin also spoke about the Nunavut Housing Trust and how PI is using this to start training 7 apprentices, …plus there are another 20 signed up at school. So we could have 27 trades journeymen here in the next 4 to 6 years.

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 1 reference coded [5.24% Coverage]

Reference 1 - 5.24% Coverage

David Qamaniq stated that training programs for heavy equipment operations are expected to happen on site and in the community and indicated that the community is in dire need of a jet strip. He asked if Baffinland would help the community with this. Rod Cooper replied that the bulk sampling program is a good starting point for people to learn some of the skills that would be useful in construction, but that because the bulk sampling program is short term it is not expected that a person would learn all the skills.

David Qamaniq replied that Rod Cooper has not attended earlier public meetings, when a jet strip and breakwater was requested, and asked if these be considered at the IIBA negotiations? Rod Cooper replied that if there is a strong interest in the community, that they will probably be discussed.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Ec Dev Committee Mtg - May 25, 2007> - § 1 reference coded [20.29% Coverage]

Reference 1 - 20.29% Coverage

Mike: Regarding scholarships, Baffinland would like to set aside money for scholarships for high school graduates. Do you have any suggestions on how to spend this money?

Colin: The Seltzer-Chan Pond Inlet Foundation provides $4,000 per year in school scholarships; There is greater than 50% drop-out rate at Arctic College.

Mike: the company would like scholarships to be science/engineering oriented, to reflect the background of the work the company does. Issue of have's and have-nots created in community. This builds resentment in community

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 1 reference coded [5.28% Coverage]

Reference 1 - 5.28% Coverage

Mr. Richards – There is a shortage of labour in Canada – the life of the mine you are probably looking at two generations of workers. Is there consideration of doing anything at the school level? The mine will happen it is a question about when. The mine doesn't work without the people. Nanisivik there was a commitment to hire people and didn't happen. Newfoundlanders were brought in and Inuit were standing by watching. Have you consider training and the labour market here?

Mr. Copper – We've done more than consider it. We developed a training philosophy that it is better to bring training here, so we brought a simulator to Milne and 24 people trained. In May this year we have another training program starting – a diamond drillers training program and the drilling contractor will conduct that training at Mary River. We're in the process of forming a joint venture for training with QIA, Q Qikiqtaaluk Corporation and Kakavik Association and the idea is to train a minimum of 200 beneficiaries over the next 3 years using Baffinland money and federal grants so these people will be able to work on construction of the mine, so we don't' have to wait until construction for the training. In terms of employment, last year we hired 190 beneficiaries at Mary River. If you go back to 2004, we were hiring about 30 beneficiaries and we estimated in those days that direct cash into the community were perhaps $3 million per year. Last year we estimated direct cash through employment and companies was over $20 million and this year we think more than $30 million. We agree with you very much – we strongly believe that we need to get benefits to the community even now, and that we need to do training so people can participate in the mine. The best way is to do the training here. These are some of the ideas that we are working on.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 1 reference coded [1.05% Coverage]

Reference 1 - 1.05% Coverage

Philip – You mentioned a geology training program?

Matthew – It wasn't a geology training program – just geologists doing a regional assessment, so small teams of two walking on the land.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 2 references coded [17.76% Coverage]

Reference 1 - 2.13% Coverage

Q1 – I recently read in the paper about the training. I think the Pond Inlet one was heavy equipment, and for Igloolik was driller helper. I'm not happy with that, because you're saying that Igloolik will get the better jobs than Pond Inlet. Can you explain?

Stephen – I wasn't directly involved but I will try to explain. Two years ago they started a training program. I don't know what the decision was to train heavy equipment operators here. The training programs were a starting point. The jobs have a different rate of pay, and that needs to be balanced.

Bill – Spoke about training in general as it relates to the mine.

Richard – I believe the EDO office in Igloolik already had the driller program set up.

John – That makes sense, but to keep in mind to make sure the benefits are equitable.

Reference 2 - 15.63% Coverage

Jayko – On the last page of your presentation in Inuktitut, there is some wording I don't like. The translation is a bit different from the English. Baffinland and the QIA will be working towards an IIBA agreement. In 2009 an MOU was signed. To ensure there is employment, training, business opportunities, workplace conditions. And in 2010 the goal to reach agreement in principle. I just want to clarify for the Inuit – they are slightly different versions in Inuktitut. In February we had a meeting in Iqaluit in regards to the Foxe Basin walrus working group, and at that time we asked the questions about the large ships. There will be quite a number of them that will be transporting ore. And on the return trip, they contain a liquid in the hold. In the Foxe Basin area, the walrus especially, and we all consume walrus from that area, the ship will be full in German and will come to the Foxe Basin. This needs careful consideration, in order for the walrus not to contract any disease. Will there be shipping after every four days. It might affect the microorganisms. Seawater from down south contains a lot of contaminants. And directed to the QIA, regarding the final agreement in principle, I keep going back to it, because the QIA should ensure that the communities… the QIA is in a tough situation, because they need to reach an agreement. That is a major concern to us. This problem will persist, providing logistics…

You should have a joint meeting to discuss – employment opportunities should be given to the communities involved. It is good to hear that Baffinland is coming to the community, and lots of jobs – good to hear. We are the closest community though. You are going to damage our land, and the marine mammals would be bothered. It will not benefit us, which is unfortunate for our future. I wanted to reiterate that employment and business opportunities should be made available. We agree with KP and their wildlife research – we have totally supported them in that regard, but the fact of providing employment, and having business opportunities, if it isn't going to be provided in Pond Inlet, I mentioned earlier, that I was glad BIM are coming here, but there is nothing concrete. You are not mentioning good news about employment or contracts. I will go home disappointed. So how will you affect the communities? On the IIBA, it is currently being negotiated, but Pond Inlet does not know anything about it. Pond Inlet needs to be involved in these discussions.

Bill – With respect to the water you mentioned in the ships, when the ships leave Steensby they will be filled with iron ore going to Europe. When empty, they need to be filled with water to ballast the ships and make them more stable. There is a concern that exotic species will be in that ship water. To prevent the transfer of species from one location to another, what ships are required by law and also contractual arrangements is to exchange the water in the North Atlantic, to ensure that the water in the ship is similar to the water at Steensby. That's an important question and one that will be addressed in the shipping plan in the EIS. And we are using our experience on other projects.

I am not sure about the comment regarding salt in the water. The difference in salt concentration is very minor between here and Europe it becomes different from northern hemisphere and southern hemisphere. But this is more or less irrelevant given we will be exchanging water.

Regarding communication, we are planning to improve and issue a bulletin quarterly regarding any announcements that the company has made in the past 3 months, and work planned at site. Qav can read this over the radio.

Dave – On the expeditor, you're right, in 2008 there was a QL employee based here doing logistics. And after 2008 when things slowed down, we didn't need the expeditor again. Regarding the co-op we are continuing the food contract again this year, and we'll need additional services with linen services. We plan to come to talk to the co-op board, and to look at other business opportunities for the co-op. The one thing about the co-op is they are one of the biggest organizations in the eastern arctic.

Philip – I have something to say on funding. As a negotiator, I am wondering about how we are going to negotiate

In Pond Inlet and Igloolik, we have been making every effort to hire people…

QIA are not just agreeing with Baffinland, we are making sure the ….

If we had used our own funding, it would have meant we'd need to borrow money. NTI did that and they are still paying back the federal government. If we used our own funding…. we have not used any of our own money for negotiation. We requested funding from Baffinland…. as a result training has not been activated. As a result, the QIA board decided in March to provide its own funding for training. We would have to figure out how much funding we would need in the high arctic. So we've requested funding that was not forthcoming.

We will be working – the HTO and CLARC – will be working together to see how we could support them. So the QIA will be providing the funding for the workshop. Thank you.

Jayko – Yes, I have a clearer understanding now. It is very easy just to make a comment that he made earlier. It sounded very simple regarding the explanation about salt in salt water. I am requesting that in the planning stages that a representative from each of Igloolik and Pond Inlet should go to Europe and look at the condition of the salt water. Baffinland should delegate two people to from Pond Inlet and Igloolik to go to Europe. I want to see a letter in writing about how Pond Inlet will benefit.

Bill – Yes, regarding the management of ballast water, that will be in a management plan. Before we submit that document to the NIRB, we'll have a chance to come back to discuss with the community what is in the plan. May I suggest that we take a 5-10 minute break.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 3 references coded [7.84% Coverage]

Reference 1 - 4.17% Coverage

Samson Erkloo – Do you have a website to browse for employment opportunities? Will you be corresponding with Pond Inlet and Igloolik to discuss employment opportunities? Have you looked at scholarship opportunities?

MZ – We have agreed to an MOU for the economic provisions of the IIBA. We do not yet have an employment website. In the future we will develop a website for these purposes. Our dealings with the QL have not been as efficient as they could be. Their database of resumes is not as full and complete as it should be. Please remember our employment numbers have decreased because we haven't had many people on site since the bulk sample. As we move forward there will be hiring centres and improved communication. We do have a website – www.baffinland.com. In Igloolik and Pond Inlet we also have CLOs. If you have a resume you can give it to the CLO, or contact him if you would like more information on employment opportunities.

Reference 2 - 1.32% Coverage

Samson Erkloo – Will you be establishing scholarships?

MZ – When we implement the IIBA, yes. We have also given computers to graduates in the five communities. 33 computers were given out in 2007 and 57 were given out this year. There has been a steady increase in the number of people graduating.

Reference 3 - 2.34% Coverage

Titus – [Question on training; details of question missed]

MZ – During the trial cargo we made use of a simulator on site for training. [Describes training programs initiated by Baffinland in the past]. As we move forward, we will implement life skills courses and on-site courses through Arctic College, especially for apprenticeships. I want to push university education and have people go to university and college down south. We would have some teachers on site to help with training, but some people may have to go off site.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 4 references coded [5.53% Coverage]

Reference 1 - 1.16% Coverage

Mr. Merkosak – Three more questions. You mentioned training of 200 people – I forgot exactly what you said. There is 200 people – how long will the training program be?

Mr. Chubb – Right now we are working on a Memorandum of Understanding to establish a training program. And our goal is to provide training so we have a workforce ready for construction, so we want to take the opportunity now to begin training and not wait until later. We want to continue to provide employment opportunities as soon as we can. So the training program we are talking right now of 3 years and there will be different elements depending on what the training is. The training will be ongoing throughout that period.

Reference 2 - 0.96% Coverage

Mr. Merkosak - Just to add, these 200 trainees there are 6 communities [listed] and looking at the five communities, Pond Inlet would need 30-40 people. Most would probably come from Iqaluit. We feel that we own Mary River, so we are all eager to hunt, I try to hire people but it is hard to hire them. If you look at the males, if they get a chance, they go out hunting. They buy a snowmobile, gas and so on. To meet your target of trainees, have you considered training females? I run a construction business, and that was my biggest problem was to try to hire men. [applause]

Reference 3 - 2.37% Coverage

Mr. Kayak – Thank you. Next question, last year, the year before, I heard young people who were trained to work because the Inuit are too sensitive. They can't hold on to a job. For that reason, my concern is that the training – there is no training plan in Pond Inlet to prepare the people. So you need to be aware – Pond Inlet has no plans to prepare the people, and Baffinland needs to provide money to train the people, and how to tolerate bad weather and job conditions and get by. I am thinking of the jobs in Mary River – we need more time to prepare Pond Inlet. and in the future, young people need to prepare for a job. They are in the school now and learning English. When they graduate, they will get a laptop. That's good incentive, but it does not help the person mentally to get and keep a job, so Baffinland needs to give to HTO so they can start training how to prepare them mentally.

Mr. Len Kutchaw – That's a very good comment, thank you. One of the programs we will initiate this year is to go into the schools and what we will do is review what it is like to work, what business is looking for from an employee when they come to site, and Rod mentioned earlier about the training partnership that we are going to establish. That plan calls for training 200 people for the construction phase but it doesn't stop there. it will be an ongoing project for the life of the mine. I hope I answered your question.

Reference 4 - 1.04% Coverage

Q16 – Those big items the iron being shipped – it's a good quality iron – so whenever you have community meetings you have serious matters you are discussing. When you talk about the equipment, you mention them and seem to be very good. But when you spill, you don't clean up right away, so you need to be very serious when you are damaging the environment to mitigate it right away. And also there were 200 training jobs in Mary River, so I was thinking that each community should have 200 training positions, and there could be a training centre so our young people will have more jobs.

Mr. Chubb – thank you very much.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 2 references coded [4.85% Coverage]

Reference 1 - 3.61% Coverage

Q4 – I want to see those comments in writing. My comment is regarding youth training and employment. There was a letter before from Baffinland stating the company didn't want to hire any Inuit under 30 years of age.

Mr. Kutchaw – That is not true. Training for youth will be based in the north and will focus on developing skills for jobs in the mine, which are also transferable to the communities. This year we signed a Memorandum of Understanding with the Hamlet of Pond Inlet and the Department of Education. Once we have a list of jobs at the future mine, we will develop a list of skills required and the training required. The first training is this fall, training 20 heavy equipment operators who will then work on the project all winter gaining experience.

Reference 2 - 1.24% Coverage

Q10 – In regard to the training program, I would like to know if this is a local [Pond Inlet] initiative of if the 20 spots will be taken by the five communities?

Mr. Kutchaw – the bulk of the training positions will be filled by Pond Inlet residents but not all.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 4 references coded [6.62% Coverage]

Reference 1 - 0.62% Coverage

10. Juana Fuentes – meetings should be more often and more communication to elders and community, more training and job description

Reference 2 - 0.98% Coverage

Jolly Enoogoo – Whenever anything good goes on, big problems also surface. Secondly, the simulator training – I did this and really enjoyed it, and this should be considered for the Mary River work.

Reference 3 - 3.75% Coverage

Colin Saunders – Back in early 2005 you updated us about 2004 activities, in which you stated that there were issues with Inuit employees – hard to wake up, hard to get working. You wrote this to the Hamlet, and we responded "What are you doing to train them?" We still haven't had a response about how you are trying to make a better working environment.

MZ – This complaint was from our supervisors. In 2005, we had very few employees under the age of 35, and this was because the supervisors didn't want to work with the younger people for the reasons you mentioned.

RE: Mr. Fuentes – we are obligated by WCB. [explains other hiring issues and how he believes the Back to the Land program sponsored by Baffinalnd will improve work at the project site]

Reference 4 - 1.26% Coverage

Colin Saunders – I can see how this [Back to the Land] will help a young person to have cultural pride, but how does this help a person to work in a mine?

MZ – Hopefully, it will teach a person responsibility.

Colin Saunders – Hopefully?

MZ – Yes.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 1 reference coded [2.18% Coverage]

Reference 1 - 2.18% Coverage

Q. (From woman who asked about seismic studies) - I apologize for my mistake. It is good to understand that there will be more communication about the project. Consulting is the best way to go. It looks like this project will go ahead. There should be training, for example in heavy equipment so that employment can go to more than one place. Young people need to be trained to get jobs. If the mine goes ahead there will be royalties. I hope to be involved in the planning and will ask residents what benefits they want to see for their region from these royalties.

Matthew Akavak - We will keep the community advised as to how the three representatives for the Mary River site meeting will be selected . There will be meetings on different topics. I will make sure communities are kept aware of plans.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 7 references coded [2.93% Coverage]

Reference 1 - 0.31% Coverage

Question: James Qillaq/Clyde River – I have a question regarding socio-economics. Mary River is in the beginning stages. We feel there is no Inuit in management positions at this point. We need more training for Management positions. There have been no Managerial positions for Inuit in the past .

MTP: I agree. The highest level an Inuk would have achieved so far in our company would have been Environmental Superintendent. But, she didn't come from Baffin Island. An H.R. and Community Affairs representative will be visiting the communities and hopefully going into the schools and speaking to the students about employment.

Reference 2 - 0.27% Coverage

Question: Cornelius Nutarak/Pond Inlet - This comment regards training for Mary River. Some community members took training from the company and then went nowhere. They had to chance to use the training but there were no jobs available for them.

MTP: There were questions from the group as to why we only took 20 people for training. That is probably all we could reasonably employ at that time. We're hesitatant to train and school people if we don't have the opportunities available. We need to map out the training and opportunities that are available.

Reference 3 - 0.25% Coverage

Question: Sidonie Unqalaq/Igloolik – When I got here I saw 2 female Inuit employees. Will there be opportunities for females? There are courses. Two females I know of went for heavy equipment operator training. Is this part of the plan for Mary River?

MTP: All jobs at the mine are open to both sexes. Some underground mines elsewhere still don't allow women but we have no restrictions. The same opportunities will be provided to both sexes. The EIS also considers the rotational lifestyle on a woman.

Reference 4 - 0.37% Coverage

Question: Mathew Akavak/QIA – As Inuit, we probably won't be able to work on those ships as we will need a lot of training in order to work on them. Will this be the case?

Tim Keane – The crews on the ships are required by law to have certain certifications. Those certifications are open to anyone who wants to have the training.

Mathew Akavak/QIA – It is my understanding Inuit will not be allowed to work on board.

Tim Keane – I don't know why you would say that. We have Labrador Inuit on board that have taken the training. In the sealift business, they encourage Inuit to take basic training in order to work on board ships.

Question: Mathew Akavak– How long is the basic training?

Tim Keane – It would take a matter of months to complete.

Reference 5 - 0.26% Coverage

Question: Nigel Qaumariaq/QIA – Has the Labrador Inuit Association implemented any training programs?

Leroy Metcalfe – Yes, the LIA has a training program. There were allowances made for training of LIA cadets and having them involved on the ships. Inuit from Nain also served as shipping advisers. They would board vessels and visit the bridge. They would look at ship logs to verify where ballast waters were discharged. They would also provide their own local knowledge of other vessel movements, where hunting may have occur, and so on.

Reference 6 - 0.57% Coverage

Simeonie Aqpik/Kimmirut – When there were ships arriving in Kimmirut there used to be a person there to meet the ship and guide them into the harbor. Anyone used to be able to get on board. Inuit welcome non-Inuit people when they come into their communities. They take people out on the land. The non-Inuit can also learn from the Inuit. It sounds like Inuit will need training to go on the ship. My preference would be for the non-Inuit to also welcome the Inuit on board the ship. It should go both ways. The Inuit know a lot about the water. The Search and Rescue Hercules aircraft do not allow Inuit on board, because they do not have training. For example, in Igloolik there was a person who was lost. Searchers were giving up, but Inuit insisted they continue to look. Consequently, that person was found. I would like to see Inuit on board the ships. That is the only way we can learn.

Tim Keane – I apologize if I made it sound like Inuit would not be welcome aboard the ship. We would certainly welcome them about the ship as our guests. What I was referring to was that certain training would be needed for those who wanted to work aboard the ship.

Reference 7 - 0.89% Coverage

Nigel Qaumariaq – I'm very happy to be here. I have southern experience, and I've learned from my grandfather. I used to spend half of my summer on the land with my grandfather outside of Iqaluit and the other half with my other grandparents down south. My grandfather taught me to observe the land. He also taught me to observe the white man. Matthew and Bill both observe a lot. They take it all in. I work for QIA but I'm also a beneficiary. Talking as a beneficiary now, there are a lot of issues that still need to be discussed. We still need more information. There are lots of issues to be addressed, like training. It is possible there will be 50-60 summer passages of boats by Pond Inlet in three years. The company wants to start shipping by then. Pond Inlet residents harvest whales in Eclipse Sound. When this starts in three years, we will need to look at employment. Will Baffinland have Inuit-friendly employment practices? Two weeks in / two weeks out doesn't necessarily work. Spring hunting is an important time. Will Baffinland accommodate this? This is the type of information we need to work out now, if a mine is to start in three years. One more thing, speaking as a beneficiary, I will talk about IBAs. I went to law school and studied IBAs. Companies want them to be confidential and not open to the public. Companies don't want other organizations that are negotiating IBAs to have information. This is unfortunate because IIBAs are ways we can talk about employment and training. All this information needs to be presented to us and we need time to absorb everything. This Project will impact generations, because it is multi-generational. The NIRB proposal is only for Deposit 1. There are five other deposits. It can change our communities. We need to be a part of it. I look forward to the future.

FUEL - FREEZING IN BARGES

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 1 reference coded [1.62% Coverage]

Reference 1 - 1.62% Coverage

Q10 (Tommy Kilabuk) – If you can show the fuel tanker. No the tanks. These are already out there, right, these bladders? (yes). From what I heard, Milne and Steensby there will be a barge with fuel frozen in it. These barges, are they designed reinforced steel to withstand the ice conditions?

Mr. Chubb – Yes, the plan is to have a ship frozen in at Steensby and at Milne Inlet. They would be double-hull design. The federal government have guidelines on freezing these in, and we would be following these guidelines.

Q10 - Thank you. And also, there are these other barges that will be wintered or frozen in – are they – it won't matter how heavy the weight on the barge, in terms of strength against the ice?

Mr. Chubb – Yes, there will be other barges – trailer accommodations on barges. There are plans to freeze those in as well.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 2 references coded [3.22% Coverage]

Reference 1 - 1.52% Coverage

Q14 – My question is the fuel barges that will be frozen in the ice in the ocean. Will they be heated, the machine running all winter? Especially the one with fuel in Milne Inlet and Steensby Inlet, will you keep the motor going? Because if you keep it running, it is going to contaminate the immediate area and water. I don't mind if you shut off the engine and through away the key, but if you keep it running I have a concern.

Mr. Chubb – The ships will be monitored over the winter. If it is a ship, there will be people living on the ship, but the ship itself will be frozen in and not on.

Reference 2 - 1.71% Coverage

Q15 – The ship, if it is going to be frozen, let's say if the ship broke down in winter, there is ice around it and current underneath. If there was oil spill in the ice and current, how will you deal with that?

Mr. Chubb - Good question. All ships need to have spill plans and equipment to respond. There are guidelines established for freezing ships into ice and we would be following these guidelines. They include things like where to store the ship over winter so you are sheltered and away from currents and in bays. The ships would be double-walled ships. The ships would be monitored to ensure they are secured well. We are storing fuel, it won't be taken off.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 3 references coded [5.49% Coverage]

Reference 1 - 2.29% Coverage

Mr. George Qulaut [QIA] introduced and welcomed John Amagoalik. Before QIA presents, I want to say I heard your presentation yesterday in Hall Beach and we had a meeting about Igloolik and Hall Beach working together on environmental issues, as there are different mining companies. During the public meeting in Hall Beach we heard your same presentation but there is one area you didn't mention here that you mentioned in Hall Beach – the plans in 2009 about what kind of work you will do including that the fuel tanker will be wintered in both – where is it going to be Milne, Steensby or both? You didn't mention it.

Mr. Chubb – [returned to a slide on the presentation]. Thanks for that comment and I apologize if we missed that. As mentioned, we plan to start construction in 2010 and it will take four years. If we obtain approvals, we can only ship in summer, so we would like to bring equipment and materials into Steensby so we can start construction. Both Milne Inlet and Steensby Inlet. Milne Inlet equipment would be brought into Mary River over the winter road. At Steensby, materials and equipment would be brought in and put onto shore and we will be mobilizing camp barges so we can bring workers in. And we would need fuel. We need a way to store fuel before we will have large tanks built at Steensby and Mary River, so we would freeze in a ship or barge over the winter in the bay next to the site. We would freeze in two barges and a tanker or barge with fuel. I hope that answers the question.

Reference 2 - 2.37% Coverage

Mr. Joe Attagutaluk (QIA) – Regarding the 2009 planning, I understand the plan but want clarification on the fuel barge being frozen. How long will it be frozen there, and what kind of finances do you have approval? If you go down (don't have money to proceed), what would happen to that fuel barge? And as Philip mentioned, there needs to be reclamation. Would you set aside some funds to keep up with the increasing costs? Would you receive the funds for reclamation work to cover all areas that need to be reclaimed?

Mr. Chubb - Thank you for those two questions. The 2009 plan with the fuel tanker - the tanker would come up in summer and would be frozen in the winter, and then used in 2010. With the requirement for reclamation, we have a reclamation plan for the work we are doing now, and part of that plan was to develop a cost estimate to reclaim the land if we didn't continue beyond our current work. When we negotiated this and QIA issued us the lease in August, one of the terms of the permission is that the company put the money aside and issue a letter of credit for the current reclamation. So there is already money put aside for reclamation, in the event that the work is not completed. In seeking permission to bring equipment and materials up in 2009, we would be updating our reclamation plan and the security may change as a result of that. Those provisions you talked about are already in place, and what is normally done is that plan is updated on an ongoing basis, because we know that one dollar today is not necessarily one dollar tomorrow.

Reference 3 - 0.83% Coverage

Q2 – In Steensby, I don't want any activity from Steensby. If we stop eating marine mammals you can go ahead and disrupt the marine mammals, but I don't want any disruption so I don't want any activity from Mary River to Steensby. I am afraid that with freezing a fuel barge, we want to go hunting walrus and we don't want photographers taking picture of walrus. We went hunting in Mary River for caribou and didn't see any and we are already seeing impacts. I don't want the barges frozen, it is my land and I don't want to see it disrupted. Thank you.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 6 references coded [4.88% Coverage]

Reference 1 - 1.66% Coverage

Councilor – the frozen in barge, what will it be carrying?

Mr. Chubb – Thank you. There are two things. First is at Milne Inlet there will be one ship a tanker, carrying fuel. At Steensby, we'll also have one ship of fuel, and we will have two other barges with camps, each one to hold 250 pp each. The ships to be frozen in for fuel will be double-hulled and will be frozen in by following established guidelines. For just one winter. the reason we need to do this is because we won't start construction until 2010, and we won't be able to build tanks until we have approval.

Reference 2 - 1.84% Coverage

Councilor - If there is a spill, even if double-walls, is there a contingency plan in the case of a spill?

Mr. Chubb – Just like for land, we need to have plans in place to respond. This is a practice that is often carried out, and a key thing is monitoring and ensured that it is moored well and be sure that during break-up it doesn't break from its moorings and get beached. In both of these locations, in Milne Inlet, we have a camp and at Steensby as well, so we have opportunities to makes sure that we are closely monitoring.

Mr. Cooper – There will be a crew on-board at all times, and they are trained to respond to oil spills.

Reference 3 - 0.32% Coverage

Deputy Mayor Mablick – Have they been used in the arctic, those barges that you mentioned?

Mr. Cooper - Yes.

Reference 4 - 0.38% Coverage

Mr. Richards - Those tankers stored, will there be offloading in winter?

Mr. Chubb – In winter of 2010 it will be static storage.

Reference 5 - 0.44% Coverage

Mr. Colin Saunders – Will there be any equipment running on the ships?

Mr. Chubb - There are people living there so there will be some equipment stored.

Reference 6 - 0.24% Coverage

Mr. Saunders – What about bilge water?

Mr. Cooper – They will follow regulations.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - March 31, 2008> - § 7 references coded [16.14% Coverage]

Reference 1 - 2.07% Coverage

Mr. Jayko Alooloo – I'll try to reserve some of my comments for tonight, but you mentioned a bit on Milne Inlet and Steensby Inlet – ships being frozen in winter. When did you think of that – recently – because we don't know about that ships or barges being wintered?

Mr. Chubb – As part of the work being done on the feasibility study, we've looked very closely at the construction side, and in order to build the project we need fuel to build roads and pads and tanks for fuel. That is why in 2009 we propose to bring in the fuel in ships because we won't have tanks.

Reference 2 - 1.24% Coverage

Mr. Alooloo – The reason for asking is it is a concern to me. Milne Inlet is important for arctic char. Sewage and so on – will it be dumped to the ocean? How will you control any discharges?

Mr. Chubb - There are guidelines for freezing in ship and what you can and can't do, so anything we do with the ships will follow those requirements.

Reference 3 - 2.45% Coverage

Mr. Alooloo – If you are going to freeze a boat, not in a current and not too close to the shore – you should be aware of that. The other sewage – I'll keep mentioning the sewage part, because the Mary River and Steensby plan – the sewage lagoon is not mentioned how you're going to treat waste. How will you deal with sewage and waste?

Mr. Chubb - at Steensby camp and Mary River camp we'll have sewage treatment facilities designed to treat the sewage to levels that don't cause impacts, much like the plants that we have today – engineered plants. We'll also have incinerators to burn garbage mostly from kitchen areas as a way to manage that waste and not attract wildlife.

Reference 4 - 2.51% Coverage

Mr. James Attagootak – I am also concerned about the frozen in barges or ships. Milne Inlet has arctic char and there are other places that have char, and there are marine mammals there and other animals. My concern is that any time the earth can have an earthquake – I think you could build a tank on the land instead of on the ocean, because if you don't have the spill equipment, that needs to be considered more.

Mr. Chubb – The freezing of the ships is for the beginning at 2009. These ships are designed to be frozen, and will be equipped with monitoring and people and the ability to respond to a spill. It is done in other locations and there are guidelines for doing this activity.

Reference 5 - 1.20% Coverage

Mr. Attagootak - Even though there are regulations and guidelines, an earthquake can happen any time, even if you monitor. There is one tanker that was …..Nature is strong, no matter how strong you build it. I think they should consider an earthquake as part of the plan. As an hunter, I don't like seeing a ship frozen in the ice.

Reference 6 - 5.13% Coverage

Mr. Qamaniq - Milne Inlet is already impacted since 2005, without any impact and benefits agreement. The hunters have already been impacted. You are rushing too much and too eager to get the mine going. Slow down and take your time. I don't think there is any good reason to freeze fuel ships during the operation for construction. Plan to use fuel storage and put that aside on land and there should be no ships or barges frozen in the ocean, so the hunting ground is not at risk at all. In 2005 you started and there's only 3 years now that you started the activities and in 2008, 2009 there are two more years you already decided to construct the mining, and in 2014 the first load will go overseas. These are all rushed plans. You don't have enough time in between. If you are Inuit – you have to eat char and feed your family from the land. It is not your concern to get food from the land. But here if our animals are damaged there is no way to replace them. If the Beneficiaries can agree that the fuel ships that we say you can freeze the ships – you are trying to save money – don't think of the dollar sign too much. You are in a hurry too much. We live by our animals and from them, whether by land or sea, and tonight during the community meeting, I will be there to listen to Pond Inlet residents. If you can respond, or if you want to?

Mr. Chubb – I think I'll just absorb that for a few minutes.

Reference 7 - 1.54% Coverage

Mr. Qamaniq - If the majority of the residents don't agree to freeze the fuel ship, would you decide to build a tank on land to store your fuel needs?

Mr. Chubb - To begin construction, we need the fuel but don't have the tanks.

Mr. Qamaniq – If the majority of the community doesn't want it would you consider building a tank farm on land?

Mr. Chubb - I guess we wouldn't be able to do that and execute the project.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 1 reference coded [0.77% Coverage]

Reference 1 - 0.77% Coverage

Q10 – The fuel bladders – you continued to use the bladders even after you had a spill with one of them. Do you prefer steel tanks?

Bill – Good point, the bladders are OK for temporary storage but not for long-term storage. That is why David maintains staff at Milne Inlet through the winter.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 3 references coded [8.64% Coverage]

Reference 1 - 4.15% Coverage

Q2 (Ham Kadloo) – About caribou, they are delicious and good food. We talk about caribou because regarding the railway. The marine mammals, the seals, are secondary, but caribou are the primary discussions. The marine mammals, seals, narwhals, should be considered too. The real Inuit, we grew up from that and survived from the fat, and have ancestors who survived using the animals. When we speak of our concerns regarding caribou we mention our concerns. When we live in warm houses now we are not concerned about the fat from seals. I heard earlier about a ship to Milne Inlet being frozen in and Milne has seals and baby seals and these animals might disappear, because I know. What I am saying is that for so many years the ship broken engine was at Milne Inlet for quite a while and noise coming from the engines and the seal population went lower, and there was not much seals and I don't know how long that ship stayed there with a broken engine. For that reason, since they live in the ocean, and the sea is used for anything. Like say I went out tourist and they listen with a microphone and listen to marine mammals making sound. Even though you don't see them you can hear them. Anyone walking on the ice you can hear those. For that reason, water carries noise for a lot longer and stronger. For that reason, I am saying that they should be considered too. When we're gone we need assurance that if I say the proposal I saw, if I am trying to deal with them, they would mention the funding and money involved. Let's say, if there are any activity planned by Inuit, we look at the money side of it too, so I understand that the QIA and IQ need to work closely with IQ regarding animals or how to improve their activities. So these are my comments. We who have lived here, our store costs are getting high. I've been down to Ottawa a few times, the prices are so low! Cheap prices! I have children down there, the whole cart in the store, and I was worried when they loaded the cart it was going to cost a lot, but it was negligible. Also, as Inuit we were treated like Indians as if we are the same as Indians but now I heard now that Indians are getting stronger in terms of being outspoken and getting our way, and same with Inuit we need to be outspoken and more vocal. Thank you.

Mr. Chubb – Thank you for those comments. The marine environment is certainly important and part of the work we are doing. It is all at looking at that balance. Your comments are very well received.

Reference 2 - 3.94% Coverage

Q7 (Mr. David Qamaniq, QIA Community Liaison Officer) – Welcome Derek, Rod, and Len and QIA; welcome to Pond Inlet. In 2004 I was elected to Mayor in Pond Inlet so in 2005, there was a 4-prop plane carrying equipment and we didn't know what was going on. You brought in a Hercules. During a public meeting, when you wanted to study the iron, you said this quality of the iron you can only determine if you send a sample overseas, it has to go through the factory and from that you can determine the quality after you take the samples out. You have not send any sample overseas and you know right away that it is a good iron and a good demand overseas esp. China. There was no bulk sample sent out and you're already submitting a Development Proposal. Are you going to keep changing your plans that you're going to do this in this year? My comment is mainly a statement. But the railway is a concern as a Nunavut Beneficiary and the caribou migrate and we cannot stop them. So the trails they use – if you make the rail line, can you make the train stop to let the caribou cross? Will you stop the train and let the caribou cross before carrying on?

You also mentioned you're going to leave a tanker frozen in Milne Inlet and at Steensby as well, during construction. I am concerned about that. In Milne Inlet, someone said there are fish there and it is a breeding ground for narwhal. The ships are noisy – your plans I don't want to approve them – because you could store the fuel on land instead of on the ice. The ship carrying the fuel – how many litres are you going to store? Instead of storing on the ice, build a storage tank or bladders on the land. If the communities oppose the tanker, how many bladders would you need? I have other questions but for now I will let other people ask.

Mr. Cooper – Thank you for your comments. I can give you some information about the first questions, samples sent out. We have sent out core samples to a laboratory in Germany for testing, since 2004.

Mr. Chubb - There were two questions as well. One was regarding trains and stopping. The trains will be traveling 6 times a day and 110 cars, so the stopping distance is very long, so the train wouldn't reasonably be able to stop. The second question was about shipping and freezing in, and we talked about that. The number of litres is approximately 5 ML in the ship.

Reference 3 - 0.55% Coverage

Mr. Qamaniq – How many bladders if we were to ask about using bladders instead of freezing in the ice?

Mr. Chubb – What we have in bladders right now is 8 ML so it would be less than that.

Mr. Qamaniq – You are trying to save money – is that your purpose?

Mr. Chubb - No it is to find a way to best construct the project.

FUEL - GENERAL COMMENTS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 1 reference coded [3.87% Coverage]

Reference 1 - 3.87% Coverage

Moses - For the fuel tankers delivering fuel it will be a requirement for them to avoid shallow waters to avoid running aground. Will the tankers follow the same path of the ore ships?

Greg – We have done studies to determine the depth of the water so we know that these are safe routes for the fuel ships.

Are they going to be bigger tankers than those that service our communities?

Greg – They will likely be larger ships.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet - April 22, 2010> - § 1 reference coded [2.88% Coverage]

Reference 1 - 2.88% Coverage

Frank – The original plans talked about diesel generation. Did you ever look at hydro?

Bill – For this EA we're looking for diesel. But we have looked at hydro and wind, and identified a hydro site that will be pursued further.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 1 reference coded [5.61% Coverage]

Reference 1 - 5.61% Coverage

Levi – If we didn't have to search out there two years ago for my father, we wouldn't know what Baffinland put on the land, such s barrels on lakes that were melting in the spring. These are the issues that we don't hear from Baffinland – where they put their barrels, where there are oil spills, we don't hear these things. When we searched with a plane, people from IG and here we were finding things we don't even have a clue. The community had not been consulted. This affects the migration of our animals. Soon the helicopters will be flying around here. These are the things that are questioning to us by the community members. Why are we getting helicopters here? Can you tell us if you have barrels of fuel out there?

Matthew – I can't answer that. We've never had a helicopter up here in two years. As for fuel caches, I know we haven't cached any fuel except for the GN over the past two years.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 1 reference coded [4.91% Coverage]

Reference 1 - 4.91% Coverage

Q15 - Our previous discussions on the shipping route, it was 2-3 years ago that our representative informed us of this. My question is, those ships, they will be ice breakers. My question is more specific. We need fuel to keep going. The tanker wouldn't be two layered?

Richard – It is probably worth pointing out that most of the shipping for the Project is with ore carriers and not tankers. It seems like most people are referring to tankers in the discussion about ships. There will be tankers delivering fuel for the project, but this is only around 2 to 4 tankers per year and only in the open water shipping season. The year-round shipping, including the ice breaking, is with ore carriers. The ore carriers, unlike tankers which are double-lined and have fuel right next to the haul, have an integral fuel tank in the middle of the ship. Fuel in the ore carriers is not right against the hull as is the case with tankers.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 1 reference coded [1.12% Coverage]

Reference 1 - 1.12% Coverage

Q – You need to change the rubber fuel tanks to steel . When will this happen?

A – We will use the rubber tanks for construction of the Project then we decommission the " fuel farm " at Milne Inlet. All fuel storage will be in steel tanks, once the Mine is constructed.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Community Meeting - Mach 1, 2011> - § 1 reference coded [2.28% Coverage]

Reference 1 - 2.28% Coverage

The bladders you use for diesel and have the potential to leak. When water settles on the plastic bladder maybe it can crack the bladder when it freezes. We don't want spills that can impact animals. I would like for you to have steel tanks.

Greg – Fuel bladders are used as temporary storage. In the long term, steel barrels will be used when the project is operational.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Open House Aug 18 2010> - § 1 reference coded [6.20% Coverage]

Reference 1 - 6.20% Coverage

Q2 – If hunters stop at the mine site are they able to get gas?
A – Yes, if they needed fuel that could be arranged.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 2 references coded [7.93% Coverage]

Reference 1 - 7.15% Coverage

Q7 - David Q – There are two new faces from Baffinland. In 2005 when we went to site, and they were flying in drums of fuel. We had our first meeting in 2005. Apparently Baffinland was writing letters. At that time, Mike Z said there would be contracts for logistics, and jobs. The co-op got a foodmail and logistics contract. At that time, he didn't even ask the community if they wanted the exploration to go ahead, but it didn't seem like we have a choice. Then Baffinland decided to do a bulk sample program. And we were trying to negotiate a IIBA. They wanted to do the bulk sample without an IIBA. Then they gave a contract to the Qikiqtaaluk Corporation. Then the Inuit were against them building the road up the mountain in the winter, and they did it anyway. The tote road was washing away. Baffinland doesn't listen to us, when we say not to do this or that. They could have used the money other ways. You're talking about one ship every two days. We're lucky enough to watch Discovery Channel, and we see these ships with a humungous anchor which disturbs the animals on the sea. These things have to be put into consideration. The environmental statement schedule for your project to be approved and accepted by Inuit – seems like a crazy schedule considering what has happened.

Bill - With respect to the EA schedule, the project evolves as we go on, so the plans from 2005 have changed as of 2010. But two things have been taken in account. We are bringing equipment and materials into Milne Inlet during construction. Bringing equipment to build the mine, and to build the railway from both sides. I think that has been pretty consistent that Milne Inlet and the roads will be used.

With respect to the large size of the ship, and the need when ships come to port, the lines that will be used to potentially anchor – that is why we've been studying the seabed and fortunately the seabed is relatively barren in that area. With respect to changes in the company and incidents in the past, I think there are a couple of things to take into account. These sessions are very important. We take these issues, and think of other ways to explain the project. George did a good job explaining the results of these meetings. When we go back to Cape Dorset, hopefully we have either a response to their concerns or a change. Most important is safety. That's why we are going back to the ship designer to see what can be done to address the concerns. Shipping in the north is starting to become more prevalent. George mentioned Raglan where shipping occurs. Another project that started 7 years is the Voisey's Bay. Every time a project starts up they are a chance to learn, and we can design our project better.

Reference 2 - 0.77% Coverage

Q10 – The fuel bladders – you continued to use the bladders even after you had a spill with one of them. Do you prefer steel tanks?

Bill – Good point, the bladders are OK for temporary storage but not for long-term storage. That is why David maintains staff at Milne Inlet through the winter.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 1 reference coded [21.95% Coverage]

Reference 1 - 21.95% Coverage

Community Speaker 1 (Mr. Jayko Alooloo, Mittimatilik Hunters and Trappers Organization) – I didn't see any reference to the prevention of oil spills [referring to a photo and email], which raises concerns. I recommend that there be monthly inspections of fuel storage areas. Will there be continuity in Baffinland's representation to the community. I also have a concern about the impact of the operation on caribou in traditional hunting areas. There is less caribou now in the Pond Inlet area and the increased air traffic will bother the caribou even more. Maybe the mine could transport hunters to areas where there are more caribou, to hunt. I also have a concern about narwhal; a hunter has expressed concern that they have left the Milne Inlet area because of the increased ship and aircraft noise in the area. I want to bring up two comments about other Baffinland representatives: we were told Mary River wouldn't have jet service and no town site at the mine; only one side of the coin, the good side, is presented and only now they are hearing the other side. People of Pond Inlet are being treated like children. In summary, if people are going to make statements, they need to present all the facts. Thank you and one more question – I had not heard before about hydro.

Mr. Chubb – thank you for your comments. I am not sure about the first question and reference to a spill incident but I can speak to Baffinland's approach to spills. Baffinland has a spill management plan which is updated and submitted to government for approval. Fuel is stored properly in lined facilities, and the company continues to develop training materials and program to train staff to respond to spills – recently we held training on site and spill response training during fuel off-loading from the ship at Milne Inlet. I agree that regular inspections are necessary and the company has inspection forms for this purpose. If there are specific questions or issues, they can be discussed further. I hope that helps to describe how fuels are managed on-site.

Community Speaker 1 (Mr. Alooloo) – The particular incident I am referring to occurred at Steensby Inlet.

Mr. Chubb – perhaps we can take a look at those pictures. There was a comment regarding continuity of representation to Pond Inlet. We've been coming to Pond Inlet for several years and hope to continue to build relationship. We are doing several things to address representation: at the request of Council, Baffinland senior management are coming to meet with the Hamlet every two months; some of Council is going to Mary River tomorrow; the company is meeting others while in town. We have a full-time CLO available every day- so if there is ever a need for more information or questions, people can go to the office and if Jamie doesn't have the answer he can get it. Dave McCann, who is Assistant Operations Manager, is now based in Pond Inlet and his door is always open. Regarding caribou, we are continuing studies and we understand the concerns. As an example of studies underway, we were studying the movements of narwhal in relation to ship movements this summer. We will use this information and other information to assess operations. Two other comments were regarding jet service and hydro power.

Mr. Cooper – One concern he heard was with respect to jet service and a permanent settlement at Mary River. We've consulted the land use plan and the plan specifically states that mine townsites are not permitted, so we are proposing a camp and not a permanent settlement like Nanisivik. With respect to the jet strip at Pond Inlet, I believe we are considering their might be many possible benefits that come to Pond Inlet. Some benefits include direct employment and business; some indirect benefits are through government spending of the tax revenue in the communities. At the moment, Baffinland and the QIA are discussing these sorts of benefits as part of the IIBA negotiations. We hope over the next year to have an agreement in place to deal with impacts and benefits. Regarding power generation, they have reported in the community in the past that they are studying wind and hydro power. Last year and this year they installed a gauge in a stream near Steensby Inlet to measure flow to see if hydro is viable. We are installing a wind tower this month, and next year we will conduct a feasibility study on the wind and hydro; the study will be completed by 2009. The benefit of hydro and wind is using less diesel. Currently our thinking is to start with diesel, but if the alternative energies are feasible, they would be implemented later in the mine life. We hope these answers address your questions.

OTHER MINES & OPERATIONS - CAMPARISONS TO OTHER MINES

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 2 references coded [3.52% Coverage]

Reference 1 - 0.65% Coverage

Q10 – The iron in Mary River – what kind of mineral is it? Is it the same as Nanisivik and Polaris?

Matthew – Mary River is hematite and magnetite, which are iron oxides, and different from those mines, which are lead and zinc ores.

Reference 2 - 2.87% Coverage

Q10 – The 18 million tonnes that will be shipped – my question is that one ship – how many metric tonnes can one ship carry?

Bill – In metric tonnes, about 180,000 to 200,000 tonnes.

Q10 - The reason I asked is that at Nanisivik there was carrier they put in 29,000 tonnes in the ship. So it was a big amount. The bigger one was 52,000 tonnes. There was a big storage for concentrate, and the ship made 5-6 trips to empty the storage. For the whole year, that is a big amount, and it looks like it will be none-stop traffic by the ship. So I think you will be hauling a bigger amount compared with Nanisivik.

Bill – That is correct, I think it was the MV Arctic that was used for Nanisivik.

Q10 - Yes, 29,000 tonnes for the MV Arctic. But there were different ships. Looking for comparison, it looks like Baffinland will have a bigger ship.

Bill – Yes. Matthew was talking about diamonds and taking a suitcase out of site in a helicopter. Concentrates like Nanisivik are much larger volume but still less than iron ore.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 2 references coded [7.26% Coverage]

Reference 1 - 2.90% Coverage

Tommy Tatatuapik – Nanisivik promised benefits to the community, but they didn't carry out their plans. There was discrimination. People who weren't qualified were paid less. People with credentials were paid more. Would you still be doing that?

GM – Thanks for your question. We have to keep in mind that Nanisivik was a long time ago. I know that the project was very close to this community and that its closure did not end up well. Since then, the NLCA has been signed. It requires environmental impacts of mining projects to be assessed. Mining companies must also negotiate IIBAs with regional Inuit associations. The mining industry has also changed, and encourages equality at the mine site. Different jobs will be paid differently. However, we are encouraging training and development for workers who want to improve and advance.

Reference 2 - 4.36% Coverage

David Kalluk – We're glad to hear there will be no blasting in the water. What happens if there is an accident with the ship? Do you have a contingency plan in place to deal with an accident? The rail line will block off our land to the east. We have to be careful with migrating animals. They move from place to place, based on their feeding. Are rail lines in the south having any effect on animals? Like deer? Do you have any examples? I understand there will be compensation as well. I know you are different than those Nanisivik people. We regret not negotiating benefits with Nanisivik. I want people to be compensated if they are hurt. We used to have an environment committee. I would like that committee to continue.

MZ – We have looked at the rail line between Schefferville and Sept Illes, Quebec. It is not a barrier to the caribou migration. Hundreds of thousands of caribou regularly cross it. The real impact will be during construction. During operations, we believe the impacts will be minimal. If there are damages, there will be compensation. Compensation to be negotiated with the QIA in the IIBA. We will have an emergency plan in place to deal with any potential shipping accidents. All employees at the mine will have a benefits package.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 1 reference coded [2.63% Coverage]

Reference 1 - 2.63% Coverage

Q9 (earlier elder woman) – In Northern Quebec communities there is a mining site near Salluit. We went there to the community, but there were a number of Nunavut residents that went down for a conference. I think $34,000 was given by the community of Salluit and because we need expenses for the conference. That's how they do it in Northern Quebec. They have these people involved. Will we get any royalties? Hall Beach, Igloolik, Arctic Bay, Pond Inlet, Clyde River, and what about Cape Dorset? What about these communities, will they get any royalties from the mine when they sell the iron? Because we have two churches in the community – will you donate to the churches? In Northern Quebec they donate $34,000 to the church. Will you? If you donate money to the church, then Nunavut would be more peaceful and no dangers. If you don't include God in your plans, then your plan will be in danger because it will be an important project. If all the churches in the communities are helped, there will be less danger.

Mr. Cooper – Thank you for those questions. I'll mention the royalty on Deposit No. 1. There is a mineral royalty paid to the federal government and through to the NTI on Deposit No. 1. There may be other royalties that are negotiated through the IIBA. I'm sure that during our IIBA discussions we will talk about donations in the communities.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - December 4, 2010> - § 2 references coded [8.93% Coverage]

Reference 1 - 6.55% Coverage

Q – The last time you were in the community you were supposed to bring information on Raglan mine shipping. [Comments missed]. There is already a route that ships use year round in Nunavik.

Nigel Qaumariaq – We have asked the Nunavik environmental review board to share information with us on Raglan shipping. When we return again we will discuss Raglan shipping with you. Baffinland has offered to send some community members to Voisey's Bay or Raglan mine to see how their shipping works. We will get community members from Cape Dorset and Kimmirut to participate in these visits, which will likely occur sometime in 2011. QIA also wants to find out if their shipping goes into the Nunavut Settlement Area.

Reference 2 - 2.38% Coverage

Q – I just wanted to say that we went on the radio today to let everyone know that Baffinland was hosting the meeting. I have heard some bad things about Nanisivik from someone from Arctic Bay. We should plan this mine so we don't have the same things happen.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet - April 24, 2010> - § 1 reference coded [17.98% Coverage]

Reference 1 - 17.98% Coverage

Q2 – I've seen big mining companies all over the world. I met these mining executives in Guatemala and I noticed that they follow very different mining practices. Are you going to work with a mining company with a bad reputation? Also, the US wants to stop our hunt, but everyone gets our resources. What benefit will we have if you come to mine? I think in 15 years we won't be able to hunt anymore. What is Baffinland going to do to protect our rights as people? How much are you going to pay us to forget our culture? And the US military has helicopters and other equipment that make no noise – why don't you use this equipment.

Also, I am young. The government doesn't care about us and our culture. What guarantee can Baffinland provide? If we accept this we are basically signing our hunting rights away?

Bill – the first one is the type of partner we are looking at. Most of the large companies in the world, that we are talking to at least, recognize the need to protect the environment because if not it will affect mining in general. And most large mining companies have adopted consistent standards they've adopted around the world. So most large mining companies apply the same effluent standards everywhere, for example. There are some small and also some illegal mining companies, but most large companies have their own code of ethics they follow. And because this project is going to cost billions $ to build, the companies we are looking at are those large mining companies.

Bill – Regarding your comments on culture, I hope in 10 years after the mine is operating, people like you have a choice of whether or not you want to work at the mine, or continue a traditional lifestyle. We are trying to identify which project interactions would be the influences of the mine that would reduce the populations of caribou or marine life. For example, in Labrador the rail lines have been operating for 50 years to the iron ore mines there. We will be adopting their best practices for how the manage impacts to

caribou. Similarly for the past 7 years shipping through the landfast ice, not as frequent as proposed for this project though, and we are seeing the practices they adopted to protect wildlife. And I know we can't transfer directly what they do there to here because the environment is different, and that's why we're meeting with the HTOs so that we can use the best practices and adapt new ones, so that you have that choice.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 1 reference coded [2.98% Coverage]

Reference 1 - 2.98% Coverage

Q2 – Thank you for coming to Clyde River. I am Jason Pudluq from Clyde, I am not really from Clyde but came in the 1960s. We lived like real Inuit at that time and not in a community. The government didn't consider us before and they did what they want and took minerals without considering the Inuit. Today I am happy to see in the NLCA that we have representatives. In years past they were not like you today – like Baffinland is doing today. I am happy with you that you can meet with Clyde River Inuit. There is one more think. David [last name spoken but not recorded] who couldn't be here, said he is happy to see the project presented to Clyde River, Pond Inlet, and Arctic Bay. As Inuit before Nunavut, we could not express our concern, and lost hope in conserving and protecting the environment. Before the NLCA, when they found minerals they used to take what they found and ship it out, that's how bad they were with us. But now with the NLCA we see mining companies approach us and ask for permission. I will be happy to work with you. The other person I was going to celebrate with him to have the mining company talk to us today. Welcome to Clyde River.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 1 reference coded [1.07% Coverage]

Reference 1 - 1.07% Coverage

NQ – I know in northern Quebec they only used their railroad and ships in the summer time.

MZ – In Sept Illes and with IOC they ship and use the rail line 12 months per year.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [1.74% Coverage]

Reference 1 - 1.74% Coverage

Community Speaker 2 – In the past there was public consultation and they talk about that but once they've left town it changes. Like the mine at Resolute [Polaris] every time the company representatives are in town they are listening and collecting information, but then it changes.

Mr. Chubb – Baffinland can't speak to other mines, but we are committed to this.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 2 references coded [3.94% Coverage]

Reference 1 - 2.41% Coverage

Mr. Taqqaugaq – There are a number of things that puzzle me. One is the ore that we will be bringing down to Steensby; and ships. How can they move so much material so fast? And also, from experience with Nanisivik and Polaris mines, a huge ship would be loaded in not less than 3 days, and from what you are saying a ship will go every second day.

Mr. Cooper – The ships will be larger than the ships at Polaris and Nanisivik. The machine that loads the ship is designed to load the ship in about 12 hours. It's larger equipment than Nanisivik or Polaris, and this type of machine is common in the world, a proven type of machine for this job.

Reference 2 - 1.54% Coverage

Mr. Awa – I just want to say that I am extremely pleased the way the meeting is going. IN the past this type of meeting never existed, we were treated like dogs and they just went ahead. Now we can voice our concerns as a human being and an Inuk and I am very glad to speak out. We are extremely grateful and thank John Amagoalik for the founding of Nunavut. We thank you so much. I thank each and every one of you.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 3 references coded [4.17% Coverage]

Reference 1 - 2.03% Coverage

Q13 (Hon. Tapardjuk) – Thank you. My main concern is I am very much in favour of employment being created. The feeling is that the mine is the only place where they can obtain employment. Animals that will be driven away, we also have concerns about the coastal area where there are clams and others. Just across from us on Melville Peninsula they are looking for diamonds. There are also a lot of Inuit employees taking over jobs. Some people think the only places where they can get jobs, but there are other places. There will be probably other problems that will arise in the future that will be taken care of. I have a son who is 18 and by the time he is 36 the mine will close. What do we do with their future? In the western arctic there are all sorts of problems. After, the damage to the animals will be left after the mining is depleted.

Mr. Chubb – I'm not sure I understood the question, but I'll reply. The comment was that there are other opportunities outside of the mining sector. Job opportunities and skills development lead to other opportunities to apply it to other things. We see that work opportunities at the Mary River Project not only support the project but have the potential to support a wider range of activities. There will be new skills acquired that can be transferred. New opportunities for new businesses.

Reference 2 - 0.77% Coverage

Q20 – A small boat in Hall Beach was doing depth sounding, studying the oceans in Steensby Inlet. I am from Hall Beach and recently moved to Igloolik, but I regret why residents in Hall Beach or Igloolik weren't involved in the ship doing the study. Also, we used to worry about employment being created, because living on income support you get tired after a while, you need real employment. Also, Roche Bay area we heard they don't welcome hunters – I urge you, Baffinland, to welcome hunters into your mine site.

Reference 3 - 1.37% Coverage

Mr. Chubb - At the end of activity at the Mary River site, whether the end of the mine or for some reason Baffinland weren't to continue its work, there would be reclamation that would be undertaken. Certainly we've been listening to the comments tonight and the discussions we've been having. Perhaps I can go back to the comments of the previous speaker. In the work we do onsite we look to involve people in the programs. This year we used a ship from Igloolik to do some depth work, and there were many of the environmental programs that had local assistance from Igloolik and other places. The second question was with regard to hunters in the area and the work that we do. Baffinland of course understands and respects the use of the land and the hunting in the area, and we don't discourage that. The other point on that as well is that we've supported the annual community hunt from Pond Inlet as well.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 3 references coded [13.69% Coverage]

Reference 1 - 5.25% Coverage

Councilor Simon Nattaq – Originally I am from Hall Beach, and like anywhere in Nunavut I travel and I've been traveling to Coral Harbour and Northern Quebec, and I think John mentioned the questions that I have. Although it impacts my personal life, if there is impact on the environment I would expect there would be an agreement in place. That area - the shipping route is a breeding ground for marine mammals. Polar bears are also living in the area. From my understanding, the ice never used to melt, but I think now polar bears are moving away compared with the past. We already have impacts in our lives. I am not sure Nunavik but Cape Dorset they will also be impacted, and they will also be impacted (Kimmirut?). Nanisivik had ice breakers come in winter. Compared to the past, I didn't see real negative impacts to marine mammals, narwhal, and seals are still there. But the Inuit travel route and losing equipment and so on. In Iqaluit although we have ice the ships still come in and the beluga still come naturally. So although they may be impacted, personally, the ships cannot deter the animals in their activities. We heard a big proposal, although I am Nunavut Beneficiary. I don't want to interfere in the communities but I can say you should add Cape Dorset. If you decide to go the eastern route, you may be able to bring equipment. I don't think they asked to bring big items to the port – part of the benefits package – that they can always go to collect equipment delivered to Steensby. I can't really say on behalf of those communities, but…thank you for considering Iqaluit in your proposal.

Reference 2 - 5.59% Coverage

Councilor Williams - Yes it is much appreciated. A couple of comments I'd like to make, I have a bit of experience with the impact of shipping and ice, with Arctic Bay. I went before they were shipping, and then saw the impact of ice breakers through landfast ice on harvesters. In that area, I'd like to point out that the area in Foxe Basin is a well known area by walrus occupied year-round, because of the moving ice. I think one of the things people don't assume is that walrus are big tough animals but they are actually quite sensitive – one of the animals with a sense of smell – whales don't but seals do. The one thing that I will share is that my

experience with shipping - the habituation of mammals to Arctic Bay – the CD Howe – those vessels, they can see the animals respond days before the ship arrive. They don't any more – there is an initial flee behaviour. If you look at Bay of Fundy, ships have become habituated to ship traffic. I found it interesting you're going to ship and dock in landfast ice throughout winter. One of the hardest things was to dock in landfast ice at Nanisivik with landfast ice. With the continual growth of ice, especially coming off the steel head that go into the water, it will be a challenge over the winter. There will be a lot of focus on shipping but the rail line given the 6 trips will be a substantial barrier to caribou, wolves, any terrestrial mammals. Something to leave with you – I can see that the railway may be a substantial consideration. If you have an area of substantial snow, and you create new snow, they will get onto highways, - Cantung and other remote areas – they will not get off the road into the deep snow and will run until they are exhausted.

Reference 3 - 2.85% Coverage

Mayor Sheutiapik – That touched on a few items I want to mention. You mentioned sustainability. We crisscrossed in Igloolik because we are doing integrated planning. Yellowknife – there has been a mining precedent for a long time, and wishes before there was long-term planning because they are struggling with old mining works. I guess that is the result of the NIRB – not to leave it in the ground and my children or grandchildren have to deal with. That is a concern – we have to plan today. It will be a challenge. It will be very important to deal with it today. The train tracks – you said it is Crown, is it because it is close to the shoreline? It is IOL, correct?

Mr. Chubb - It is IOL and Crown. The vast majority of the lands the rail will travel are crown. I think it is about 37 km of 143 km that is IOL. The figure, all the area that is white is Crown lands.

<Documents\Public Consultation\Kimmirut\Kimmirut Public - April 26, 2010> - § 1 reference coded [7.59% Coverage]

Reference 1 - 7.59% Coverage

Q7 – I have work experience in mining in 1955-56 on a project in Northern Quebec. We were well looked after when working for the mining company. When there was an environmental impact, there is always the potential of the wind blowing different directions. There are always potential impacts. I recall there was dust going into one particular area from the winds in Nanisivik Mine. Need to ensure this type of impact does not occur on the Mary River Project, to ensure no contaminants or biohazards being created by the project.

Matthew – With respect to the ship size, yes the dock is being designed for this size of ship. With regard to impacts from dusting or chemicals, we're designing the mine not to have those impacts, and will monitor through the life of the project. And we've learned a lot since Nanisivik or Asbestos Hill, of that's what you're referring to. We care confident we won't have those impacts, but we will watch for them and report back on them.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 1 reference coded [3.82% Coverage]

Reference 1 - 3.82% Coverage

Councilor Kayak – I was elected to Hamlet and I am glad to express my opinions. but during the planning I want to express in Canada there are different mines in Labrador and somewhere else. Since the planning stages, I want… [not recorded] from existing communities from a mine who experienced environmental issues. Let's say, if one of those communities had a concern of an environmental impact. Do you know of any similar mine in Canada that can be asked for information?

Mayor Kublu – maybe John can explain about the land.

Mr. John Amagoalik – In Labrador they had signed agreement to mine. We have seen that, and we can use it as a reference. In Article 26 there is a requirement, and for other communities we have researched where other communities have experience in mining. We could ask them to provide information to the communities.

Mayor Kublu – INAC person, do you want to add to that?

Ms. Charlotte Lamontagne - No thanks.

Mr. Cooper – Baker Lake just went through building of the Meadowbank mine and may have something to share.

Councilor Kayak – Thank you. Article 26 - I am glad to hear that. But after the mine is closed, the existing communities will need to be able to express their concerns if they have them. While they are building it, we want to see what other communities have had to deal with.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 1 reference coded [2.57% Coverage]

Reference 1 - 2.57% Coverage

Q6 – In relation to the rotation schedule and previous mining schedules at Polaris and Nanisivik, when people have taken their time off and are ready to go back they are told they are no longer needed, and this creates bitterness. There has to be certainty about employment. There needs to be better scheduling or communication on the radio, TV or other means.

Mr. Kutchaw – Very good comments, thanks. We acknowledge the problems with scheduling and room in the camp; it's something that we want to improve to avoid the issues raised. Thank you.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 1 reference coded [1.71% Coverage]

Reference 1 - 1.71% Coverage

Q. Thank you for getting feedback on mammals. I liked the way the workshop was held. I thought this would be a meeting to discuss what we thought of the shipping route. It is a good idea to consult ahead of time. As long as there is communication, we can identify impacts, for example on seals. If there is predicted to be a big impact, the project can't go ahead.

We heard that the ship from Raglan has broken the regulations on the boundary towards Baffin Island. It leaked out that they are going too close to Baffin Island. I know this is a different project, but before everything goes ahead, the route needs to be agreed upon.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 6 references coded [3.26% Coverage]

Reference 1 - 0.08% Coverage

Question: Nigel Qaumariaq/QIA - You mentioned Schefferville. Do you know what they do?

MTP: We know that they do almost nothing. The animals mostly move out of the way.

Reference 2 - 0.38% Coverage

Nigel: We hear a lot about options for tonnage outputs for the year and I assume there is a study that has been conducted on that. Is there another iron mine in Canada we can use for comparison? I know about Shefferville. There were protests and a blockade. They are producing 4 million tonnes per year… [unrecorded comments].

Bill – Are you talking about Bloom Lake? There is IOC, Quebec Cartier and Wabush and the new companies are New Millenium and Consolidated Thompson. I think you mean Consolidated Thompson. They signed an IBA with the Innu Nation.

Nigel - New Millenium.

Bill – I don't think they are producing yet. There is a larger demand for our ore because of its quality and because it is clean. Steel mills are anxious and there is high demand for our ore.

Reference 3 - 0.66% Coverage

Question: Simeonie Aqpik/Kimmirut - When is that picture from [picture showing ship going into Voisey's Bay and ship track in winter]? Mid-winter? Is it always like this?

Tim Keane: That picture was taken on February 25, 2006. Shipping occurs from December to April at Voisey's Bay. There are four ships that go in.

Question: Mikidjuk Kolola/Kimmirut - How thick is the ice in the Voisey's Bay area?

Gus Dicker – About five feet.

Tim Keane – In Steensby Inlet it is between 1.5 and 2 meters thick.

Question: Bruce Stewart/QIA – How wide will the shipping tracks be? Can the ships stay within the same track?

Tim Keane – Yes, we can follow the same track, within reason. The ship will generally go towards the lighter ice. At Voisey's Bay, they mark the track after the first passage and they stay within that track for the rest of the winter. The track at Voisey's is about 100 feet wide. The new ship track will be about 70 meters wide.

Leroy Metcalfe – I have some pictures to show you this afternoon regarding this.

Simeonie Aqpik – That ship we just saw in the picture looks pretty thin. And the ice looks thick.

Tim Keane – The strength of the ship is designed to deal with ridged, or piled-up ice.

Mathew Akavak – Simeonie's comments were probably mis-translated. I believe he meant the ship was going through thin ice.

Reference 4 - 0.79% Coverage

Question: Louis Uttak – Are you getting royalties? If so, what percent? Is the Inuit association getting royalties?

Leroy Metcalfe – The land claims agreement was still in negotiation at the time of the mine's development. As a result, the Voisey's Bay mine area was not included in the Labrador Inuit Settlement Area or identified as Labrador Inuit Land. According to our land claims agreement we would have been entitled to 25% of Labrador government royalties had the land claim been negotiated prior. We didn't come away with nothing though. As a result of our IBA, we came away with 5% of the royalties delivered to the Nunatsiavut government.

Question: Nigel Qaumariaq – How long is Voisey's Bay permitted for? Is there other active exploration?

Leroy Metcalf – 25 years. There is other exploration going on at the Voisey's Bay site, including for underground development options.

Question: Nigel Qaumariaq – Winter shipping occurs approximately 4 times a year?

Leroy Metcalf – Yes, it occurs a little more than once a month. There was a question this morning about the lack of ice on the sides of the ship track. Someone asked if it was because the ice was thin. Unlike the Coast Guard boats that can throw big chunks of ice up on top of the ice, we see the ice being broken and going under the boat. Smaller bits of ice then come out the back. The ice is about 3.5-4 feet thick.

Simeonie Aqpik – This is thicker ice than shown in the other picture [pointing to picture].

Leroy Metcalf – The ice in the other picture is thinner because it is newly formed ice. The ice in this picture here is older.

Reference 5 - 1.11% Coverage

Question: George Eckalook – Baffinland's boat is going to be bigger than the MV Arctic. Are Baffinland's boats designed like that? To break up the ice and move it underneath? We've also heard they will do this many times. The other question I want to ask is whether the crossing is beneficial to the Labrador hunters.

Leroy Metcalf – The ice bridges are useful to the hunters. However, we do have very mild winters sometimes and the ice bridges cannot be built. It is very difficult for hunters then. This is why we developed the pontoon bridge system that we use. There was very positive feedback from community members. This is because there is no waiting with the pontoon bridge. No sixty kilometer detour. Because the pontoon bridges were so successful, the Nunatsiavut government requested a second set this year.

Question: George Eckalook – Who paid for these pontoon bridges?

Leroy Metcalf – Voisey's Bay Mining Company. Sikumiut Environmental designed the bridges, using a lot of Inuit Knowledge in their design.

George Eckalook – It is not as cold in that area as it is here. Some of our areas here don't ice over easily, like Kimmirut and Cape Dorset. If you were to make these pontoon bridges for the company here it would be nice.

Tim Keene – The Baffinland ships will have the same hull design as the MV Arctic, so they will have the same effect of pushing ice underneath the hull.

George Eckalook – In your land I noticed there were many islands close together, but it is not like this here.

Question: Nigel Qaumariaq – Do you have experience with Raglan Mine? How often do the ships go in there?

Tim Keene – It's only 2 or 3 ships a winter.

Question: Nigel – Do you have experience with the number of ships that Baffinland is proposing? One ship every two days?

Tim Keene – No, no one has that type of experience. We will be breaking new ground. However, our experience indicates there isn't any reason to believe this amount of shipping isn't possible. There is nothing to be afraid of with this amount of shipping.

Leroy Metcalfe – Listening to each other and working together will be very important. As will empowering Inuit to help manage the issues that arise. This helped benefit both the communities and the company at Voisey's Bay.

Reference 6 - 0.23% Coverage

Question: Nigel Qaumariaq – In Labrador, they estimate they will extract about 45 million tonnes per year, with all the operations combined. How does this compare to Baffinland?

Bill Napier – To my knowledge, there are no other iron ore developments in Canada outside of the Labrador trough. There used to be a small amount coming out of British Columbia. We wouldn't be the largest developer. We are planning on extracting approximately 20 million tonnes per year.

OTHER MINES & OPERATIONS - GENERAL COMMENTS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 1 reference coded [1.86% Coverage]

Reference 1 - 1.86% Coverage

Mayor of Arctic Bay – If the Minister approves this Project then when will construction start?

Greg – Our best estimate is that construction will start in early 2013 if we get approval by the end of 2012.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 3 references coded [4.01% Coverage]

Reference 1 - 2.01% Coverage

Sakiasee Qaunaq – The ore will be stockpiled near the port. If snow builds up on the stockpile you will have snowdrifts that will freeze the stockpile. You will then have problems accessing the stockpile. At Nanisivik they had difficult times dealing with this. Our winter is very harsh. How would you deal with the frozen stockpile of iron ore?

MZ – We're going to be crushing very coarsely at Mary River. The material at Nanisivik was very fine, almost like a powder. We don't see any problems with the stockpile freezing. We did not see any stockpiles freezing during our trials.

Reference 2 - 1.42% Coverage

Niore Ikalukjuq – We have to go a long ways to travel, sometimes to Clyde River. Would you have a safe way of traveling through the site?

MZ – Yes. Anyone traveling through the site will have a safe way to pass through. They can also stop in for a meal, fill up there snow machines with gas, camp and get a bunk there. The ski doo trails through site will be very well marked. The site will not be a barricade.

Reference 3 - 0.57% Coverage

Ikey Naqitarvik – Where are you getting the gravel to build the railway?

GM – The rail bed will be composed of crushed rock taken from quarries along the rail line.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 1 reference coded [4.90% Coverage]

Reference 1 - 4.90% Coverage

Q6 - Unfortunately we aren't informed of what is happening now. We are not being informed ahead of time of these proposed routes. We were never told about this route shown. We didn't know that there were ships going through this area. Why weren't we informed when the ship started using that route? Seals are disappearing from close to the land. Those people are dealing with the proposed ship route. Why weren't the Inuit in this community being informed? My preference would be for the route to go beyond the three islands (into Nunavik waters), because the route you are proposing to use is the seal hunting waters. Why did those people in Raglan inform the people of Cape Dorset?

Richard – The ship that goes into the Raglan Mine in Nunavik does turn and head to Deception Bay before it reaches Cape Dorset, so you will likely not have been able to see this ship. It wouldn't come right in front of the Cape Dorset community.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - December 4, 2010> - § 1 reference coded [6.55% Coverage]

Reference 1 - 6.55% Coverage

Q – The last time you were in the community you were supposed to bring information on Raglan mine shipping. [Comments missed]. There is already a route that ships use year round in Nunavik.

Nigel Qaumariaq – We have asked the Nunavik environmental review board to share information with us on Raglan shipping. When we return again we will discuss Raglan shipping with you. Baffinland has offered to send some community members to Voisey's Bay or Raglan mine to see how their shipping works. We will get community members from Cape Dorset and Kimmirut to participate in these visits, which will likely occur sometime in 2011. QIA also wants to find out if their shipping goes into the Nunavut Settlement Area.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 1 reference coded [0.84% Coverage]

Reference 1 - 0.84% Coverage

Q13 [Mayor Iqalukjuak] – My question, in the picture, when you are extracting the ore from the deposit, the darker area will be taken out and shipped out? Is there any open pit mining in the arctic regions anywhere on earth? In the north or the arctic?

Mr. Chubb – Yes, there certainly has been open pit mining in the arctic.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [1.88% Coverage]

Reference 1 - 1.88% Coverage

Community Speaker 13 – We have seen before mines close when the price drops – will this happen?

Mr. Cooper – As a low-cost producer, we expect to be able to operate for a long time.

Community Speaker 13 – I'm asking because it would be terrible for prices to drop and a lot of good jobs lost. We've seen it before with the mines up here. I have also seen residue left behind from blasting.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 1 reference coded [2.88% Coverage]

Reference 1 - 2.88% Coverage

George Qullaut – Mary River will have many hazardous materials. Batteries, fuel, etc. There will be a number of work locations at the mine site and along the rail line and port sites. The mine will produce contaminants and emissions into the air. We need to understand the studies that were done on those.

GM – What you'll see in the DEIS is that all the potential effects of those things have been looked at and assessed. All hazardous materials will be stored properly at site before we haul them away to be disposed of in the south. We don't want that stuff at site for too long either. We'll do an annual haul out of the materials. We'll also report on these activities.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 1 reference coded [7.03% Coverage]

Reference 1 - 7.03% Coverage

Jeannie – Are you prepared if there is an accident? Are you properly equipped?

GM – Safety is important at all mine sites. Part of our environmental impact assessment submission will include a spill and emergency response plan. We are required to be able to handle most emergencies on site. We will also be required to have properly trained people and have the proper equipment at site to handle spills and accidents.

Jeannie – In case there was an accident, do you have money put aside to compensate our people?

GM – Yes. Any accidents that occurred will be the responsibility of the company to deal with and pay for. Insurance might cover this, or the company would pay directly. There are very strict rules mining companies have to follow in regards to accidents and spills.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 2 references coded [11.77% Coverage]

Reference 1 - 5.33% Coverage

Enokie Inuarak – Steensby Inlet and Milne Inlet seem like the only options?

MZ – Yes.

Enokie Inuarak – You can't afford any other options?

MZ – It's not a matter of affordability. It's a matter of practicability. We need to be able to build it. The rail line can't be constructed on anything steeper than 3 degrees slope.

Enokie Inuarak – It seems like those are the only options then. I have seen where you guys have studied; it looks like you can go further south.

MZ – [Describes the evaluation of port and route alternatives and selection process used].

Enokie Inuarak – There are airplanes that can carry tonnes and tonnes. Does that cost too much? If you can't afford that, you can't afford to build Mary River. Because country food is the most important to us. It's the healthiest food we have. We can barely get healthy food from the stores, you can check for yourself.

MZ – To fly would cost $1000 per tonne. We only sell it for $60-70 per tonne. You're right, the mammals are important. We want to minimize our impact. We will be filing a Draft Environmental Impact Statement. It will be about 5000 pages long and look at all the main animals and our potential impacts on them.

Reference 2 - 6.44% Coverage

Michael Peterloosie – Thank you for remembering my late father [Jayko Peterloosie]. He was a valuable source of IQ. I do not want his words forgotten. How long will the sound travel? There are nine deposits on site? That would be almost 100 years of mining. As a hunter in that area, I would like to know when blasting will occur and how many times it will occur. We also need to know about the safety precautions hunters will need to take. Over a year, what kind of quantities are we talking about? How much dynamite will be used? If I go hunting at Mary River, I would like to know this. I don't want to be caught by a surprise explosion. The railroads in the south are also very loud. I would like to know what the level of sound will be for the railroad. Mary River won't be the only area that will require blasting. You will need to blast along the railroad. What will the decibels be?

MZ – In the mine environment blasting is a regular event. It only occurs when there are no people in the pit. It occurs either at the beginning or end of a shift. Yes, there are nine deposits on site, but we are only focusing on Deposit #1; the other deposits need more work done on them. Blasting will be heard several kilometres away. There might be some blasting needed for the quarry work, but we will try and use already broken rock wherever possible. It is less expensive for us this way. All the information on blasting will be included in the DEIS.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 1 reference coded [0.52% Coverage]

Reference 1 - 0.52% Coverage

Q. There is a mine in Northern Quebec (Raglan). We would like to see their route and whether they are far from the coastline. We heard that they travel towards Baffin Island to avoid sea ice.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 1 reference coded [0.15% Coverage]

Reference 1 - 0.15% Coverage

Question: Levi Barnabas/Arctic Bay – Have marine mammals been impacted as a result of other activities around the world?

MTP: It depends on the type of marine mammal. Warren will discuss this further. There was a 2008 study showing marine mammals returned to the area within a few hours of a ship leaving.

OTHER MINES & OPERATIONS - MARY RIVER OPERATIONS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 1 reference coded [2.08% Coverage]

Reference 1 - 2.08% Coverage

Tommy – Is the 21 year operation of mine an estimate?

Greg – Deposit No. 1 by itself is approximately 21 years. There are 8 other deposits that will likely add additional years of employment but we can't say for sure at this point

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet - April 22, 2010> - § 1 reference coded [7.58% Coverage]

Reference 1 - 7.58% Coverage

Sakiasee – Last year, there was a study to see if there will be a mine there. Richard was one of the people working on that. They stopped, and the plan was on hold, until finances. Are you confident enough to proceed with the mine? Enough finances?

Bill – No, not enough finances to start the mine. We have enough for this year's work, and net year's work, but not enough to invest in the capital of the mine, and that's why we are looking for a JV with a larger company, and loan guarantees from the government including the Government of Germany. So that aspect of the project is still uncertain.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 1 reference coded [2.87% Coverage]

Reference 1 - 2.87% Coverage

Q10 – The 18 million tonnes that will be shipped – my question is that one ship – how many metric tonnes can one ship carry?

Bill – In metric tonnes, about 180,000 to 200,000 tonnes.

Q10 - The reason I asked is that at Nanisivik there was carrier they put in 29,000 tonnes in the ship. So it was a big amount. The bigger one was 52,000 tonnes. There was a big storage for concentrate, and the ship made 5-6 trips to empty the storage. For the whole year, that is a big amount, and it looks like it will be none-stop traffic by the ship. So I think you will be hauling a bigger amount compared with Nanisivik.

Bill – That is correct, I think it was the MV Arctic that was used for Nanisivik.

Q10 - Yes, 29,000 tonnes for the MV Arctic. But there were different ships. Looking for comparison, it looks like Baffinland will have a bigger ship.

Bill – Yes. Matthew was talking about diamonds and taking a suitcase out of site in a helicopter. Concentrates like Nanisivik are much larger volume but still less than iron ore.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 2 references coded [3.18% Coverage]

Reference 1 - 1.17% Coverage

Tommy Kilabuk – [Question on road haulage option].

GM – The current Project Description focuses on the Steensby Inlet shipping option only.

Tommy Kilabuk – Your current plans are to start mining only if you build a railway?

GM – Yes. We wouldn't be able to transport iron ore from the mine site unless we have constructed the railway.

Reference 2 - 2.01% Coverage

Juda Oqituq – The price of iron ore will affect the mining. We will need to downsize the employment levels if the prices go down. If the price of ore goes down, would you continue to operate? How much cargo can your ships load? How many metric tonnes? Would you continue to mine after 21 years if the price of ore went down?

MZ – The current price for iron ore is $140.00/tonne. The price in our Feasibility Study was $55 – $67/tonne. Our ore is high grade and will be sought after. The ships will carry up to 190,000 tonnes of iron ore. We will be looking to have 8 vessels built.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - December 4, 2010> - § 1 reference coded [10.49% Coverage]

Reference 1 - 10.49% Coverage

Q – You said the mine life would be 21 years. What would you do with the camp after the 21 years?

LB – We were only referring to mining Deposit #1. In the meantime we would look for other possibilities to mine ore in the area.

GM – Thank you for your question. My next presentation will provide more details on this. There have been other discoveries at Mary River in addition to Deposit #1. There are now nine deposits at Mary River. Our project proposal only focuses on Deposit #1; this is what will be applied for under NIRB. There is more work to be done on the other eight deposits. However, our initial work leads us to believe there will be mining at Mary River long beyond 21 years. In the EIS we have also included a mine closure plan, which details how we would remove equipment and clean up the site.

Q – I don't feel I was responded to correctly. There would be a camp there, accommodations, equipment and a railroad. What would happen to all that?

GM – Once all the mining is finished at Mary River the site would be reclaimed to as natural a state as possible. But we do think the mine will last beyond 21 years.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 1 reference coded [3.53% Coverage]

Reference 1 - 3.53% Coverage

Q – You're going to take the iron ore out of the ground. There will be lots of toxic chemicals produced and you will contribute to global warming.

GM – Steel won't be produced at Mary River.

Q – I wasn't talking about here. But it will be produced somewhere.

GM – We are going to focus on the mining part of the Project. The steel factories have their own regulations they must abide by.

MZ – Mary River iron ore is a very high quality ore that will reduce the amount of energy needed to produce steel. The ore produced will be 75% lump which will also reduce emissions.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [8.13% Coverage]

Reference 1 - 8.13% Coverage

David - I was born near Mary River. I'm glad for the proposed mine but I'm concerned about the impacts on wildlife. The reason I'm concerned is because traditional hunters are very few and we wanted to open a meat processing plant that would be economical. If you are going to use explosives it will have an impact on mammals and fish. With one explosive you could do a lot of damage. It would be better if you can build a port further south to reduce ice problems.

Oliver - Timing is very important to try to avoid times when mammals and fish are likely in the area. Separate from timing, we need to get authorization from DFO to ensure that we are below certain levels of noise.

Mike Z. - With regards to the port, there are two main aspects. The water is not deep enough. The second aspect is the rail length which is more than twice as long which means more fish crossings, bridges and tunnels. The rail line has to be a maximum of 1.5% grade which is almost flat. As for the ice conditions there will be specially designed ships.

QIA member - He is not worried about ice thickness, he is worried about seal impacts.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 1 reference coded [3.60% Coverage]

Reference 1 - 3.60% Coverage

George Qullaut – It's unfortunate the HTO is not here; I believe they are still in a public meeting. Have you studied the rivers around Mary River? Have you looked at contaminants? That lake close to here will also be contaminated by the mining project. If they are affected, how will be compensated?

GM – There's very little associated with this Project that would cause the contamination you speak about. There are no chemicals used in the processing of the iron ore. No tailings. We're building brand new ships that are very safe with very few risks associated with them. We will need to develop safe working procedures for dealing with fuel handling.

MZ – Trace element sampling for mercury has come back below detectable limits. One of the reasons we're excited about the Project is because it is very clean. It is an exceptional deposit.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 2 references coded [8.28% Coverage]

Reference 1 - 4.33% Coverage

Q – How long do you think this project will operate? Will it be operating in winter?

GM – Yes, it will operate in winter – it is a year-round operation. The mining from Deposit #1 will last for approximately 21 years. However, Baffinland has 8 other deposits on site. These deposits haven't been studied enough to know if they can all be mined after we get Deposit #1 up and running. There is no guarantee they can be developed, but we will develop them if they are good enough.

Reference 2 - 3.95% Coverage

Q – Will the ships be taking any water from Steensby Port? If they are, it will have an environmental impact in that area. With climate change, water levels will be lowering. Don't try and get free water from up there. Take it from where you're from.

GM – The water that would be used at Mary River would be a very small amount compared to other mining projects. This is because there is no water used for processing, only for human use.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Community Meeting - Mach 1, 2011> - § 1 reference coded [2.28% Coverage]

Reference 1 - 2.28% Coverage

The bladders you use for diesel and have the potential to leak. When water settles on the plastic bladder maybe it can crack the bladder when it freezes. We don't want spills that can impact animals. I would like for you to have steel tanks.

Greg – Fuel bladders are used as temporary storage. In the long term, steel barrels will be used when the project is operational.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 1 reference coded [6.44% Coverage]

Reference 1 - 6.44% Coverage

Michael Peterloosie – Thank you for remembering my late father [Jayko Peterloosie]. He was a valuable source of IQ. I do not want his words forgotten. How long will the sound travel? There are nine deposits on site? That would be almost 100 years of mining. As a hunter in that area, I would like to know when blasting will occur and how many times it will occur. We also need to know about the safety precautions hunters will need to take. Over a year, what kind of quantities are we talking about? How much dynamite will be used? If I go hunting at Mary River, I would like to know this. I don't want to be caught by a surprise explosion. The railroads in

the south are also very loud. I would like to know what the level of sound will be for the railroad. Mary River won't be the only area that will require blasting. You will need to blast along the railroad. What will the decibels be?

MZ – In the mine environment blasting is a regular event. It only occurs when there are no people in the pit. It occurs either at the beginning or end of a shift. Yes, there are nine deposits on site, but we are only focusing on Deposit #1; the other deposits need more work done on them. Blasting will be heard several kilometres away. There might be some blasting needed for the quarry work, but we will try and use already broken rock wherever possible. It is less expensive for us this way. All the information on blasting will be included in the DEIS.

OTHER MINES & OPERATIONS - NANISIVIK - BENEFITS FROM NANISIVIK

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 1 reference coded [3.55% Coverage]

Reference 1 - 3.55% Coverage

HTO Member 3 – I know as Nunavut beneficiaries our waters and we need compensation if there is any evidence or reason or damage to the animals and same with the ice. If it is going to be a hunting area. The ice needs to be monitored. Same with Igloolik, they will need an agreement in place for compensation. Nanisivik used to provide equipment if they lost equipment in the ship track.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 1 reference coded [11.77% Coverage]

Reference 1 - 11.77% Coverage

Q4 – My first question is more humorous – will local people be getting watches after processing the ore? My next questions are as follows:

- You said Mary River will have the potential for a mine life of 100 years. Using Nanisivik as an example, it closed even through lead and zinc are still found in the ground – due to low prices. Do you know how you can have a sustained demand for 100 years? Have any studies been done on this?
- Open pit and waste rock you'll need to reclaim these. Will waste rock go back to the original location [open pit] or will it stay on the land?
- Nanisivik used to give reduced freight rates – will Baffinland provide that benefit?
- People hired from all these communities are hired from Iqaluit and it's too far – with no direct communication with the communities. This needs to be straightened out so that people are clear when they are go to work and when they are to travel, which isn't happening right now.

Mr. Cooper – to answer your questions:

11. The market for iron ore is very strong, mainly due to India and China, and prices recently increased by three times. We have discussed this with the customers and they believe the market for iron will be strong for a very long time. But, it is hard to predict the future for such a long time.
12. Before beginning to mine, we need to provide a closure plan and financial guarantees. The specific plan for waste rock is to leave it where it is placed during mining, but at graded slopes that will be remain stable. The waste rock piles will be contoured to the landscape but we do not plan on filling in the open pit as this would be prohibitively expensive.
13. Baffinland does not have plans to subsidize freight on ships – the ships are designed to carry ore and are not like general cargo or sealift ships.
14. We know there have been problems with communicating with employees. We need to develop a better communications plan with employees as to when their shift is to start.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 1 reference coded [1.05% Coverage]

Reference 1 - 1.05% Coverage

Q – There are going to be a lot of sealifts in the future. Nanasivik Mine used to bring food, supplies and equipment, like skidoos in on their ships, are you going to do that ?

A – No, it is not our intent to provide freight service to the Communities.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 1 reference coded [2.31% Coverage]

Reference 1 - 2.31% Coverage

Q – I was looking at the maps. Regarding the shipping route, I want to comment. In the past years, we've observed that the mining side and the marine mammals relocate somewhere else. I am thinking that Baffin – the whole surrounding waters – there is going to be a lot of traffic on the ice or ocean.

Even though it appears that our comments are being ignored by the white people who arrived recently, even though we've lived here. We need to ensure wildlife, especially in Foxe Basin, they will definitely be affected. We should look at all of the options, instead of traveling through Foxe Basin in the winter time – use an alternate route. When ships went to Nanisivik they did not

disrupt fish habitats. You definitely need to build a road to where the small glacier is. And from there you can go wherever you want. You should not disturb the coastal areas of Baffin Island.

OTHER MINES & OPERATIONS - NANISIVIK - COMPARISON TO MARY RIVER

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet Council - September 24, 2007> - § 1 reference coded [7.33% Coverage]

Reference 1 - 7.33% Coverage

Comment: Happy to see officials from the company coming to the community. This is very different than Nanisivik. Baffinland is better organized and committed to the community than Nanisivik.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 3 references coded [16.01% Coverage]

Reference 1 - 5.35% Coverage

Levi – Our concerns are raised when our hunters come back and tell us about these things.

Vice-Chair – we are concerned about the communication issue here with Arctic Bay. We are not angry or upset, but we would like to hear what is going on. You indicated that you are not going to operate like Nanisivik mines. We don't want to be treated as we were by Nanisivik. I can get to Mary River without stopping on a skidoo. Nuluujaak is very close by. If you keep us informed what is happening then there will not be any problem. We were harmed by NAN esp. with wildlife, we were being affected. For that specific reason we want to know what is going on at Mary River and with wildlife. Sometimes it is difficult to deal with this kind of business as an HTO member. We are responsible for the environment and wildlife. Again, we would like to be informed. Thank you.

Reference 2 - 2.50% Coverage

Levi – One of our concerns at Nanisivik – at the dock – until they put rubber on the conveyor. Is it still the plan to dump the ore from the rail cars to the ship?

Matthew – explained ore unloading and loading.

Levi – The reason I'm asking is we used to go to Nanisivik quite a bit, and dust were blowing all over and were affecting the fish, and the beluga consume the fish. That's why I'm asking.

Reference 3 - 8.17% Coverage

Koonoo – The ice breaker used to come to Nanisivik in May, when the seals and narwhals were heavily impacted. In May, the seal pubs were impacted by the ice breaker. We observed this when Nanisivik was in operation. We see that Baffinland will build the railway and the Foxe Basin shipping route will have an impact on walrus. And I'm sure that walrus will be affected. If the walrus of Igloolik are impacted, we request that they be compensated. And the proposed railway will be blocking the migration of caribou. So the railway and shipping route will have a negative impact. At Nanisivik, the seals and narwhal were impacted. I have a question. Before the economic meltdown there was good employment here in Arctic Bay. Are those guys employed being re-instated when the mine is starting again?

Matthew – This year is still small – 100 people onsite maximum, compared with 300 two years ago. So there will be additional jobs, but I'm unsure at this time how many will go between different communities, or how that would be structured. During mine construction and operations, Arctic Bay has been designated as a hiring point, which means there will be scheduled flights in and out from this community. It's reasonably safe to say that during construction that there will be jobs for everyone who is trained and able.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 3 references coded [13.61% Coverage]

Reference 1 - 5.10% Coverage

Q3 - We heard that the mine will last 30 years. We heard Nanisivik would open for a certain number of years, but I know now that if the Canadian dollar goes down, it might close before the end of the mine life due to economic conditions. I am saying that because Nanisivik had a big ore body, and during the last year of the operation, the employees were told that there is still lead and zinc available, but due to the price of the lead and zinc that 25% is profitable and 75% is waste. So I know that if the iron price went way down that the mine might close. Is that the case?

Bill – Yes, when the company states they have 20-30 years of ore in reserve, we are basing that on the price at a certain amount. You're right that the price of the Canadian dollar can also influence the price. For us, when the Canadian dollar drops it is good for us as we would be paid in Europe in USD. Regarding the price of iron ore, the BRIC nations (Brazil, Russia, India, and China) are expected to grow, and the price of iron is expected to continue to grow because of this increased demand. Iron ore has already regained its price from two years ago before the economic downturn.

Q3 - The reason I am saying that, because Nanisivik closed prematurely because of the price, and they only took out part of the ore, so there is still some left over, so that why I said that it's a good idea to have a mine, and we would be better to keep it so many years. And my last question, my suggestion is don't just lay people off. I'm thinking if a person is laid off, that they get at least some kind of severance. Because I know that when the mine closed down one of the managers was paid a severance of a large sum. I've been thinking that severance should be considered during the mine operation – don't just through people away but give them a gift like that.

Reference 2 - 3.88% Coverage

Levi – Does George want to mention of the employment?

George – The question – being laid off. When Mary River was starting out, there was a question earlier whether Baffinland hired on their own from down south, and using QIA's CLOs to look for people who can work. In the beginning we didn't, but after a while, when Baffinland lost the funding, after the bulk sample, there were a lot of people who were laid off, and the QIA were carrying from and trying to… the administration of the QIA wasn't running smoothly in the beginning, but they learned that. The first question they asked – where would the iron go. You can see now that it is going to be delivered overseas to Rotterdam. I want to mention this, because we want to hear from not only the Inuit lost employment. Same with Nanisivik, they brought in planes of workers from down south. Baffinland will be different – Inuit will be more involved. I want to hear Baffinland offering these jobs to the Inuit. Skilled jobs will be offered to the Inuit. So in that agreement, we will iron out those details on employment and training. We are trying to do better, because we've already learned from the contracts we have with our corporations, so we have a better idea now of how to do the contracts. When Nanisivik was starting out we didn't have our NLCA. Now they have to follow the NLCA. As QIA we will be talking on your behalf.

[Applaud]

Reference 3 - 4.63% Coverage

Q9 – I'm concerned about shutdown after 21 years – what are you going to do with materials. When we closed Nanisivik, we took about 60% underground, and 40% went offsite. With global warming… what are you going to do with contaminated materials?

Bill – Mary River is an open pit mine. We'll dismantle the rail line and transport offsite, along with the trains. Some material, which we call inert material, will be buried offsite. We won't have a mill onsite, so we don't have the typical types of contaminated materials you are mentioning. Hazardous materials like waste oil will be transported offsite each year. So at closure we shouldn't have much material to send offsite. The biggest concern at closure will be the pit water, and the stability of the waste rock piles. Those are the two key items for closure.

One thing to add, our intention before we submit the EIS is to come back and present our findings, so when you read the EIS you will have heard it before.

Q9 – Send everything offsite.

Bill – typically the inert material is buried. Most likely the mobile equipment will be moved offsite. Sometimes communities request things to be left in place. At one mine the community asked for the power line to remain. Typically closure plans are reviewed and revised and can consider local input.

Q9 – Thanks you answered my question. When we were cleaning Nanisivik we were going to sandblast things in the mill, then they decided just to put it underground.

Bill – The advantages of underground – and we don't have an underground mine, only an open pit – is that depending on the rock there can be very little water entering into the underground.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 1 reference coded [0.85% Coverage]

Reference 1 - 0.85% Coverage

Koonoo Oyukuluk – You say there is no danger to the animals. Even one ship from Nanisivik had a big negative impact to our animals and environment. We know from our experience that any activity that is not natural will have an effect on the animals.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 2 references coded [4.57% Coverage]

Reference 1 - 2.80% Coverage

Q2 (elder woman) – I have a concern about the mining. We were in Nanisivik for 10 years. It is a concern where the contamination or hazardous materials were being ignored. If that iron ore if it is left alone that huge stockpile is going to blow dust, the wind will scatter the stockpiles and if it is a different size than Nanisivik it will be a bigger concern to leave the crushed iron in the open to leave it stored without barriers. Also, when Nanisivik closed down, there was nothing to show to the community – infrastructure and buildings – we couldn't even get that and during the mining they were available but when they closed they said no one will take those buildings or equipment. So my concern is that I heard that in Northern Quebec communities that I am envious of the community in Salluit they have a mining company there that they get paid once a year, including their children. So if you are going to just contaminate our land we need to be compensated. And Igloolik would be opposing the activity because it is their hunting ground, so they should be compensated for the loss of their animals. I want to be like the Northern Quebec communities. These are my concerns. My concern before the mine starts when they have the mine proposal they look for approval but since they are a business they need to look at the best way to make money so when they start operating they don't' worry about what was discussed before the start of the mine.

Reference 2 - 1.77% Coverage

Q13 (middle-aged woman) – I am concerned about Inuit that their land will be destroyed, that Baffinland is talking about money but they mentioned the money they will make from the land is if they are ignoring the animals. They make a mine to say it will go on forever but it will be damaging the land. The people trying to get a job – the ones who do get a job – don't get out in time. Someone needs to coordinate all employment. We will not see the animals in the future because the mine if the company says the money … I don't like mines. The non-Inuit making money do not eat the animals, so they present us with a nice proposal and say they will be lots of people working, and we lived in Nanisivik and we still didn't get hired. because Inuit are easy to agree when presented with economic opportunity. My concern is that the animals will be lost. We don't get any money for it. These are my comments. Thank you.

<Documents\Public Consultation\Igloolik\Igloolik HTA - April 21, 2010> - § 1 reference coded [7.81% Coverage]

Reference 1 - 7.81% Coverage

Q (Joe A) – I understand it would be equivalent to Nanisivik, but the route. There are other minerals at Mary River. If we use this route, have Cape Dorset and Kimmirut, who need to be considered, even Northern Quebec are concerned about this route. So there should be additional study. We need a clear explanation of why you can't go to Nanisivik.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 1 reference coded [3.25% Coverage]

Reference 1 - 3.25% Coverage

Q – You Guys as Baffinland pay taxes on the revenues from the Iron Ore. When you get a rebate are you going to give the monies to the local governments (Hamlet Council) for work projects , such as air strip upgrades and arenas' ? Don't be like Nanasivik and not give monies to the Community.
A – Thank you for your question and comment. Baffinland will remit taxes to the Federal and Territorial Governments. Royalties will be paid through the IIBA that will be used to help the Communities.
In addition, in the past we have sponsored many programs in the local Communities. Once our financing is in place we will again be able to donate to Community events. We wish to be clear however that we do not see providing infrastructure in the Hamlets as a Baffinland responsibility.

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 2 references coded [7.88% Coverage]

Reference 1 - 3.44% Coverage

Ham Kadloo (Hunter, elder) said her heard about ships going to Nanisivik mine, but he wasn't sure how long it was open. He asked if there will be crushing machines at Milne Inlet. Rod Cooper responded that Baffinland plans to crush the ore at Mary River and transport the ore to Milne Inlet. He added that during operation of the mine that a train would be used to transport the ore to the coast, but they haven't decided yet whether the port will be at Milne Inlet or at Steensby Inlet. At the end of next year they would be ready to decide.

Reference 2 - 4.44% Coverage

Ham Kadloo said they heard that after Nanisivik closed that there would be exploration at Mary River, and if he were a white person his concerns would be written down. He added that even if they try to stop the exploration, use hunting as an excuse, heard that a long time ago, what strength do the people of Pond Inlet have?

Philip Panneak asked if there will be restrictions on harvesting during your bulk sampling? Rod Cooper responded that at certain periods of time during the hauling where there may be a safety concern with people hunting in the area, but tther than that, he can't see anything that would limit hunting. Philip Panneak replied that it will need to be broadcast to the area.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 1 reference coded [1.83% Coverage]

Reference 1 - 1.83% Coverage

Jesse Nutarak – About the Bulk Sample – my comment is that there are other mining companies, like at Nanisivik, who said good things before they started up. There, there were great promises, like having an 80% Inuit workforce.
Is Baffinland now in the same situation of changing plans? We have seen what happened in Nanisivik, where the good promises never materialized.

OTHER MINES & OPERATIONS – NANISIVIK - EMPLOYMENT

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet Council - September 24, 2007> - § 1 reference coded [24.55% Coverage]

Reference 1 - 24.55% Coverage

Question: I was employed at Nanisivik as a janitor/housekeeper. Nanisivik benefited the community by training people. If employees didn't behave properly such as being late for work 3X they were suspended from work but were able to come back to work. If an employee misbehaves would they still be allowed to come back to work?

Len: In cases were the employee was in serious violation of rules we would return them to the community but with the possibility of that they could come back. The only exception is using drugs and alcohol in which case they will not be allowed back. For other cases there is a possibility they would be allowed back.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 1 reference coded [1.77% Coverage]

Reference 1 - 1.77% Coverage

Q13 (middle-aged woman) – I am concerned about Inuit that their land will be destroyed, that Baffinland is talking about money but they mentioned the money they will make from the land is if they are ignoring the animals. They make a mine to say it will go on forever but it will be damaging the land. The people trying to get a job – the ones who do get a job – don't get out in time. Someone needs to coordinate all employment. We will not see the animals in the future because the mine if the company says the money … I don't like mines. The non-Inuit making money do not eat the animals, so they present us with a nice proposal and say they will be lots of people working, and we lived in Nanisivik and we still didn't get hired. because Inuit are easy to agree when presented with economic opportunity. My concern is that the animals will be lost. We don't get any money for it. These are my comments. Thank you.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 1 reference coded [3.51% Coverage]

Reference 1 - 3.51% Coverage

Q11 (Elder woman from Q6) – I had a husband who worked for Nanisivik for 20 years, from the beginning. My husband's companion fell through thin ice and damaged his lungs, while saving a prospector's life pulling him to shore. There was another incident when one of the large doors at the mine site was loose and the big door feel on him and he broke 6 ribs. Because of these incidents he suffered personally, with no workers compensation. Will you provide worker's compensation in case of accidents?

Mr. Len Kutchaw – Yes, we are required to have worker's compensation in Nunavut.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 1 reference coded [1.23% Coverage]

Reference 1 - 1.23% Coverage

Sam – I worked at the Nanisivik mine before. I would work 6 weeks on and get 2 weeks off. I wouldn't get paid for those 2 weeks off. Will you have vacation pay? When will the Project start operating?

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - Sept 26, 2007> - § 1 reference coded [7.40% Coverage]

Reference 1 - 7.40% Coverage

Q3 [Mr. Percy Pikuyak] – My first question, if you were to open the mine, what would be the percentage of Inuit employees?

Mr. Chubb – They are looking for as many employees from the region as possible – as there will be many jobs at Mary River. Since 2004, the number of Inuit employees has increased each year; now they are looking to provide formal training of employees. Baffinland is working with the QIA on training and will provide other mechanisms to maximize employment.

Q3 [Mr. Pikuyak] – the reason I asked is because the Nanisivik agreement was 60% but the maximum Inuit employment was actually 40%. It will probably be a similar percentage for Mary River?

Mr. Chubb – responded that they do not have a target yet.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [3.69% Coverage]

Reference 1 - 3.69% Coverage

Solomon - We discussed Inuit employment with Nanasivik and they wanted 40-60% employment. Actual employment was only around 30-40 percent. How can we be assured that we will have consistent employment. Is there an agreement?

Greg - We haven't set an actual level yet since we want to employ as many people who are interested and want to work for us. We are not interested in setting a number. As years go by people should gain more skills and with the long mine life there should be increasing opportunities.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 1 reference coded [2.57% Coverage]

Reference 1 - 2.57% Coverage

Q6 – In relation to the rotation schedule and previous mining schedules at Polaris and Nanisivik, when people have taken their time off and are ready to go back they are told they are no longer needed, and this creates bitterness. There has to be certainty about employment. There needs to be better scheduling or communication on the radio, TV or other means.

Mr. Kutchaw – Very good comments, thanks. We acknowledge the problems with scheduling and room in the camp; it's something that we want to improve to avoid the issues raised. Thank you.

OTHER MINES & OPERATIONS - NANISIVIK - GENERAL COMMENTS

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 1 reference coded [2.40% Coverage]

Reference 1 - 2.40% Coverage

HTO Chair – Is your ship going to be a lot more powerful than MV Arctic? We are aware of that ship.

Mr. Cooper – The ship will be considerably more powerful. It will be able to break more ice than MV Arctic, with a more powerful engine about 4 times as big.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 3 references coded [7.02% Coverage]

Reference 1 - 3.51% Coverage

Q4 – We are different from other communities like Hall Beach and Igloolik. We had Nanisivik before. Let's show on the presentation two things. First is something that was going to be loaded onto the ship. [Looking at artists sketch of bulk sample piles at Milne Inlet]. As women, we will be slow in the progress, during the construction of Nanisivik we wanted all the minerals to be cleaned up, so there was a question to cover the stockpiles, but since the gravel is lighter than the mineral, would it blow away and expose the iron underneath. If the wind blows the stockpile of iron away, what kind of contaminants are in the iron that we should worry about? When it was asked before [referring to Nanisivik materials] they said it would be very bad for the environment, and that the Nanisivik site will be monitored ever so often. If it is not too close to the beach. I feel it would be dangerous to leave too close to the beach. I know there was discussions in public meetings before I was born and we already heard some of the concerns before. We heard that the Steensby area has lots of arctic char, and that Koluktoo area the fish goes upstream from Milne Inlet and Steensby Inlet as well.

Now I am talking about the fish and the ship. Can you show the fuel tanker? I heard that there are lots of fish in the ocean in Milne Inlet. We are still concerned we have experience from Nanisivik. When you have arctic char here, it seems dangerous to have fuel tankers where arctic char are in the same area. the QIA representatives, have you heard how dangerous? I want the QIA to say the iron is not dangerous? Do you know about any concerns of the iron?

Mr. Philip Paneak – These are our first community visits and starting in May we will do our own community visits and will get more information at that time.

Reference 2 - 1.90% Coverage

Q17 – I want to make a comment. When we had Nanisivik there was an ice breaker in our hunting area. We tried to tell the ship, if you travel this way, you would avoid the main hunting areas, and we tried to suggest the speed they break the ice. If you would consider Inuit's suggestions for certain speeds when going through the animal areas?

Mr. Chubb – One of the things we do is listen to the concerns. There will be some things we can do and some things we can't do. But we will always consider all of these things. In September we presented two different possible ways the ships can travel in Foxe Basin and we were told that the east side of Rowley Island was the better route. That was to avoid the areas where Igloolik and Hall Beach hunt. So we heard that and we confirmed in our studies that we can do that, and it is our preferred shipping route. I use that as an example of how we use that information. But as I say, not in every case are we able to do everything we hear.

Reference 3 - 1.61% Coverage

Q17 – At least if some proof our concerns are considered or included in the plans. But through these meetings, we can see the usefulness of these meetings if you considered our concerns. Are we meeting all night?

I want to put in a news article someplace, we had Nanisivik here in Arctic Bay as a mining town, and I want to put somewhere in the media that when we moved to Arctic Bay, elders said they were afraid of her grandchildren that she wants her grandchildren to survive in the future. We understand fully what she's saying. I want the media to know that those Arctic Bay people's concerns are different from the other communities because people are starting to get out when they heard…the last comment, that Arctic Bay people's concerns are unique that Arctic Bay residents are not happy about that experience they had before.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 1 reference coded [2.41% Coverage]

Reference 1 - 2.41% Coverage

Mr. Taqqaugaq – There are a number of things that puzzle me. One is the ore that we will be bringing down to Steensby; and ships. How can they move so much material so fast? And also, from experience with Nanisivik and Polaris mines, a huge ship would be loaded in not less than 3 days, and from what you are saying a ship will go every second day.

Mr. Cooper – The ships will be larger than the ships at Polaris and Nanisivik. The machine that loads the ship is designed to load the ship in about 12 hours. It's larger equipment than Nanisivik or Polaris, and this type of machine is common in the world, a proven type of machine for this job.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 1 reference coded [1.42% Coverage]

Reference 1 - 1.42% Coverage

Q3 – I have a difference of opinion from the person who just spoke. Regarding Nanisivik, the mine was careful not to disturb habitats and animals OK. The youth need jobs; elders are passing on and with them the use of the land. We are glad for the jobs. We need to look past our stomachs and think of the jobs our kids will have. [loud applause]

<Documents\Public Consultation\Pond Inlet\Pond Inlet Community Meeting - Mach 1, 2011> - § 1 reference coded [4.19% Coverage]

Reference 1 - 4.19% Coverage

Pond Inlet Community Lands and Resource Committee - We don't want to see another Nanasivik. We want people to buy their own homes. We want people under 18 to get trained. Section 4, we are not sure where your number of 55 for elders comes from. Several disagreements were made about each section in the QIA report. Too many statements to list. They hand Matthew a list of concerns.

Matthew (QIA) – The document was prepared by QIA and we have heard your issues with the document. Much of the information included in the document was requested by the HTO. We don't see eye to eye on certain issues. QIA manly deals with land issues. In working with David I will try to address these concerns.

OTHER MINES & OPERATIONS - NANISIVIK - IMPACTS FROM NANISIVIK

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet Council - March 28, 2008> - § 2 references coded [13.21% Coverage]

Reference 1 - 6.54% Coverage

Councilor 2 – Do you have your own hired translator? Lets' say for the Elders, they want to help, but when there are no Inuktitut documents. It would help the non-English people to understand and provide input. With the Nanisivik experience they have a bad experience. We want to work together unlike Nanisivik did.

Mr. Chubb – One of the things we've done with the project is to open offices in the communities, and in each of those offices we have a CLO to be a source of information, and to provide a contact for jobs and to work on translation. So Mishak, our CLO, is traveling with us right now visiting these communities and providing translation. Our CLO in Igloolik is also providing translation. So yes, we have in-house translation.

Reference 2 - 6.68% Coverage

Councilor 1 – Thank you for your comments. From Nanisivik, we were told that there will be no hazardous material, but when they were starting, when it was closing down, there were a lot of hazardous materials dumped along the creek, so the creek changed to born to show chemicals going into the creek. We're always concerned about contaminants being in the creeks. There were a number of employees that were dumping barrels of hazardous materials into the tailings pond that they were not required to report dumping of the oil drums. We heard that they would dump contaminated materials. I am glad that you have a plan in place, and that it will be different than Nanisivik and people will be hired to work at Mary River and we are glad to be involved in the project.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 1 reference coded [4.06% Coverage]

Reference 1 - 4.06% Coverage

Levi – On migration route of caribou, if Baffinland jeopardized the caribou, would there be compensation? On Nanisivik, will there be plans for reclamation money?

Matthew – If there is impact to caribou migration and access, that would have to be covered under the IIBA. If funds were to be set aside, then those funds would be contained within. Specific to the rail route, we are looking at other mines and railways and their interaction to caribou. The information we have is that those projects did not

Regarding financial assurance, Baffinland already has money set aside, held by QIA, for current operations.

Richard – talked about older mines.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 7 references coded [24.37% Coverage]

Reference 1 - 4.56% Coverage

Q1 – Can you show the maps on the PowerPoint? I am concerned about this channel (Foxe Basin) and this channel (Hudson Strait). These islands that the ship lets say (near Rowley) if they have an accident, because the iron is heavy, what will happen to the bottom fish? Also, I lived here in this area before (Baffin – Steensby to Piling) and right now the caribou have moved south and the North Baffin have no caribou. The caribou goes through the area. Also, that dust will be created. If it is crushed it will turn into rust and it will turn into rust if it is left on the ground. I am not trying to stop the project, and that dock fuel and supplies, I am concerned if there is a spill in this Steensby Inlet it would be a concern that it needs to be cleaned up because they are dangerous to the environment. I know the communities, although they say we have Nunavut, that we won't be able to get direct benefits in terms of cash payments, so QIA needs to consider that Nunavut, let's say Igloolik, Hall Beach, Clyde River these communities need to have benefits negotiated. Also, my concern I know Baffinland themselves will use their own environmental studies, I want a separate independent environmental studies that are not contracted through Baffinland but through QIA or from the Inuit Beneficiaries organizations to do the environmental studies. If the company will be like Nanisivik they won't inform the communities. They can use their own environmental studies. When we didn't know it was contaminated. When I mentioned earlier the fuel, they spilled it everywhere and didn't report the spills. Those fuel bladders we saw, they used to – I am not against the project, I am just saying the environmental studies should be done by independent companies through QIA or QC. Thank you for coming here and if

there is an accident in Igloolik's waters then walrus and migratory birds – these islands there are birds around those islands and are nesting grounds for birds, walrus, and bearded seals are also in the area.

Mr. Amagoalik – Since you mentioned QIA doing environmental studies, we are monitoring every month they go every month to check that there are no environmental concerns. During the operation, there will be a fulltime monitor onsite.

Mr. Chubb – Thank you for those comments, we've certainly taken notes on those and understand your comments.

Reference 2 - 2.80% Coverage

Q2 (elder woman) – I have a concern about the mining. We were in Nanisivik for 10 years. It is a concern where the contamination or hazardous materials were being ignored. If that iron ore if it is left alone that huge stockpile is going to blow dust, the wind will scatter the stockpiles and if it is a different size than Nanisivik it will be a bigger concern to leave the crushed iron in the open to leave it stored without barriers. Also, when Nanisivik closed down, there was nothing to show to the community – infrastructure and buildings – we couldn't even get that and during the mining they were available but when they closed they said no one will take those buildings or equipment. So my concern is that I heard that in Northern Quebec communities that I am envious of the community in Salluit they have a mining company there that they get paid once a year, including their children. So if you are going to just contaminate our land we need to be compensated. And Igloolik would be opposing the activity because it is their hunting ground, so they should be compensated for the loss of their animals. I want to be like the Northern Quebec communities. These are my concerns. My concern before the mine starts when they have the mine proposal they look for approval but since they are a business they need to look at the best way to make money so when they start operating they don't' worry about what was discussed before the start of the mine.

Reference 3 - 5.32% Coverage

Q6 – My comment, I am glad to see a mining company planning to start a mine because we need jobs. There are no jobs here, in Arctic Bay, Pond Inlet, there is no real place to work so I am glad to see the mine development, but the concerns that we have heard, I want them to be respected and at least looked at. I know the Nanisivik experience, you won't use any processing or chemicals or tailings pond and you'll simply crush and load and take it out. When Nanisivik was closing out I was part of a committee and we had meetings in Iqaluit and here in Arctic Bay, and we asked what the community wanted in terms of the closure of the Nanisivik Mine, but whatever we requested in the meetings not even one was respected or followed. Having meetings have no purpose if they don't listen. When Nanisivik was closing down, the only thing we heard is that they have no money for benefits to follow those recommendations. There will probably be a closure plan somewhere down the road. Whatever the results of the meetings and the concerns should be at least answered. Also, my question will you have, since you have a mining company, can people have shares in the company? If it is reasonable price, each share, because I think Nanisivik should have started the share thing with company membership. But only through employment was the only benefit we saw, but we want more than just getting jobs, we want to get our foot in the door and ability to get some money back too, being a shareholder.

Mr. Chubb – Thank you for the comments and questions. The first part of the comments with respect to closure and how it happens, the speaker referenced that we might have a closure plan in the future. Even for the work we are doing today, we have a closure plan and this plan is reviewed by many different groups. This plan is required by the lease that we have with the QIA and to make sure that the money is there for closure, there is already a letter of credit being held by the QIA. This plan is reviewed each and every year. There was a question with respect to ownership or shares in the company. Baffinland is a public company and anyone can buy shares. Each share today is somewhere about $3.65.

Mr. Paneak – I didn't quite understand if there was contamination in animals or environment how we could compensate or mitigate the environment. We could negotiate these terms in the IIBA, so the agreement would outline what work will be done. They are required under the NLCA to have an IIBA in place. The IIBA agreement we keep mentioning is Canadian legislation so it is a requirement to have in place before they start the mine. Through the IIBA we can agree to the terms of the compensation, and the mine won't start until the agreement is signed. That's how it is.

Reference 4 - 2.09% Coverage

Q1 – The map again, that previous map. My concern. we're not familiar with this map, although we live in the area, but this map. Thinking of the shipping routes, there are islands there in this area (Rowley, etc.). I would like the ship to go on the eastern side of the island, because it has open water year round. When ice breakers come into Nanisivik, just to turn around it took 3 days to turn around the dock. When they move along the ice they are really noisy. This area has birds and is a breeding ground, and the land has caribou. If I was from Igloolik, I would try to mention my concern to the QIA. As Arctic Bay residents we are not too concerned about the Steensby Bay area. There are lots of arctic char too, along the shore everywhere in Steensby Inlet. There's a place called Pingaruk a mountain, where they have caribou. I would prefer the dock to be on the east side between Clyde and Pond Inlet,

because Steensby may have shallow water that is too shallow for the ships. It might be risky to have the big ships going through shallow water. That is only a concern.

Reference 5 - 1.77% Coverage

Q13 (middle-aged woman) – I am concerned about Inuit that their land will be destroyed, that Baffinland is talking about money but they mentioned the money they will make from the land is if they are ignoring the animals. They make a mine to say it will go on forever but it will be damaging the land. The people trying to get a job – the ones who do get a job – don't get out in time. Someone needs to coordinate all employment. We will not see the animals in the future because the mine if the company says the money … I don't like mines. The non-Inuit making money do not eat the animals, so they present us with a nice proposal and say they will be lots of people working, and we lived in Nanisivik and we still didn't get hired. because Inuit are easy to agree when presented with economic opportunity. My concern is that the animals will be lost. We don't get any money for it. These are my comments. Thank you.

Reference 6 - 4.24% Coverage

Q14 (elder woman) – I will try to say my concern. What I am looking at seems impossible to change and that it is already to go, even if we object or oppose to the plan. From the Nanisivik experience I'll try to explain my side of my concern. Land has been destroyed by exploration and mining companies, and Nanisivik is an example. It is an underground mine and loaded with buildings and materials dumped inside the ground. It is hard to accept that, and they say the tailings pond will never freeze – they say it is cleaned now, but we know because. Knowing something after the fact. The prices in the store in Arctic Bay are very high. That's how concerned we are. We try to say that will the animals be in a safe place, because we eat the animals and food costs a lot in the store and if you destroy our animals we are afraid of that. You have options to choose the cheapest food but here we are not given the choice. Can you guarantee that the animals will be preserved and protected? If possible, let's say if there is disruption of marine mammals and birds, what will happen let's say if there is evidence that the animals have disappeared. Can you give us replacement food to eat? Because we tried to tell you the real concerns we have. Also, we had a problem with Nanisivik before. The adults with children were separating due to alcohol abuse and there were injuries during alcohol related and we were witnessing and the company was asking us for input and most of the people said we don't want alcohol in Nanisivik but they didn't keep their promise. So they became a mining town, and after that experience, we want the companies to respect the wishes of the Inuit to have no alcohol to the work place. I have no knowledge of alcohol. Will alcohol and drugs be allowed at the mine site? Also, if the animals are damaged in some way, will there be compensation?

Mr. Chubb - The first question was with respect to drugs and alcohol on site. Baffinland has a zero tolerance policy. Alcohol and drugs are not allowed onsite. If there are impacts to wildlife in the way that you described, there are requirements for compensation as a result. How that exactly will work will form part of the IIBA.

Reference 7 - 3.59% Coverage

Q15 (Deputy Mayor David Kalluk) – Going back to Nanisivik experience, we experienced hardship after the mine closed. There are different companies that took over the mine at Nanisivik and we tried to tell the new owners of our concerns. The first owners made agreements but the second owners didn't make good on those commitments. I am glad you are studying the traditional hunting and I expect the Mary River Project will be in a better position in terms of following agreements. You heard that there are lots of arctic char and seals in Steensby. My main concern is that in Labrador the activity in March-April the seals get babies. I know when the ship goes through the seal hole it will run over the breeding grounds. I learned in Labrador they closed for 2 months when the seals were breeding – it would be one way to disrupt the breeding to let the ship go through the breeding ground of the seals. At least in open water they will be able to swim away from the ship. This needs to be planned when you're negotiating these terms. One more item. In Igloolik and Hall Beach, because their hunting grounds will be affected in that they hunt in Steensby ice after they cross over, they thought that there would be provisions in the ship track to let the skidoos across. In our experience it is hard to cross the ship track when it is not frozen yet so if the ship continues to go it will not freeze over so it would be good to let those hunters get to their hunting ground.

Mr. Chubb – To respond to hunting in Igloolik and Hall Beach and the ship track – it will probably not freeze enough to take a snowmobile across. So it will be necessary to go around. We understand that is a longer trip. Baffinland, the Steensby camp will be available for people to stop and for us to provide food. We have raised this with the QIA and is something we will discuss. Thank you.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 2 references coded [13.41% Coverage]

Reference 1 - 9.90% Coverage

Q1 (Mr. Koonoo Oyukuluk, HTO representative on the Inuksuligarjuk Working Group) – The way the information is presented [the presentation], the company is more concerned about the ore than the wildlife; the wildlife is secondary. Based on my knowledge of the animals, especially marine mammals, I am concerned. In Nanisivik, with ice breaking in May, we wouldn't see any narwhal even in the leads, but they came back once Nanisivik closed. I am concerned about the walrus for the Igloolik hunters – this is not mentioned in the presentation and this should be kept a main goal.

Mr. Chubb – thanks for the good comments. The presentation certainly focused on what the mine would look like. We are studying many things – a very large focus is the environment. We are collecting data through scientific studies and IQ. On what we are doing on marine mammals: we are studying how narwhal respond to the three ships that came into Milne Inlet this summer, and we are studying the habitat where the marine mammals may be present. We do understand the importance of studying narwhal and walrus and the effect on these animals. Our intention is to design a project that has the least effect on wildlife. We are still studying and will submit a project description this fall. Late next year we will submit an Environmental Impact Statement, which will discuss in detail what we've learned about the environment and how the project will relate to it. We are working with the QIA on an impacts and benefit agreement that will address impact issues and how to best support the communities. I hope this helps to address the comments and questions raised.

Reference 2 - 3.51% Coverage

Q11 (Elder woman from Q6) – I had a husband who worked for Nanisivik for 20 years, from the beginning. My husband's companion fell through thin ice and damaged his lungs, while saving a prospector's life pulling him to shore. There was another incident when one of the large doors at the mine site was loose and the big door feel on him and he broke 6 ribs. Because of these incidents he suffered personally, with no workers compensation. Will you provide worker's compensation in case of accidents?

Mr. Len Kutchaw – Yes, we are required to have worker's compensation in Nunavut.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 1 reference coded [17.77% Coverage]

Reference 1 - 17.77% Coverage

Q2 – Somebody is going to be blaming the hunters that the caribou are going somewhere else. Ever since the mine started, this area used to have a lot of caribou, and when the planes started flying around the caribou are dispersing. And today we are experiencing that the caribou are very far away now. And the blame is going to be on the hunters, and the blame won't be pointing at you, the Company. It's not good when the blame is being directed to the hunters, and it happened recently that the blame was on the hunters, that the polar bear numbers are going down. Maybe someday someone will say the caribou numbers are going down and the blame will be on the hunters. I have gone back and forth between Clyde River and Igloolik, and I have experienced that when I was being employed at Mary River, when the dog team races started in 1999, we experienced that the caribou were abundant, and today the caribou are hard to find. You were saying that you were going to work with Inuit. If you were at the start working with Inuit hunters…. for example in the 1960s and 1970s, when the Nanisivik Mine was opening up, we heard concerns just as today, and the way the operation was going was not as we intended. And the people who were working up here from down south have gone home, and the help was not in place. I heard what you have said before. I heard that the ship had sunk in the waters of the Atlantic. I worked at Nanisivik for 7 years. Those concerns were not at all being used. When Nanisivik was going on, the residents of Arctic Bay were told they could use the ship, and she was never used to benefit the community. And I feel that the same thing will happen with this project. And I know you have a plan for what will happen in the future. Companies come around to ask what we want, and we give our concerns to the companies, and when those concerns are written down and will not be followed, we don't write anything down on a piece of paper, and we only have our brains and thinking. And we have in place that we can work together, but white people don't listen to Inuit and their concerns. And that's how they are. I have worked with scientists for a long time now. Even though they know the answer is wrong, they would work on that wrong answer, because they want to make profit. Sorry it is like that and we have to agree with each other. I have lived in this area ever since I was a child, and I know the area like the back of my hand. And when the scientists are telling stories of our land, they tend not to give the full answer. You were saying that you are in a hurry and have to go very soon. And now that you will be missing out on the better question and answer session. And maybe that's why you made this short – so you won't be face to face in answering more questions. It has been happening lately when anyone wants to do something and they are in a hurry. And I'm glad that we are face to face and talking about our concerns, and in the future, are those concerns going to be addressed? We go to Igloolik are and the route to Igloolik will be closed. Like for example in Nanisivik the people would have a place to stay and it was not so. Is it going to be like that when the route is plugged? And you will be monitoring the wildlife, and the murres are the most sensitive birds. And on the

route to Mary River, there are colonies of Murres at Qikiqtarjuak and near Iqaluit also. And the blame will be on the Inuit, because it happened before and it will happen again. The way this happens is we can't generate any money ourselves. We have to work closely together now. If we agree with each other and the future it will be good. And the next generation will be here and working on this and you guys won't be around then, and we want our next generation to have a good way of life. I have gone down south and seen a lot of dirty places. I have seen animal carcasses on the ground. And I don't want to see in this area where animals are being killed by the train. I have seen a lot of caribou that were killed by trucks and cars. Thank you.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 2 references coded [14.26% Coverage]

Reference 1 - 7.14% Coverage

Community Speaker 2 – Incidents, like in Pond Inlet there was a person that drown [Discussion confirmed this was two kayakers in 1998]. Also, one time there was a ship near Nanisivik.

Mr. Bob Gorman – That was the Fin Polaris and I know the incident. It was the sinking of a foreign, in-experienced ship and crew off Disco Island off Greenland in 1992. At the time Fednav was a shipping partner for the mine but a decision was made to charter a Finnish vessel instead of a Fednav vessel to carry a cargo with an inexperienced crew who had never been in the Arctic before. This was not a decision made by Fednav. This incident is an example of why only very experienced ship operators and crew should be used for a project such as this and this is why Baffinland has come to Fednav for help with the project. As for why the communities were not informed I can't speak to this except to say that the Nanisivik Mine was operated in a different era. There wasn't the land claims agreement then and there wasn't the kind of community communication as there is now.

Community Speaker 2 – We'll want to be notified. I want good teamwork on an honest project. If we continue to see people on their back – negative effects. I worked in a mine for 7 years, so I know how hard it is. Up in Nanisivik people weren't notified of what happened.

Mr. Cooper – This is why Baffinland has set up a community liaison and an office, and through newsletters and other means, as communication is very important.

Reference 2 - 7.12% Coverage

Community Speaker 13 – I have a question about the iron to be shipped. At Nanisivik they dropped ore and the seals got spots on their livers.

Mr. Cooper – The concentrate at Nansivik is very different than the iron ore.

Community Speaker 13 – The reason I am asking – the area at the dock, there is a lake with fish.

Mr. Chubb – We will be siting facilities to avoid impacts to lakes and fish, and will be monitoring runoff.

Mr. Cook – We as the environmental consultants are conducting geochemistry tests on the ore, to see what compounds and metals are in the ore that could runoff. We are also sampling all the waters around the proposed mine right now so that we can monitor through the life of the mine. As a metal mine, the federal government has regulations that require the monitoring of water quality in the runoff on a regular basis, as well as toxicity testing. The issue of ore causing contamination is something that is very closely studied and watched by government today.

Community Speaker 13 – The reason we're asking is we want to be informed. We are worried the people won't be informed about the effects to fish. In the past, there were promises made to work together at the beginning, but it wasn't the same later. You want money – we don't want to see the animals disturbed.

Mr. Cooper – we don't want to see the land or wildlife disturbed. Everything we do is on Inuit Owned Land and is conducted under permits. Monitoring results are shared with the QIA.

<Documents\Public Consultation\Hall Beach\April 2009 Working Group Minutes - Hall Beach> - § 1 reference coded [5.77% Coverage]

Reference 1 - 5.77% Coverage

Percy – With Nanisivik there were no meetings with the people, no communication from the mining company. The mine just materialized on its own. The meetings we have for the Mary River Project are very helpful. An agreement was signed at Nanisivik and the details were kept secret. It is not like that with Baffinland. We are asked about our concerns

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 2 references coded [6.63% Coverage]

Reference 1 - 1.25% Coverage

Q2 [again] – I don't agree with the proposal to have a dock in Steensby Inlet. A Pond Inlet resident has been in Igloolik and says that the marine mammals have changed in Nanisivik – the marine mammals have come back after a while after closure. Walrus will be disrupted – so no, do not use our waters.

Reference 2 - 5.38% Coverage

Q19 – I wish I could be elected to the QIA board because he is interested in and likes money. I want to be Inuk and I love been Inuk. I hate white people but I like white people. Our ancestors only taught us how to be hunters. I like Paul Quassa being our Hamlet's mayor – he knows better than me how society works and that's why he's mayor. I've worked very hard at being Inuk; I am 54 years old now. I want a promise from you, Baffinland, to have that name all the way through the project. With Nanisivik, they had this name, established promises, but then they are gone and the water license is issued to a different company name. The second promise I need is if you use that route, I want elders from here to study the islands for walrus each month, and if the numbers decrease, I want compensation of $200 million to buy new equipment to go further to hunt. I love my people in Igloolik!

Mr. Chubb – Regarding the company name, in the business world we can't promise this [no name changes]. The IIBA is a legally-binding agreement that is transferred irrespective of any changes to the company. Regarding the second question on walrus, monitoring will be an important part of the project. Mitigation through compensation will be defined in the IIBA but I can't comment on a dollar figure.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 2 references coded [10.84% Coverage]

Reference 1 - 5.25% Coverage

Councilor Simon Nattaq – Originally I am from Hall Beach, and like anywhere in Nunavut I travel and I've been traveling to Coral Harbour and Northern Quebec, and I think John mentioned the questions that I have. Although it impacts my personal life, if there is impact on the environment I would expect there would be an agreement in place. That area - the shipping route is a breeding ground for marine mammals. Polar bears are also living in the area. From my understanding, the ice never used to melt, but I think now polar bears are moving away compared with the past. We already have impacts in our lives. I am not sure Nunavik but Cape Dorset they will also be impacted, and they will also be impacted (Kimmirut?). Nanisivik had ice breakers come in winter. Compared to the past, I didn't see real negative impacts to marine mammals, narwhal, and seals are still there. But the Inuit travel route and losing equipment and so on. In Iqaluit although we have ice the ships still come in and the beluga still come naturally. So although they may be impacted, personally, the ships cannot deter the animals in their activities. We heard a big proposal, although I am Nunavut Beneficiary. I don't want to interfere in the communities but I can say you should add Cape Dorset. If you decide to go the eastern route, you may be able to bring equipment. I don't think they asked to bring big items to the port – part of the benefits package – that they can always go to collect equipment delivered to Steensby. I can't really say on behalf of those communities, but…thank you for considering Iqaluit in your proposal.

Reference 2 - 5.59% Coverage

Councilor Williams - Yes it is much appreciated. A couple of comments I'd like to make, I have a bit of experience with the impact of shipping and ice, with Arctic Bay. I went before they were shipping, and then saw the impact of ice breakers through landfast ice on harvesters. In that area, I'd like to point out that the area in Foxe Basin is a well known area by walrus occupied year-round, because of the moving ice. I think one of the things people don't assume is that walrus are big tough animals but they are actually quite sensitive – one of the animals with a sense of smell – whales don't but seals do. The one thing that I will share is that my experience with shipping - the habituation of mammals to Arctic Bay – the CD Howe – those vessels, they can see the animals respond days before the ship arrive. They don't any more – there is an initial flee behaviour. If you look at Bay of Fundy, ships have become habituated to ship traffic. I found it interesting you're going to ship and dock in landfast ice throughout winter. One of the hardest things was to dock in landfast ice at Nanisivik with landfast ice. With the continual growth of ice, especially coming off the

steel head that go into the water, it will be a challenge over the winter. There will be a lot of focus on shipping but the rail line given the 6 trips will be a substantial barrier to caribou, wolves, any terrestrial mammals. Something to leave with you – I can see that the railway may be a substantial consideration. If you have an area of substantial snow, and you create new snow, they will get onto highways, - Cantung and other remote areas – they will not get off the road into the deep snow and will run until they are exhausted.

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 2 references coded [3.48% Coverage]

Reference 1 - 0.66% Coverage

David Q noted that around Arctic Bay there used to be a ship track related to Nanisivik. "Have the Hall Beach and Igloolik HTOs considered this? He also mentioned concern about caribou and railway interactions.

Reference 2 - 2.82% Coverage

Good Faith

David Q. suggested that Inuit at Nanisivik were "hoodwinked" in a number of areas. They were not dealt with in good faith. He mentioned someone falling in "water" [my quotations — was this some solution of some kind?] and getting contaminated but never getting WCB compensation. He also talked about how companies are always changing and getting bought out. Agreements are made with one company and then with corporate changes, things get shifted around. Gord noted that any IIBA obligations would be transferred to any new owners.

Sakiasie Qaunaq noted that at Nanisivik "they said we have the best minerals in the world." Then when the mine actually started, the price of zinc fell and the promises that had been made fell away. It sounds a bit like what we hear now. But, we see training programs starting up, there will be a trades school in Rankin Inlet…this will make a difference.

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 1 reference coded [3.03% Coverage]

Reference 1 - 3.03% Coverage

Roger Killiktee (CARS operator) said he heard that the buildings at Nanisivik were contaminated, and asked what caused the contamination. Michael Zurowski replied that zinc dust was the main issue. Richard Cook added that there was also asbestos on the pipes, and that the houses were built in 1978, before the environment was considered. He added that today's mines are "built for closure", so people think about the eventual closure of mines when in the planning stages.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 1 reference coded [5.28% Coverage]

Reference 1 - 5.28% Coverage

Mr. Richards – There is a shortage of labour in Canada – the life of the mine you are probably looking at two generations of workers. Is there consideration of doing anything at the school level? The mine will happen it is a question about when. The mine doesn't work without the people. Nanisivik there was a commitment to hire people and didn't happen. Newfoundlanders were brought in and Inuit were standing by watching. Have you consider training and the labour market here?

Mr. Copper – We've done more than consider it. We developed a training philosophy that it is better to bring training here, so we brought a simulator to Milne and 24 people trained. In May this year we have another training program starting – a diamond drillers training program and the drilling contractor will conduct that training at Mary River. We're in the process of forming a joint venture for training with QIA, Q Qikiqtaaluk Corporation and Kakavik Association and the idea is to train a minimum of 200 beneficiaries over the next 3 years using Baffinland money and federal grants so these people will be able to work on construction of the mine, so we don't' have to wait until construction for the training. In terms of employment, last year we hired 190 beneficiaries at Mary River. If you go back to 2004, we were hiring about 30 beneficiaries and we estimated in those days that direct cash into the community were perhaps $3 million per year. Last year we estimated direct cash through employment and companies was over $20 million and this year we think more than $30 million. We agree with you very much – we strongly believe that we need to get benefits to the community even now, and that we need to do training so people can participate in the mine. The best way is to do the training here. These are some of the ideas that we are working on.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 1 reference coded [2.57% Coverage]

Reference 1 - 2.57% Coverage

Q6 – In relation to the rotation schedule and previous mining schedules at Polaris and Nanisivik, when people have taken their time off and are ready to go back they are told they are no longer needed, and this creates bitterness. There has to be certainty about employment. There needs to be better scheduling or communication on the radio, TV or other means.

Mr. Kutchaw – Very good comments, thanks. We acknowledge the problems with scheduling and room in the camp; it's something that we want to improve to avoid the issues raised. Thank you.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 1 reference coded [0.44% Coverage]

Reference 1 - 0.44% Coverage

Question: Olayuk/Arctic Bay – I am pleased to be part of this workshop. We have never met here before. I like this, and if our discussions are to be used then it is better for planning and I am happy that these communities are gathered and the company values their opinions. Employment impacts on life. We had Nanisivik and the people and animals were impacted. Seals were impacted. The workers there did not notice or were not concerned. The seals became deaf and they could no longer dive. Whales were changed also. Nanisivik had caribou for a while. There will be an impact on everything. I am happy our suggestions will be used. Nanisivik is a good example. In the past they never followed through on commitments. White men are wiser when it comes to [unrecorded comments] but the company changed hands, so responsibilities were passed. If you weren't employed you did not benefit from Nanisivik.

TRANSPORTATION - AIR - AIR STRIPS

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 1 reference coded [0.83% Coverage]

Reference 1 - 0.83% Coverage

HTO Chair – Will there be airstrips for jet service?

Mr. Chubb - Yes, gravel airstrips.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - March 26, 2008> - § 1 reference coded [5.30% Coverage]

Reference 1 - 5.30% Coverage

Q4 – I am Jonah, the airport maintainer currently. First question, that airstrip, is it going to be used or contracted to be maintained by anyone? And second, the shipping fuel tankers that you mentioned in Milne Inlet, will that fuel tanker be dangerous to the sea in case of spills? Third question, I think the shipping will go year round to Steensby Inlet so I am thinking about the seals, because they have lairs in the ice when they are breeding, and are there any comments or concerns mentioned, because I want the seals to be considered. Do you have plans to study the seal lairs?

Mr. Chubb – With respect to the airstrip, we'll have an airstrip built at Steensby and existing ones at Mary River and Milne Inlet already in place. The airstrip at Mary River will be upgraded so it can handle jets. Like all of the infrastructure required to support mining operations, these will be managed under large design-build contracts. Once built, the commercial arrangements for operations will be a different issue.

With respect to fueling in Milne Inlet, here is a photo from Milne Inlet and a fuel spill exercise that was conducted, to make sure that people on the ship and on shore are ready in case of a spill. One of the things in place is a plan dealing with just fuel planning.

With seals, we've been conducting many studies including seal studies, and when we submitted a project description, we also submitted information on a shipping study, and what should be considered in an environmental review. Seals, as well as other marine life, was included in the scope of what should be considered.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 2 references coded [2.04% Coverage]

Reference 1 - 0.82% Coverage

Mr. Carole McIntyre – How long is the airstrip?

Mr. Rod Cooper – About 6000 ft long.

Mr. Chubb – The airstrip is required for part of construction. During operation the primary airstrip will be at Mary River.

Reference 2 - 1.22% Coverage

Mayor Quassa – On this page where there is another airstrip at Steensby – how frequent would that airstrip be used?

Mr. Cooper – only serve during construction of the mine – for 4 years used on a very regular basis. In operations, it would only be used in emergency – for medical evacuations and other emergencies.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 1 reference coded [2.83% Coverage]

Reference 1 - 2.83% Coverage

Q7 – Who approved in Igloolik the shipping route?

Mr. Chubb – The shipping route in the project – we are seeking approval – we don't have approval yet.

Q7 – Because the hunters and HTO we were not even aware of the Hamlet, but the HTO is dealing with outside the Hamlet, so the shipping route and caribou area we go to Steensby to go caribou hunting and they may even go further south past the islands, if we

get caribou in that area they would start hunting there. How will we be able to go there, use our skidoos to go hunting? The rail has a route and the shipping has a route, how are we going to go past those. I need an answer for that.

Mr. Chubb – With the ship traffic through the landfast ice, it is likely that ice won't heal enough during that frequency, you are correct. Where the snowmobiles go across in the landfast ice, it is likely that we would need to set up a detour, so up onto the land at the Steensby camp to get to the other side. We recognize that this is an impact that makes a longer trip to get to the other side. That's something we need to talk about how to mitigate or compensate for that. The Steensby camp would be a place to stop and a place to provide food. This is one of the things that we will be talking to the QIA about as part of the IIBA.

Q7 – Some of us don't agree about the shipping route and railway going to Steensby. It was occupied by Inuit first, and if the caribou comes back we still need caribou for clothing and would go hunting. We'll have caribou only if we have no activity, and the airstrip is somehow in the area too. I feel that we are being deceived that if the Inuit don't agree they can stop it. Those of us that live here, you don't consider our needs. Are you going to avoid our needs or continue without considering our needs by having the ship go through every two days and prevent us from getting across?

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 1 reference coded [5.11% Coverage]

Reference 1 - 5.11% Coverage

Councilor Williams - You show an airstrip at the mine, Steensby, and facilities in Iqaluit. I am curious is it a phased out process for Iqaluit? Will you use commercial airlines or your own aircraft?

Mr. Chubb – The air service is different during construction and operations. We have an existing airstrip at Mary River and Milne, and an airstrip between Milne and Mary River – or a landing area. During construction the airstrip at Milne, Mary River and a new airstrip at Steensby will be used.

To move people, we talked about the 5 North Baffin communities plus Iqaluit. The 5 communities will have direct flights – probably daily during construction and 3x week during operations. From Iqaluit we would fly daily to Mary River from Iqaluit and the strip at Mary River will be upgraded for jet service from Iqaluit and planes points south from Ottawa, stop to refuel, pick up people and continue on to Mary River. So there aren't plans to phase out air traffic from Iqaluit. We'll be flying Ottawa through Iqaluit, and will have an administrative support presence in Iqaluit.

Mr. Rod Cooper – The other part of the question – it will certainly be a charter air service provided by an existing carrier, and right now there are two carriers, and they would be asked to bid as well as possibly others. For the Iqaluit facility – it may not be one we build and own but one that we might lease, possibly shared by an easing carrier who have needs of their own. There will be smaller aircraft instead of jets going to community – that would also go to Iqaluit as well.

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 1 reference coded [5.24% Coverage]

Reference 1 - 5.24% Coverage

David Qamaniq stated that training programs for heavy equipment operations are expected to happen on site and in the community and indicated that the community is in dire need of a jet strip. He asked if Baffinland would help the community with this. Rod Cooper replied that the bulk sampling program is a good starting point for people to learn some of the skills that would be useful in construction, but that because the bulk sampling program is short term it is not expected that a person would learn all the skills.

David Qamaniq replied that Rod Cooper has not attended earlier public meetings, when a jet strip and breakwater was requested, and asked if these be considered at the IIBA negotiations? Rod Cooper replied that if there is a strong interest in the community, that they will probably be discussed.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 2 references coded [0.26% Coverage]

Reference 1 - 0.17% Coverage

Question: Levy/Arctic Bay – I think there were four proposed airstrips. It seems that some of these will be built on a lake. Which lakes been studied and will the airstrips still be built?

MTP: Everything was studied before it was proposed. It had to be. There is only one lake we intend to build on and it is shallow and freezes completely.

Reference 2 - 0.09% Coverage

Question: George/Igloolik – I think you made a big mistake with regards to the lake you identified on your map not having char.

MTP: The airstrip doesn't impact a char lake.

TRANSPORTATION - AIR AIRCRAFT

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 2 references coded [3.57% Coverage]

Reference 1 - 1.46% Coverage

Will you bring in bigger planes than we use in our communities?

Greg – We likely wouldn't use planes larger than a 737. So probably not bigger than what you use.

Reference 2 - 2.12% Coverage

What kind of plane will you use to bring people to site? And what route?

Greg – The decision for the type of plane used will come later. However we know that there will be direct flights from the communities and not through Iqaluit.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 1 reference coded [5.61% Coverage]

Reference 1 - 5.61% Coverage

Levi – If we didn't have to search out there two years ago for my father, we wouldn't know what Baffinland put on the land, such s barrels on lakes that were melting in the spring. These are the issues that we don't hear from Baffinland – where they put their barrels, where there are oil spills, we don't hear these things. When we searched with a plane, people from IG and here we were finding things we don't even have a clue. The community had not been consulted. This affects the migration of our animals. Soon the helicopters will be flying around here. These are the things that are questioning to us by the community members. Why are we getting helicopters here? Can you tell us if you have barrels of fuel out there?

Matthew – I can't answer that. We've never had a helicopter up here in two years. As for fuel caches, I know we haven't cached any fuel except for the GN over the past two years.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 1 reference coded [1.89% Coverage]

Reference 1 - 1.89% Coverage

Q7 - When it's operating, will you be bringing jet service everyday or how many planes will be landing in Mary River during operations?

Matthew – During operations there will be jet service of about 1 per week, plus additional flights from the communities including Arctic Bay to go into site.

The reason I ask is that for the noise will have impact to us. You answered that all equipment will be used so I am saying that by air, by water, by land, your activities will have impact on physical environment, the air we are breathing, and the communities. And Baffinland have to come up with agreement for that, because there is no agreement right now.

Matthew – Yes, that's right.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 1 reference coded [1.91% Coverage]

Reference 1 - 1.91% Coverage

Q12 - …..No today, there are probably studies on the caribou in terms of population and the habitat. Are there studies to see what has happened to the caribou, and any more plans to study on the caribou? Through the studies, sometimes the scientist's knowledge and the IQ conflict. What are the results? By helicopters, sometimes the caribou would run away. Are you finding any kind of impacts it has on the caribou?

Mr. Chubb – There are several different studies we are involved in. Scientific studies. There are Inuit knowledge studies that are being conducted with the elders and we are having a focus session here next week on caribou. In terms of overall numbers, the Government of Nunavut has just started a study to monitor caribou movement and Baffinland is participating by signing a

Memorandum of Understanding with the Government of Nunavut. Baffinland is providing money and support services, over $400,000 over 3 years. That agreement is signed and the study has started.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 1 reference coded [3.85% Coverage]

Reference 1 - 3.85% Coverage

Q2 – One concern for those going hunting by ATV is planes flying so low – this summer one plane was flying so low that hunters on ATVs were surprised. You should not allow low-flying aircraft in caribou areas.

Mr. Chubb – there is a lot of aircraft; some studies require lower flights than others. Baffinland does have policies about maintaining minimum heights. There are also other aircraft in the area not related to the Baffinland work. In the future with the full-scale mine, the air traffic will change from moving equipment and surveys to moving people, so there will be fewer planes flying all over doing studies – less disruptive.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet - April 24, 2010> - § 1 reference coded [17.99% Coverage]

Reference 1 - 17.99% Coverage

Q2 – I've seen big mining companies all over the world. I met these mining executives in Guatemala and I noticed that they follow very different mining practices. Are you going to work with a mining company with a bad reputation? Also, the US wants to stop our hunt, but everyone gets our resources. What benefit will we have if you come to mine? I think in 15 years we won't be able to hunt anymore. What is Baffinland going to do to protect our rights as people? How much are you going to pay us to forget our culture? And the US military has helicopters and other equipment that make no noise – why don't you use this equipment.

Also, I am young. The government doesn't care about us and our culture. What guarantee can Baffinland provide? If we accept this we are basically signing our hunting rights away?

Bill – the first one is the type of partner we are looking at. Most of the large companies in the world, that we are talking to at least, recognize the need to protect the environment because if not it will affect mining in general. And most large mining companies have adopted consistent standards they've adopted around the world. So most large mining companies apply the same effluent standards everywhere, for example. There are some small and also some illegal mining companies, but most large companies have their own code of ethics they follow. And because this project is going to cost billions $ to build, the companies we are looking at are those large mining companies.

Bill – Regarding your comments on culture, I hope in 10 years after the mine is operating, people like you have a choice of whether or not you want to work at the mine, or continue a traditional lifestyle. We are trying to identify which project interactions would be the influences of the mine that would reduce the populations of caribou or marine life. For example, in Labrador the rail lines have been operating for 50 years to the iron ore mines there. We will be adopting their best practices for how the manage impacts to caribou. Similarly for the past 7 years shipping through the landfast ice, not as frequent as proposed for this project though, and we are seeing the practices they adopted to protect wildlife. And I know we can't transfer directly what they do there to here because the environment is different, and that's why we're meeting with the HTOs so that we can use the best practices and adapt new ones, so that you have that choice.

<Documents\Public Consultation\Clyde River\Clyde River HTO - April 24, 2010> - § 1 reference coded [23.10% Coverage]

Reference 1 - 23.10% Coverage

Q1 – I have two main questions. Last year I was in Mary River. Unfortunately I didn't see anyone working there from Clyde River and that really upset me. There were other people from other communities working at the site. Are we going to see people from Clyde River working at Mary River? And also in regard to the helicopters, do you really need to use helicopters in Mary River?

Matthew – In 2009 we had only about 40 people at site, and employment was focused in the communities of Pond Inlet and Igloolik. Clyde River is designated as a hiring point for construction and operations, and that means we'll be proposing to offer flights out of Clyde River direct into Mary River. So the plan is that people from Clyde River would be working during construction and operations. How many and how that is structured, it is probably better for QIA to speak to it.

Q2 – I saw people from Iqaluit, Pangnirtung and Broughton Island working there. Mostly from Iqaluit.

Stephen – You're right – there were more people from Iqaluit. Most of the Inuit hired to work at the site with Qikiqtaaluk Logistics, and they did a lot of hiring from Iqaluit. Over two years we heard a lot about the communities wanting more employment, and QIA understands the communities deserve more employment. And that's why we are now working on an IIBA, so that training and hiring happens more in the communities. Part of the reason there hasn't been as many people working from here is because there was no IIBA. We know QIA can do better and we know the communities expect a lot more.

Matthew – Your question about helicopters – our permits don't allow us to build additional roads or to use ATVs on the land. And that's to ensure we don't have additional impact to the land. In addition, the permits restrict the height the helicopters should be flying at, unless it is doing things like drill moves or scientific surveys, or we're using it for inspection. As a result, helicopters are really the only method of moving around.

Q2 – The reason I asked is I spoke to someone about how expensive helicopters are per hour, and there were 3 helicopters at site. And they are also noisy aircraft. Four wheelers are less expensive and can go further. I'm not saying stop using helicopters, but I came to that conclusion

Matthew – Yes, you're right. Helicopters cost $2000/hour, and in 2008 we had up to 6 helicopters. Last year was 1 helicopter, and on average that helicopter was used only 3 hours a day. Unfortunately our permits don't allow us to use ATVs.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 1 reference coded [17.79% Coverage]

Reference 1 - 17.79% Coverage

Q2 – Somebody is going to be blaming the hunters that the caribou are going somewhere else. Ever since the mine started, this area used to have a lot of caribou, and when the planes started flying around the caribou are dispersing. And today we are experiencing that the caribou are very far away now. And the blame is going to be on the hunters, and the blame won't be pointing at you, the Company. It's not good when the blame is being directed to the hunters, and it happened recently that the blame was on the hunters, that the polar bear numbers are going down. Maybe someday someone will say the caribou numbers are going down and the blame will be on the hunters. I have gone back and forth between Clyde River and Igloolik, and I have experienced that when I was being employed at Mary River, when the dog team races started in 1999, we experienced that the caribou were abundant, and today the caribou are hard to find. You were saying that you were going to work with Inuit. If you were at the start working with Inuit hunters…. for example in the 1960s and 1970s, when the Nanisivik Mine was opening up, we heard concerns just as today, and the way the operation was going was not as we intended. And the people who were working up here from down south have gone home, and the help was not in place. I heard what you have said before. I heard that the ship had sunk in the waters of the Atlantic. I worked at Nanisivik for 7 years. Those concerns were not at all being used. When Nanisivik was going on, the residents of Arctic Bay were told they could use the ship, and she was never used to benefit the community. And I feel that the same thing will happen with this project. And I know you have a plan for what will happen in the future. Companies come around to ask what we want, and we give our concerns to the companies, and when those concerns are written down and will not be followed, we don't write anything down on a piece of paper, and we only have our brains and thinking. And we have in place that we can work together, but white people don't listen to Inuit and their concerns. And that's how they are. I have worked with scientists for a long time now. Even though they know the answer is wrong, they would work on that wrong answer, because they want to make profit. Sorry it is like that and we have to agree with each other. I have lived in this area ever since I was a child, and I know the area like the back of my hand. And when the scientists are telling stories of our land, they tend not to give the full answer. You were saying that you are in a hurry and have to go very soon. And now that you will be missing out on the better question and answer session. And maybe that's why you made this short – so you won't be face to face in answering more questions. It has been happening lately when anyone wants to do something and they are in a hurry. And I'm glad that we are face to face and talking about our concerns, and in the future, are those concerns going to be addressed? We go to Igloolik are and the route to Igloolik will be closed. Like for example in Nanisivik the people would have a place to stay and it was not so. Is it going to be like that when the route is plugged? And you will be monitoring the wildlife, and the murres are the most sensitive birds. And on the route to Mary River, there are colonies of Murres at Qikiqtarjuak and near Iqaluit also. And the blame will be on the Inuit, because it happened before and it will happen again. The way this happens is we can't generate any money ourselves. We have to work closely together now. If we agree with each other and the future it will be good. And the next generation will be here and working on this and you guys won't be around then, and we want our next generation to have a good way of life. I have gone down south and seen a lot of dirty places. I have seen animal carcasses on the ground. And I don't want to see in this area where animals are being killed by the train. I have seen a lot of caribou that were killed by trucks and cars. Thank you.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 1 reference coded [2.56% Coverage]

Reference 1 - 2.56% Coverage

Q17 – We know that anything and everything, even jobs or employment, I know in the past Inuit are being asked now for input into activity, and I know we have representatives say for QIA is representing us, and MLAs, and they represent us and need to know how we think. I believe we are being represented and our concerns need to be considered by our representatives. Any activity – everyone can not agree and be happy, so tonight we heard all different opinions and concerns. I know animals get used to a noise, even airplanes. Caribous for example, can get used to the machines. In the past, they didn't want to hear anything or even footsteps that smell like humans, but I think they changed in that caribou in a migration will go there even no matter what noise. So Mary River will go – even without noise, have moved on. Hunters haven't seen evidence of caribou, as caribou go to areas where they can feed, even when it is noisy. But it is a concern in that we don't know for sure if shipping in winter, the ships coming in will be really noisy ice breaking, so it needs to be considered more, because we don't know for sure how it will be. In winter there is walrus year round. In Steensby the walrus go out but the seals stay in the area. In summer it won't be a real concern with shipping but my concern is winter shipping. And to make a comment on IQ – I have that personal knowledge and the animals – when you fight over animals they can disappear. If you have no fights over the animals, they will always be around. So we Inuit can be responsible because we are not looking after them whether we don't listen to IQ we can be blamed for their disappearance. We were told to be friendly to animals.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 3 references coded [10.47% Coverage]

Reference 1 - 2.66% Coverage

Q11 – I may look like a lady but I am a great hunter – in summer and on water. It is easy to travel by water because you're not using your feet. Where the rail will be is a main area for caribou hunting. They go by boat to the beach, then camp and walk in-land to hunt. Sometimes they travel 20 or 30 miles to hunt. Sometimes the helicopters are too loud. If they are yours, please think about our feet as we need to travel further to hunt when the animals are disturbed.

Mr. Chubb – some of our activities involve moving drills and this requires low flights. We have procedures for minimum flight altitude and need to encourage our pilots.

Reference 2 - 2.38% Coverage

Q14 – as for the route, my preference would be to use the Cape Dorset area for a port; there is less ice and so much technology that you can build a road right across Nunavut. You can do it down south and can do it up here. We were in Steensby this summer and saw four helicopters hovering and making noise, disturbing wildlife.

[A brief break was held at the request of the translator; two door prizes were drawn.]

Mr. Chubb – Regarding the idea of a rail line to Cape Dorset – they still need the same ships. It is not practical to construct a rail line that distance.

Reference 3 - 5.43% Coverage

Q20 – Instead of a rail line, could you build airplanes to carry the ore? If the military can ship huge amounts of steel overseas, can't you?

Mr. Cooper – this is more material than has every been moved; air transport is not a viable choice for the project. The word "balance" comes to mind. The project can't happen if the stakeholders are not in agreement. You in Igloolik are an important stakeholder. We also have shareholders who need to make some money, and steel mills who want to be sure the product [the ore] is good and the supply of ore is reliable. Another comment is that there is no stopping you now. But I disagree – unless the benefits to Inuit are greater than the impacts the project won't go head. It can't. It is our challenge to find this balance so that the Inuit, and shareholders, and governments find that the project has more benefits than impacts. The only way to have balance is to talk to each other enough that we trust each other. On a personal note, I've worked and traveled in Nunavut for about 15 years. I've learned that Inuit have learned to live in harmony with the environment and we can learn from you. Information should go both directions on the project. I'm thinking it is going to be hard work but we want to do this hard work to find the balance for everyone.

<Documents\Public Consultation\Kimmirut\Kimmirut Hamlet - April 26, 2010> - § 1 reference coded [1.14% Coverage]

Reference 1 - 1.14% Coverage

Q – Are the straight lines [on the figure in the presentation] the air routes?

Yes.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 1 reference coded [1.89% Coverage]

Reference 1 - 1.89% Coverage

Q – Are your Helicopters always going to be flying there ? How far out on the land do they go ? I see them when I am hunting.
A – We flew five Helicopters last year, between Milne Inlet and Steensby. This year we will only have one Helicopter and it will fly only around Mary River , to support the diamond drill program. Once the construction of the mine, railroad and port are completed there will be a significant decrease in helicopter requirements.

<Documents\Public Consultation\Pond Inlet\BIM Notes on GN Development Workshop - November 13, 2007> - § 1 reference coded [2.03% Coverage]

Reference 1 - 2.03% Coverage

- Ability for BIM to transport goods and materials for communities by ship and air .

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 2 references coded [3.16% Coverage]

Reference 1 - 2.62% Coverage

Along these lines, Jayko Simonie, Acting SAO, Hall Beach noted the constant planes and helicopters around his community and how the caribou have been held back by this activity --- perhaps companies could coordinate some of their activities to reduce aircraft activities. Gord suggested this could relate to Best Environmental Practice Guidelines.

Nick suggestion to identify designated routes for helicopters in order to minimize the disruption to hunters.

David Qaumaniq indicated that hunters will lose animals when aircraft fly below a certain level — happens when no-one is watching. Gordon agreed that there are cases like this and that active monitoring and enforcement is needed. He suggested that Industry needs to know how important these incidents are to people. “We need to know how common these infractions are.”

Reference 2 - 0.54% Coverage

Sakiasie Q (AB) suggested that caribou are easily trained (habituated) — they get used to vehicles. We could hunt them near the road. …But they are scared of helicopters.

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 2 references coded [6.74% Coverage]

Reference 1 - 5.15% Coverage

Sipporah Peterloosie [community nurse] – indicated concerns about increased air traffic as she lives near the airport. She asked about the impact of air and ship traffic on the animals.

Rod Cooper responded that the proposed bulk sampling program is as small as possible to limit the traffic and only 6 ships are proposed.

Sipporah Peterloosie asked if this was during the life of a future mine and Rod Cooper indicated that he was referring to the bulk sampling program only. Richard Cook added that studies are being conducted on the wildlife, and that it is recognized that the current exploration activities have a localized effect on the people as well as animals. As well, permits are required to conduct the existing activities as well as any proposed activities such as the bulk sampling program.

Reference 2 - 1.59% Coverage

Philip Panneak (QIA) referred to earlier comments regarding air traffic and asked if Baffinland can speak to the pilots about flying low? Michael Zurowski responded that the pilots are instructed to fly high, and only back and forth to the site.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 1 reference coded [3.15% Coverage]

Reference 1 - 3.15% Coverage

Councilor Kayak – There was a section about employment, training and business, and using that we made opinions, and there was a section about railway and aircraft. The aircraft in the presentation, if they follow the guidelines or regulations – I am concerned if they fly too low, or in summer they need to be told they need to respect animals in the area. Because I went fishing recently in Milne Inlet and there was a helicopter flying from Mary River they need to be told not to fly too low. Thank you.

Mr. Chubb – The slide that is up here are some of the communities. We have heard that before about the disturbance of aircraft. As much as we can they need to be flying high. There are guidelines, and our supervisors remind the pilots that we need to respect those heights. Sometimes with the work we are doing we need to fly lower, but the rule is there are minimum heights.

Mr. Cooper – This year our helicopters are Canadian Helicopters but now a joint venture with Qikiqtaaluk Corporation so that is a change from last year – hopefully they will be more receptive to following the rules.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 1 reference coded [8.21% Coverage]

Reference 1 - 8.21% Coverage

Elijah – Also, we have been informed by the hunters when they go hunting past Mary River, there have been helicopters. The helicopter people need to know where the hunt is taken place. The caribou were driven away by helicopters and then the hunter had to go further to hunt for caribou, and they weren't happy about that. Us as the HTO board felt that there could be some working relationship between the site and the hunters. Baffinland has indicated in the beginning that they would help people who go to the mine site. That is the information that we have gained from the hunters. An unwelcoming situation is very uncomfortable.

Dave – Last week we had 5 hunters, 2 groups, and my policy at camp is that anyone that comes by is welcome to come in, multiple times for coffee or a meal, and we're always available to offer help in an emergency. I'd like to think that we are good neighbours. With regard to the helicopters, there are no helicopters right now until June. Last year we didn't start until the very end of May. But in the future we could coordinate helicopters and hunting.

Richard – Was this recently?

Elijah – If the caribou are driven away, then you run into a shortage of gas. I've been informed I think twice, where they ended up having to go further out for caribou.

Jayko – In addition, this is not only this year, for the past number of years that the hunters are being disturbed by the helicopters. It's been going on for some time now.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 1 reference coded [4.19% Coverage]

Reference 1 - 4.19% Coverage

Q – Regarding narwhals, when hunting in that area, the plane doing aerial surveys was up there also. They were flying very high up and not monitoring the narwhal very carefully. It was apparent that it wouldn't count all the narwhal. When the ship was approaching, the narwhal moved somewhere else, and when the ship was loading the narwhal they were gone from Milne Inlet and then came back. Residents of Pond Inlet… you assume that you have all the knowledge. You appear very knowledgeable but you are not. In the future, if the ships come in that region, they will all be gone. Thank you.

Jayko – When the big ship that was there in the summer, maybe two years ago, I was involved in an aerial survey, and as you travel to the Milne Inlet area, we criss-crossed with the plane conducting surveys and looking at other marine mammals. In an area in Milne Inlet called Bruce Head, there is a lot of narwhal. As the ship approached Milne Inlet. As the ship left the other way, the narwhal traveled form Bruce Head and congregated in Koluctoo Bay, And as the ship passed, the narwhal swam somewhere else and did not want to follow the ship and be disturbed by noise. IQ says before ships arrived we would see the ships arrive – only when the ship is really close to they swim away. There are lots of narwhal and when the planes started landing and taking off. We

And sometimes the killer whales go after narwhal. We usually have fewer ringed seals as ships frequent the area. Freighters tend to bother marine mammals a lot. That is something we learned. The wildlife is very essential to us.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 1 reference coded [5.33% Coverage]

Reference 1 - 5.33% Coverage

Enokie Inuarak – Steensby Inlet and Milne Inlet seem like the only options?

MZ – Yes.

Enokie Inuarak – You can't afford any other options?

MZ – It's not a matter of affordability. It's a matter of practicability. We need to be able to build it. The rail line can't be constructed on anything steeper than 3 degrees slope.

Enokie Inuarak – It seems like those are the only options then. I have seen where you guys have studied; it looks like you can go further south.

MZ – [Describes the evaluation of port and route alternatives and selection process used].

Enokie Inuarak – There are airplanes that can carry tonnes and tonnes. Does that cost too much? If you can't afford that, you can't afford to build Mary River. Because country food is the most important to us. It's the healthiest food we have. We can barely get healthy food from the stores, you can check for yourself.

MZ – To fly would cost $1000 per tonne. We only sell it for $60-70 per tonne. You're right, the mammals are important. We want to minimize our impact. We will be filing a Draft Environmental Impact Statement. It will be about 5000 pages long and look at all the main animals and our potential impacts on them.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 2 references coded [26.69% Coverage]

Reference 1 - 21.95% Coverage

Community Speaker 1 (Mr. Jayko Alooloo, Mittimatilik Hunters and Trappers Organization) – I didn't see any reference to the prevention of oil spills [referring to a photo and email], which raises concerns. I recommend that there be monthly inspections of fuel storage areas. Will there be continuity in Baffinland's representation to the community. I also have a concern about the impact of the operation on caribou in traditional hunting areas. There is less caribou now in the Pond Inlet area and the increased air traffic will bother the caribou even more. Maybe the mine could transport hunters to areas where there are more caribou, to hunt. I also have a concern about narwhal; a hunter has expressed concern that they have left the Milne Inlet area because of the increased ship and aircraft noise in the area. I want to bring up two comments about other Baffinland representatives: we were told Mary River wouldn't have jet service and no town site at the mine; only one side of the coin, the good side, is presented and only now they are hearing the other side. People of Pond Inlet are being treated like children. In summary, if people are going to make statements, they need to present all the facts. Thank you and one more question – I had not heard before about hydro.

Mr. Chubb – thank you for your comments. I am not sure about the first question and reference to a spill incident but I can speak to Baffinland's approach to spills. Baffinland has a spill management plan which is updated and submitted to government for approval. Fuel is stored properly in lined facilities, and the company continues to develop training materials and program to train staff to respond to spills – recently we held training on site and spill response training during fuel off-loading from the ship at Milne Inlet. I agree that regular inspections are necessary and the company has inspection forms for this purpose. If there are specific questions or issues, they can be discussed further. I hope that helps to describe how fuels are managed on-site.

Community Speaker 1 (Mr. Alooloo) – The particular incident I am referring to occurred at Steensby Inlet.

Mr. Chubb – perhaps we can take a look at those pictures. There was a comment regarding continuity of representation to Pond Inlet. We've been coming to Pond Inlet for several years and hope to continue to build relationship. We are doing several things to address representation: at the request of Council, Baffinland senior management are coming to meet with the Hamlet every two months; some of Council is going to Mary River tomorrow; the company is meeting others while in town. We have a full-time CLO available every day- so if there is ever a need for more information or questions, people can go to the office and if Jamie doesn't have the answer he can get it. Dave McCann, who is Assistant Operations Manager, is now based in Pond Inlet and his door is always open. Regarding caribou, we are continuing studies and we understand the concerns. As an example of studies underway,

we were studying the movements of narwhal in relation to ship movements this summer. We will use this information and other information to assess operations. Two other comments were regarding jet service and hydro power.

Mr. Cooper – One concern he heard was with respect to jet service and a permanent settlement at Mary River. We've consulted the land use plan and the plan specifically states that mine townsites are not permitted, so we are proposing a camp and not a permanent settlement like Nanisivik. With respect to the jet strip at Pond Inlet, I believe we are considering their might be many possible benefits that come to Pond Inlet. Some benefits include direct employment and business; some indirect benefits are through government spending of the tax revenue in the communities. At the moment, Baffinland and the QIA are discussing these sorts of benefits as part of the IIBA negotiations. We hope over the next year to have an agreement in place to deal with impacts and benefits. Regarding power generation, they have reported in the community in the past that they are studying wind and hydro power. Last year and this year they installed a gauge in a stream near Steensby Inlet to measure flow to see if hydro is viable. We are installing a wind tower this month, and next year we will conduct a feasibility study on the wind and hydro; the study will be completed by 2009. The benefit of hydro and wind is using less diesel. Currently our thinking is to start with diesel, but if the alternative energies are feasible, they would be implemented later in the mine life. We hope these answers address your questions.

Reference 2 - 4.74% Coverage

Q5 (Mr. Caleb Sanguya) – I grew up using Milne Inlet and the area interior to Milne Inlet. What we have seen the last couple of years is the airstrip disturbing caribou. No harvests this year. The activities are also impacting narwhal. The biggest issue not discussed is harvest compensation because we are already losing now. For example, one family used to harvest 30 caribou each year. There have been promises that local businesses would be the main contractors, and overnight Iqaluit became the hub. If Iqaluit is the hub then Pond Inlet will not agree. Inuit knowledge is that caribou have always moved through the Mary River area. We have already noticed narwhal changed patterns to avoid noise. Promises were made to Pond Inlet that it would be the hub, but Pond Inlet has been pushed aside. There should be compensation to Pond Inlet businesses for this. There needs to be a better solution for the people of Pond Inlet.

Mr. Chubb – thanks for the comments, which we will take into consideration.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 1 reference coded [0.64% Coverage]

Reference 1 - 0.64% Coverage

Barnabas Arreak – What will happen if caribou hunts are affected by helicopters again? Will you take the side of the Inuit people?

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 2 references coded [0.25% Coverage]

Reference 1 - 0.13% Coverage

David: Can we use the plane for transporting iron ore, rather than a ship?

MTP: That is not possible with 18 million tonne of ore per year being shipped. No plane can handle that amount of ore. There is no option other than what we've discussed. Rail is the most effective.

Reference 2 - 0.12% Coverage

Question: Koonoo Oyukuluk/Arctic Bay - When I was younger we used to have caribou in the Mary River area. The white man and geologists have made them move away. They run away from the choppers. Be aware of this and listen to what the Inuit say.

TRANSPORTATION - RAIL - CARIBOU MIGRATION

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 2 references coded [4.43% Coverage]

Reference 1 - 1.87% Coverage

Zuki – For all the rail line crossings and bridges, how can the caribou cross with all these features?

Greg – Scale is very important to consider since the crossing will be spread out along a great distance.

Reference 2 - 2.56% Coverage

Thank you. We hear about train collisions on TV and the caribou will not be able to read signs and will get hit. We are the only community that the caribou may not be able to reach if they can't cross.

Greg – The trains will be moving relatively slowly which will limit the impacts.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 1 reference coded [8.17% Coverage]

Reference 1 - 8.17% Coverage

Koonoo – The ice breaker used to come to Nanisivik in May, when the seals and narwhals were heavily impacted. In May, the seal pubs were impacted by the ice breaker. We observed this when Nanisivik was in operation. We see that Baffinland will build the railway and the Foxe Basin shipping route will have an impact on walrus. And I'm sure that walrus will be affected. If the walrus of Igloolik are impacted, we request that they be compensated. And the proposed railway will be blocking the migration of caribou. So the railway and shipping route will have a negative impact. At Nanisivik, the seals and narwhal were impacted. I have a question. Before the economic meltdown there was good employment here in Arctic Bay. Are those guys employed being re-instated when the mine is starting again?

Matthew – This year is still small – 100 people onsite maximum, compared with 300 two years ago. So there will be additional jobs, but I'm unsure at this time how many will go between different communities, or how that would be structured. During mine construction and operations, Arctic Bay has been designated as a hiring point, which means there will be scheduled flights in and out from this community. It's reasonably safe to say that during construction that there will be jobs for everyone who is trained and able.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 4 references coded [26.27% Coverage]

Reference 1 - 5.56% Coverage

HTO Member 1 – This rail line going to Steensby from Mary River – it was a concern whether or not the caribou would be cut off from going to Arctic Bay. With that rail line, it won't lay flat on the ground?

Mr. Chubb - It depends on ground conditions. If ground conditions are poor and have ice it needs to be built higher. On stable ground it is 4 feet high. With slopes.

HTO Member 1 - There is nothing on the air? It is all on solid ground? We heard in the beginning you'd provide provisions to provide crossings for rail.

Mr. Chubb – No, we don't' think the railway will be an impediment.

Reference 2 - 8.24% Coverage

HTO Member 1 - So if you find out that you cut off the caribou migration, what about the Inuit's concern about the blockage of the caribou? What are the plans to mitigate and compensate?

Mr. Chubb - In the event that something happened that wasn't expected, there are provisions in the NLCA that the IIBA will consider that we will negotiate. We begin talking to the QIA in 2006 and that issue will be part of that. One thing, as an example, that we've been very clear on. Is that for people who want to go in Steensby to hunt, that the ice probably won't heal fast enough for people to cross track and they'd have to go across by land, which is more travel and fuel, so that is something we need to provide provisions

for in this agreement, and we will welcome hunters to stop at our camp and be provided with fuel and food on their way to their destination. That is something we already expect.

Reference 3 - 6.75% Coverage

HTO Member 3 – As Inuit we are not animals. Or animals we try to discuss the animals, there was supposed to be an area where through the rail the animals could go under the rail. Since the caribou need a migration route, it seems if the rail is on solid ground they may turn back. To my knowledge, when caribou come to a snowmobile track, they turn around. They may be blocked. You need to confirm your areas. All the rail line will be on solid ground and not suspended?

Mr. Chubb – The only place it will be suspended is at large crossings.

HTO Member 3 - Looking at the rail line it could go overhead to let caribou to go under seems like a good idea. I want to see one or two areas where the caribou can go under the rail line.

Reference 4 - 5.72% Coverage

HTO Chair – I mentioned my questions on my friend here, I want to know from you the caribou if they impact on caribou, say the rail line or operation and blasting. If you find out that you are preventing the caribou to cross, would you be able to provide us with a plane 2x a year to go hunting when we know there is obviously an impact. We still need to eat the caribou meat, and we know they still migrate to our area periodically. Would you provide flights or monetary compensation?

Mr. Chubb – We will certainly be monitoring, and caribou we know is important and it is on our list of items to discuss with the IIBA.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 4 references coded [12.68% Coverage]

Reference 1 - 3.08% Coverage

Koonoo Oyukuluk – I'm glad. I recognize the Baffinland people from our visit this summer. I want the people to know that this rail line and road to Milne Inlet will block the caribou. When they are migrating towards the west towards Arctic Bay they will be blocked. We met this summer and discussed this. This concern about the caribou needs to be taken seriously. It will effectively block the caribou trail. I want the people here to be aware of that. The caribou will turn back to the east if they see something blocking them.

GM – Thank you. That deserves some further discussion. The angle of the rail bed and the material used to construct the rail line can be built in such a way to allow caribou to cross. Mines in western Nunavut and the NWT have been built to allow caribou to pass through them. We're not expecting the rail line to cause any problems in terms of caribou migration.

Reference 2 - 4.36% Coverage

David Kalluk – We're glad to hear there will be no blasting in the water. What happens if there is an accident with the ship? Do you have a contingency plan in place to deal with an accident? The rail line will block off our land to the east. We have to be careful with migrating animals. They move from place to place, based on their feeding. Are rail lines in the south having any effect on animals? Like deer? Do you have any examples? I understand there will be compensation as well. I know you are different than those Nanisivik people. We regret not negotiating benefits with Nanisivik. I want people to be compensated if they are hurt. We used to have an environment committee. I would like that committee to continue.

MZ – We have looked at the rail line between Schefferville and Sept Illes, Quebec. It is not a barrier to the caribou migration. Hundreds of thousands of caribou regularly cross it. The real impact will be during construction. During operations, we believe the impacts will be minimal. If there are damages, there will be compensation. Compensation to be negotiated with the QIA in the IIBA. We will have an emergency plan in place to deal with any potential shipping accidents. All employees at the mine will have a benefits package.

Reference 3 - 2.03% Coverage

Ikey Naqitarvik – Question to the people - If the rail line is low will the caribou cross? Or if it is high will they turn back? Can we put a condition on the railroad, to be as low as possible? To keep it to a certain height? People are saying they get neglected by the companies over time. Can the company give money to the QIA, who can give money to the community?

GM – It would be in our best interest to keep the rail line height as low as possible. This will minimize the work we need to conduct and be more cost effective.

LB – At QIA, we will negotiate the IIBA with Baffinland.

Reference 4 - 3.21% Coverage

Ikey Kigitikakjuk – I have a concern about Mary River. What will happen when the ships are being loaded? Will spilled material affect the sea bottom and sea creatures? I'm concerned about the caribou too. The rail line is a concern, but I know the caribou can take that. It's different with the marine mammals. When Nanisivik was operating we had caribou in the area. We would see them from the road. Caribou can get used to man-made things. They can still go over railroad tracks. They can get used to sound. They have more areas to turn to compared to marine mammals. I want more studies done on the marine mammals and the effects the ship would have on them.

GM – Thank you for your comments. The marine mammals that you speak of are assessed in the environmental impact study. We will monitor those mammals and any possible effects on them throughout the Project. This information will be reported back to the communities.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 2 references coded [12.93% Coverage]

Reference 1 - 9.45% Coverage

Q5 (Tommy Kilabuk, HTO Chairman) – My question is regarding the plans for the rail – is the final decision to go to Steensby Inlet? Will there be daily trains, because if so the caribou migration is east to the west, and the rail line will cut off the migration of the caribou. And we know no caribou are coming from the north or south; only from the east to the west. Daily haulage will impact the winter and summer caribou migration route. Arctic Bay gets its caribou from the west, through the Mary River area. If Arctic Bay is short on caribou – will there be compensation or any plans to help the communities get their caribou? Since people rely on caribou to sustain livelihood – but if lost caribou in the process – we'd like to see compensation for loss of caribou. It's going to be a concern – the project will have an impact on caribou – and we'll need to see compensation to the community due to the loss of caribou meat.

Mr. Chubb – Baffinland is aware of the importance of caribou to the community. The information from studies are helping understand caribou in the area. Yes, there will be a train every day. The rail embankment will be kept low to the ground as possible to minimize it as a barrier. We are looking at ways to design and operate the rail line, and there will be monitoring programs established; including the communities' experience before and after mining has started. IIBAs typically include compensation for impacts to caribou. The goal is to obtain and learn about caribou to minimize any impacts. I hope this answers your question.

Reference 2 - 3.48% Coverage

Q9 (Leah Kalluk) – As a supplement, it seems to be clear that there will be a road going to Milne Inlet and a rail to Steensby, linking the north to the south and cutting off the migration route for caribou. I am on the working group and I saw the new road being constructed; containers are being used for crossings. You say the road will be used for only 3 years but it looks like it will be used for much longer. The road and rail will cut off migration, even the road to Milne Inlet will be a hindrance to caribou. The caribou will be impacted for at least the first few years.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet - April 24, 2010> - § 1 reference coded [11.63% Coverage]

Reference 1 - 11.63% Coverage

Q1 – Road? [Rail to Steensby]. Not so long ago, Baffinland wrote a letter to the Hamlet indicating that the people of Igloolik and Cape Dorset were objecting to the concept of building the railway. Given that, why are you proposing to build the railway?

Bill – The concern is more with the shipping route than the railway. I think the concerns related to the railway has been whether or not it would affect the caribou roaming. With respect to the shipping route, we had meetings earlier this week with the communities of Cape Dorset and Igloolik. Unfortunately the meeting in Igloolik was cut a little short due to a death in the community. And the meetings in Hall Beach were cancelled also due to a death in the community. We'll be going to Kimmirut on Monday, and we were in Cape Dorset last Monday. In Cape Dorset there was some discussion about changing the route. And with the QIA and HTOs we hope to go back in June to discuss the route again, and hear the concerns and figure out how we might address them.

Q1 - My concern is mainly that the Igloolik and Hall Beach people are opposing the route because it will interfere with marine wildlife. You know that there seems to be some lack of disagreement here, but we feel there needs to be an agreement. The mining companies could use equipment that is less noisy.

Bill – Our exploration leases and the landowners discourage building roads for exploration, which is temporary.

Q1 – is it possible to build a tunnel to those areas? You can do anything you want?

Bill – There are two tunnels proposed on the railway.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [1.90% Coverage]

Reference 1 - 1.90% Coverage

Community Speaker 1 – You mentioned cooperation and teamwork earlier, that's why I asked. From the maps earlier, I am concerned about the caribou migration. Caribou tend to migrate, and the rail will impact our wildlife.

Mr. Cooper – I agree, we need to study local knowledge and caribou very carefully.

Community Speaker 1 – Since the rail line is so long, it will affect the caribou migration.

<Documents\Public Consultation\Hall Beach\April 2009 Working Group Minutes - Hall Beach> - § 1 reference coded [4.76% Coverage]

Reference 1 - 4.76% Coverage

Timothy – The proposed railroad is pretty much perpendicular to the caribou migration. I would like to know if there will be any impacts, and how Baffinland plans to deal with this. Maybe Baffinland could reduce the amount of train traffic when they know there will be caribou migrations?

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 1 reference coded [2.83% Coverage]

Reference 1 - 2.83% Coverage

Q7 – Who approved in Igloolik the shipping route?

Mr. Chubb – The shipping route in the project – we are seeking approval – we don't have approval yet.

Q7 – Because the hunters and HTO we were not even aware of the Hamlet, but the HTO is dealing with outside the Hamlet, so the shipping route and caribou area we go to Steensby to go caribou hunting and they may even go further south past the islands, if we get caribou in that area they would start hunting there. How will we be able to go there, use our skidoos to go hunting? The rail has a route and the shipping has a route, how are we going to go past those. I need an answer for that.

Mr. Chubb – With the ship traffic through the landfast ice, it is likely that ice won't heal enough during that frequency, you are correct. Where the snowmobiles go across in the landfast ice, it is likely that we would need to set up a detour, so up onto the land at the Steensby camp to get to the other side. We recognize that this is an impact that makes a longer trip to get to the other side. That's something we need to talk about how to mitigate or compensate for that. The Steensby camp would be a place to stop and a place to provide food. This is one of the things that we will be talking to the QIA about as part of the IIBA.

Q7 – Some of us don't agree about the shipping route and railway going to Steensby. It was occupied by Inuit first, and if the caribou comes back we still need caribou for clothing and would go hunting. We'll have caribou only if we have no activity, and the airstrip is somehow in the area too. I feel that we are being deceived that if the Inuit don't agree they can stop it. Those of us that live here, you don't consider our needs. Are you going to avoid our needs or continue without considering our needs by having the ship go through every two days and prevent us from getting across?

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 1 reference coded [2.66% Coverage]

Reference 1 - 2.66% Coverage

Q11 – I may look like a lady but I am a great hunter – in summer and on water. It is easy to travel by water because you're not using your feet. Where the rail will be is a main area for caribou hunting. They go by boat to the beach, then camp and walk in-land to

hunt. Sometimes they travel 20 or 30 miles to hunt. Sometimes the helicopters are too loud. If they are yours, please think about our feet as we need to travel further to hunt when the animals are disturbed.

Mr. Chubb – some of our activities involve moving drills and this requires low flights. We have procedures for minimum flight altitude and need to encourage our pilots.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 1 reference coded [5.59% Coverage]

Reference 1 - 5.59% Coverage

Councilor Williams - Yes it is much appreciated. A couple of comments I'd like to make, I have a bit of experience with the impact of shipping and ice, with Arctic Bay. I went before they were shipping, and then saw the impact of ice breakers through landfast ice on harvesters. In that area, I'd like to point out that the area in Foxe Basin is a well known area by walrus occupied year-round, because of the moving ice. I think one of the things people don't assume is that walrus are big tough animals but they are actually quite sensitive – one of the animals with a sense of smell – whales don't but seals do. The one thing that I will share is that my experience with shipping - the habituation of mammals to Arctic Bay – the CD Howe – those vessels, they can see the animals respond days before the ship arrive. They don't any more – there is an initial flee behaviour. If you look at Bay of Fundy, ships have become habituated to ship traffic. I found it interesting you're going to ship and dock in landfast ice throughout winter. One of the hardest things was to dock in landfast ice at Nanisivik with landfast ice. With the continual growth of ice, especially coming off the steel head that go into the water, it will be a challenge over the winter. There will be a lot of focus on shipping but the rail line given the 6 trips will be a substantial barrier to caribou, wolves, any terrestrial mammals. Something to leave with you – I can see that the railway may be a substantial consideration. If you have an area of substantial snow, and you create new snow, they will get onto highways, - Cantung and other remote areas – they will not get off the road into the deep snow and will run until they are exhausted.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - April 2, 2008> - § 1 reference coded [3.47% Coverage]

Reference 1 - 3.47% Coverage

Q1 (Anthony) – no one has asked about wildlife so I will. The shipping route in Foxe Basin, that is an area that is typically not navigated, what are the impacts and what will you do? And the railway and caribou? Trying to cross the tracks – one out of every I was wonder if there is any preliminary work done on how work will impact wildlife. It will be a big change for wildlife.

Mr. Chubb – The discussion on that and impacts, and mitigation will be subject of the next two years of dialogue. The work that we are doing, if we start with the shipping and navigation, we've spent time mapping the bathymetry to be sure we have viable shipping routes. On the map on the back, there are shown two locations route and we've since confirmed that both routes are feasible. From a mitigating measure, one of the first things we were told is to go the eastern route. We are already looking at means to influence the operations. The baseline work we are doing is ensuring we have an appreciation for the wildlife. With caribou, we are doing similar things as well in terms of looking at caribou use by the land users from a harvest standpoint, and caribou use in the area. We've been studying for several years. Right now there are not a lot of caribou in the area and we understand they have been in larger numbers. We're doing trail mapping, etc. This will influence the project. You've hit on the two key areas that we feel will be the focus of discussion for the next two years in the draft EIS.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 1 reference coded [4.52% Coverage]

Reference 1 - 4.52% Coverage

Caleb:
I do not think I will change my mind at all; the Co-op should have had a contract. When it changed, operations should have stopped, as the original agreement was broken. The business was supposed to help the community but it is working against the community. There are other exploration companies around, and he has heard that the caribou migration routes were broken and there is no funding to address this. Since the agreement has been broken we should take legal action.

Mike:
The co-op performed very poorly. You should ask employees today - he has hired if they are happy [working for QC]. Need to move away from Co-op anyways. Co-op was not happy with contract before. If it was working well then it would not have changed.

<Documents\Public Consultation\Pond Inlet\BIM Notes on GN Development Workshop - November 13, 2007> - § 1 reference coded [3.57% Coverage]

Reference 1 - 3.57% Coverage

- Several issues related to impact and benefits surrounding disruption to wild life by rail and sea and the form of compensation related to this .

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 2 references coded [1.20% Coverage]

Reference 1 - 0.66% Coverage

David Q noted that around Arctic Bay there used to be a ship track related to Nanisivik. "Have the Hall Beach and Igloolik HTOs considered this? He also mentioned concern about caribou and railway interactions.

Reference 2 - 0.54% Coverage

Sakiasie Q (AB) suggested that caribou are easily trained (habituated) — they get used to vehicles. We could hunt them near the road. …But they are scared of helicopters.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 1 reference coded [5.24% Coverage]

Reference 1 - 5.24% Coverage

Q – I heard there would be a fence along the railroad to Steensby Inlet. It seems this Project has changed due to circumstances beyond our control. We have to balance wildlife conservation versus development. We don't want iron ore ships going in front of Pond Inlet. Sometimes the Project seems to be in limbo. I believe the only limitation of a route to Nanisivik would be its length. I heard there would be a study on archaeological items that might be destroyed by construction, and on potential compensation.

MZ – There will be no fence on the rail line. The rail line bed will be about 1.5 - 4 meters in height and the slope will be very gentle so caribou can walk across it. We are looking at both options for the shipping route. We do want to hear about your concerns regarding Milne Inlet – Thank you. In regards to a route to Nanisivik, the rail line needs to be constructed on a gentle grade for the train to be able to travel. This isn't possible with this route. We would need to blast a number of tunnels, which is very expensive. We've had archaeologists on site who have fenced off archaeological sites, so there will not be anything but perhaps only minor damage occur.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 3 references coded [12.08% Coverage]

Reference 1 - 3.99% Coverage

Q1 (Mr. James Arvaluk, MLA) - I am here without my glasses, it's not written in the map, where is shows the Inuit Owned Land, we were told the road being built from Milne to Mary River, no the rail line to Steensby will be in high ground, and every four hours there will be a train passing by. When will the caribou migrating – will they have to run across the tracks? Because when the train is running by. How will you know when the caribou are migrating? Why don't you have it from Mary River across to the east, to the other inlets, because they are less impacts too the animals? Why haven't they studied any other routes? [Inuktitut before, then to English]. We have been talking about what project is best for Baffinland. Why aren't we talking about what is most environmentally sound for the communities. For example, you have the road from Milne Inlet to Mary River. These are very environmental sensitive areas, and your railway will be elevated. 6 times a day, that's every 4 hours within 24 hours. How can you have not tried to find the least environmentally sensitive areas like…. [not heard]. Have you considered that, there are no glaciers between there, and you haven't seemed to mark that as a possible railway for loading ships. That is my first question.

Mr. Chubb – To be sure I understand the question; we are looking at this map and what about alternate routes?

Mr. Arvaluk – Only one.

Mr. Chubb – This drawing that has been put together is a reflection of all the work done and our preferred proposal looks like. Just because there is only one railway shown for the project doesn't mean we haven't considered other options for rail or for shipping. In the work that we've done we have looked at other alternatives. We've talked about other alternatives with community groups and

with our engineers. For this project, we've only identified Steensby as being able to ship from. The Inlet for example that you've spoken of is narrow and this is a big issue. We brought shippers to site and looked at Milne Inlet, for example, and they felt it was too tight for moving these ships into. So it is not our intention to suggest that we have not looked at other alternatives, because we have. And in fact the environmental impact statement we will submit in December, one of the requirements of that document is to specifically outline how we got to the preferred alternative.

Reference 2 - 4.14% Coverage

Q2 (Ham Kadloo) – About caribou, they are delicious and good food. We talk about caribou because regarding the railway. The marine mammals, the seals, are secondary, but caribou are the primary discussions. The marine mammals, seals, narwhals, should be considered too. The real Inuit, we grew up from that and survived from the fat, and have ancestors who survived using the animals. When we speak of our concerns regarding caribou we mention our concerns. When we live in warm houses now we are not concerned about the fat from seals. I heard earlier about a ship to Milne Inlet being frozen in and Milne has seals and baby seals and these animals might disappear, because I know. What I am saying is that for so many years the ship broken engine was at Milne Inlet for quite a while and noise coming from the engines and the seal population went lower, and there was not much seals and I don't know how long that ship stayed there with a broken engine. For that reason, since they live in the ocean, and the sea is used for anything. Like say I went out tourist and they listen with a microphone and listen to marine mammals making sound. Even though you don't see them you can hear them. Anyone walking on the ice you can hear those. For that reason, water carries noise for a lot longer and stronger. For that reason, I am saying that they should be considered too. When we're gone we need assurance that if I say the proposal I saw, if I am trying to deal with them, they would mention the funding and money involved. Let's say, if there are any activity planned by Inuit, we look at the money side of it too, so I understand that the QIA and IQ need to work closely with IQ regarding animals or how to improve their activities. So these are my comments. We who have lived here, our store costs are getting high. I've been down to Ottawa a few times, the prices are so low! Cheap prices! I have children down there, the whole cart in the store, and I was worried when they loaded the cart it was going to cost a lot, but it was negligible. Also, as Inuit we were treated like Indians as if we are the same as Indians but now I heard now that Indians are getting stronger in terms of being outspoken and getting our way, and same with Inuit we need to be outspoken and more vocal. Thank you.

Mr. Chubb – Thank you for those comments. The marine environment is certainly important and part of the work we are doing. It is all at looking at that balance. Your comments are very well received.

Reference 3 - 3.94% Coverage

Q7 (Mr. David Qamaniq, QIA Community Liaison Officer) – Welcome Derek, Rod, and Len and QIA; welcome to Pond Inlet. In 2004 I was elected to Mayor in Pond Inlet so in 2005, there was a 4-prop plane carrying equipment and we didn't know what was going on. You brought in a Hercules. During a public meeting, when you wanted to study the iron, you said this quality of the iron you can only determine if you send a sample overseas, it has to go through the factory and from that you can determine the quality after you take the samples out. You have not send any sample overseas and you know right away that it is a good iron and a good demand overseas esp. China. There was no bulk sample sent out and you're already submitting a Development Proposal. Are you going to keep changing your plans that you're going to do this in this year? My comment is mainly a statement. But the railway is a concern as a Nunavut Beneficiary and the caribou migrate and we cannot stop them. So the trails they use – if you make the rail line, can you make the train stop to let the caribou cross? Will you stop the train and let the caribou cross before carrying on?

You also mentioned you're going to leave a tanker frozen in Milne Inlet and at Steensby as well, during construction. I am concerned about that. In Milne Inlet, someone said there are fish there and it is a breeding ground for narwhal. The ships are noisy – your plans I don't want to approve them – because you could store the fuel on land instead of on the ice. The ship carrying the fuel – how many litres are you going to store? Instead of storing on the ice, build a storage tank or bladders on the land. If the communities oppose the tanker, how many bladders would you need? I have other questions but for now I will let other people ask.

Mr. Cooper – Thank you for your comments. I can give you some information about the first questions, samples sent out. We have sent out core samples to a laboratory in Germany for testing, since 2004.

Mr. Chubb - There were two questions as well. One was regarding trains and stopping. The trains will be traveling 6 times a day and 110 cars, so the stopping distance is very long, so the train wouldn't reasonably be able to stop. The second question was about shipping and freezing in, and we talked about that. The number of litres is approximately 5 ML in the ship.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 1 reference coded [11.20% Coverage]

Reference 1 - 11.20% Coverage

Q7 (Mr. Elijah Panipakoocho) – I have three questions and a story to pass along.

First, regarding power generation, if you are looking at wind power, I would like to know the locations. [Pointing to various locations on a map of North Baffin Island] There are a couple of issues in relation to a crossing or bridge. In Pond Inlet they tried to build a bridge over Salmon River and DFO didn't allow us to build the bridge. Looking at the Ravn River, [pointing to the river, before it drains into Angajurjualuk Lake, at about where the proposed rail line would cross], at the lower areas of the Ravn River there would be effects. Also, this area is a caribou migration corridor. Caribou use the same corridor I use to get to the Steensby area that follows from Cambridge Fjord. The railroad will intersect this route. Some animals are more important to different people, and I prefer caribou. Certain areas along the rail corridor are important. There will be impacts to fish with the crossing of the Ravn River. Another question I have is related to hiring unilingual Inuit; will they have an opportunity to work? Unilingual Inuit are used to working hard. I worked during the first discovery of iron ore at Mary River.

Mr. Kutchaw – We will work to bring unilingual workers to site, and focus on conveying safety messages.

Mr. Cooper – This year we have three bilingual supervisors, which now makes it possible to hire unilingual speakers. One other question was the location of the potential wind tower and hydro. The wind location is about 10 km northeast of Mary River [pointing at a map], and the hydro location is about 30 km east of the Steensby port location. We know fish is a critical issue with hydro and it will be studied, with the results expected in 2009. We are investigating alternate energy sources, but there are no firm plans about this as yet, and Baffinland has reported in the past to the community that it was looking at alternate energy sources.

Mr. Chubb – One question was with respect to bridges and arctic char. We're looking along the potential rail route at fish and fish habitat and have been working with DFO. We had to look at these same issues along the tote road.

Mr. Cook – Elijah, I believe we've completed your interview on the IQ study, and we look forward to speaking to you more. We also look forward to future discussion with the HTO.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 2 references coded [4.41% Coverage]

Reference 1 - 2.05% Coverage

Elijah Panipakachoo – My first question – on page 15 – about these rail routes. There is an area there [south of project site] where in the past people from different areas converged to hunt for caribou.

Shelly Elverum – Yes, I have heard of this place in my readings in Igloolik of their oral history, and also the Pisiksik Working group has spoken of this. This place will be mentioned in reports to Baffinland.

Reference 2 - 2.36% Coverage

Solomon Koonoo – According to my grandfather, uncles and ancestors, the land that the railways will go through, my ancestors used to go to that area, as that area had furs that are good for clothing. I don't want the railway to go through there, and I don't want ships to go by Button Point [SE tip of Bylot Island}. Navy Board Inlet is OK, but much of our food is at Button Point. I want agreement on the route.

MZ – Just to clarify, we will not be going through Milne Inlet.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 19 references coded [9.20% Coverage]

Reference 1 - 0.22% Coverage

Question: Solomon Qanatsaiq/Hall Beach – I have seen white people on a rail line. My neighbours are having a hard time hunting caribou. When they start migrating will the rail track be a hindrance?

MTP: Mike will cover that matter further. He has walked the whole rail route looking for caribou trails and migrations. He also used the IQ that we gained in the communities during his study. We are designing the rail by keeping those points in mind.

Reference 2 - 0.66% Coverage

Question: George Qulaut/Igloolik – I'd like to add to previous questions, regarding concerns about the rail line and exploration. For those involved with the proposed routes - one of our elders said those doing the studies don't really care about the Inuit concerns or questions. Which information will be of more use – scientific or Inuit knowledge? I have a real concern for the proposed routes for transporting; these areas were previously used by Inuit. Sites will be passed through. I have concerns employees would not have

the same concern as Inuit. Hunters will be affected and where do we stand when opportunities for hunting are reduced? And will they be heard?

MTP: IQ is as important as science in our project. For example, in the south projects are often 80% science, 20% traditional knowledge. The farther north you go, the more important IQ is. All our IQ studies have been summarized, maps were produced, and all information was fed to researchers like Mike and included in their studies. A huge portion of the marine mammals study has been informed by IQ. Our plan is to not have an impact on hunters but it may turn out that we do have an impact. If we find there is an impact we may need to review our plans. For example, we may look at providing additional tools for hunting, we may make changes to project plans, or collect further data.

Reference 3 - 0.26% Coverage

Levi Barnabas/Arctic Bay – Like what Matthew said yesterday about animals having the right of way. It will be completely different with heavy equipment. The caribou will go right thru the railroad route. It's not just simple set of tracks. There is lots of earth work.

MTP: Mike will discuss caribou this afternoon. Baffinland have never tagged a caribou. We use the data of others who have tagged caribou. [To Levi] We have designs for areas where there could be interactions and Mike will go over this this afternoon or tomorrow.

Reference 4 - 0.48% Coverage

Question: Levi Barnabas/Arctic Bay - Regarding the number of rail crossings. Animals will run away. Will compensation be given? Country food is more healthy than store bought food. What kind of compensation will be available? Will hunters be provided with compensation to travel further to hunt? How will this compensation work?

MTP: We do not want to disturb the animals. First, we will monitor any effects we have. If impacts are determined, then we need to address those with the communities. A last resort would be to provide money. We may have to alter our plans. For example, we may need to consider a shift to the shipping route.

Stephen – Wildlife compensation would be part of the IIBA. QIA's strategy is not to negotiate compensation until the Project has been approved. Before construction, a wildlife agreement for compensation would be presented to the communities. We have a couple of years to do this and this is high on our list of priorities.

Reference 5 - 0.13% Coverage

Joanasie – I understand. Arctic Bay is the furthest. The route crosses from Milne to Steensby and cuts across the island. If I were caribou I would turn back from the migration route if I heard or smelled something. I want this to be thought out more carefully. Thank you.

Reference 6 - 0.19% Coverage

Levi – When I was in kindergarten we moved from Nunavik to Southampton Island. Now there is a lot of caribou. –I would like to see caribou transplanted to this side of the railway and roads or we will starve on this side of the roads.

Levi - Would there be consideration to move caribou?

MTP: No, we would not consider that now but it could be a potential future mitigation issue.

Reference 7 - 0.15% Coverage

Question: David Irnqaut/Igloolik & Joanasie/Clyde River – Regarding caribou migration - I know we are going back and forth – will this route block the way for caribou?[Discussion back and forth across the table].

[Unrecorded respondent] – Caribou were scarce even before the exploration started.

Reference 8 - 0.87% Coverage

Question: Levi Barnabas/Arctic Bay - This map only seems to show half of what needs to be studied. The lifetime of the mine will be more than 21 years. Caribou migration will start to come back in maybe 50 years, once the lichen grows back. As we have learned when vegetation grows, they will come back. Trains won't stop when a migration from happening. How will this work? We cannot stop the train when migration is happening, so how will this work? When the Nanisivik crusher broke down, it cost them a lot

of money. When I think about the train travelling 4 – 6 times a day, it will cost money to stop the train for the migration to pass. We need to think about how we can stop the train for caribou migration. I am brainstorming here.

Mike Setterington - It sounds like you have two points. The first is that we must wait for the vegetation to grow back. The second is that when it does grow back, how will we stop the trains for the caribou? Please keep those points in mind for later to talk about.

Question: Solomon Qanatsaiq/Hall Beach – The white man is perhaps more adaptable than me in my culture. I want to talk about how we can manage the caribou herd. If the leader of the migration goes through, the others will follow. The leaders set the migration route. Let the first one go through without impeding it or bothering it and the others will follow. If caribou start eating things that are not a part of their regular diet, they can still starve. They will die off even with a full stomach.

Mike – Thank you for the information about letting the leaders pass. This is important for us to know. We will talk later about what we could possibly do when the caribou are coming back. We will need to use good communication between the hunters and the company.

Reference 9 - 0.78% Coverage

Question: George/Igloolik - The mines in Schefferville, Quebec have a railroad. Absolutely nothing grows around the rail line. Our concern is with the dust from Mary River blowing onto the tundra and killing the vegetation. How can we make a caribou-friendly rail line?

Mike – Our studies show a railroad produces less dust than traffic from a road.

MTP: My previous experience has been with diamond mining. Dust from diamond mining is much finer than iron ore dust. We will be crushing the iron ore to a 'lump' and 'fine' size. We will have less dust than most other mines. Iron ore is heavy and doesn't blow around as easy. Most is also magnetic. There will be some dust, however. In the next week or two we will have dust monitoring completed in key areas, including Steensby Inlet, at camp, and along the proposed road option to Milne. We will feed the information to Mike and the rail personnel for analysis. I don't want to seem like I'm downplaying the issue, but the dust will be less of an issue than what I am used to. Tailings from other mines are very small and light compared to ours. More details on this will be covered in the EIS. When we design the rail cars we will also consider dust issues. Does that answer your question George?

George – Yes. Are there plans to make the rail line crossable for caribou?

MTP: Yes. We have schematic diagrams of the rail line design that help show this.

George – In the winter there will be snow in the valley. Will the caribou be able to cross the deep snow?

MTP: We would have to look at the rail design and snow research that has been done.

Reference 10 - 0.18% Coverage

Question: Koonoo/Arctic Bay – Caribou see a fresh snowmobile trail as a barrier when they are in low numbers The rail road will definitely be a barrier. The rail tracks would be like a fence to a caribou. Hunters should be helping. If we scare the caribou too much a mate might go to waste [meaning unknown]. We respect the animals. Thank you. I wanted to bring this up.

Reference 11 - 0.41% Coverage

Olayuk Naqitarvik/Arctic Bay – There is a possibility you might hit caribou with the train.

MTP: We will design mitigation and monitoring plans not only for the present but for the future. I am unsure what mitigation will be in place when there are a lot of caribou around. The train is not like a truck. It cannot stop easily. We could try and scare caribou off the track. We do not intend to go through them. We spoke to I.O.C. who also have tracks and number of caribou fatalities they had this year was eight. All of these were on the track together. Last year they had zero fatalities. The year before that they had two fatalities.

Mike – [Unrecorded comments] the train operates 360 days of the year. Rail engineers say there is enough flexibility to stop the train for a couple of days for up to a few weeks.

We will find this out.

Reference 12 - 0.29% Coverage

Question: Sam Pallituq/Clyde River – When I was young I travelled down south. There was a rail sitting on wooden beams where I observed the beams had oil spread on them and is the oil was going into the ground. The coloring of the ground where the beam was, was different than the ground. Will you put oil on the beams and will this endanger the hoofs of the caribou?

MTP: The substance they use in the south is called creosote and it makes the ties last longer. We will not be using creosote for this project. We are looking at using cement or steel ties with no chemicals. Good question.

Reference 13 - 0.32% Coverage

Question: Sidonie Unqalaq/Igloolik – Will caribou will be given the first priority? The right of way? This morning we discussed the train won't be able to stop. So, how are you going to deal with this if in fact caribou are crossing the rail and the train is coming?

MTP: Currently, caribou have the right of way. The train cannot physically stop in less than a kilometer. If there are large herds present, we won't just plow through them. Possibly, we could send a service vehicle in front of the train to watch out for caribou and to alert the train to slow down. Perhaps we could use a horn or other noise? Yes we did say animals always come first.

Reference 14 - 0.64% Coverage

Question: James/Pond Inlet – I want to understand today the proposed routes and make way for the protection of our animals. When the mine is established, will they follow through in making sure the caribou are being well taken care of? And will the communities be compensated? Or will our views just be shelved? Will the bottom line be the mine? Making sure the ore gets to the port? Once we are out of here, are they going to make sure what comes out of these workshops is followed through? I hope I am clear. Thank you.

Mike - As far as the EIS is concerned, Baffinland will have to answer all of these questions and work with the communities. They will need to work with the communities so that they can tell us when caribou are starting to come back. Our only other example comes from the Meadowbank mine outside of Baker Lake. They have monitoring in place. They just opened this spring and have begun operations. They have been monitoring regularly and have identified issues they did not expect. They are now working on those issues.

James/Pond Inlet: If there are good points of the monitoring, possibly we could use that monitoring here. There will be many companies up this way [unrecorded comments]. I just want to make sure these are not forgotten and out of the picture when the mine is operational.

Reference 15 - 0.51% Coverage

Question: Koonoo Oyukuluk/Arctic – Will caribou go over the top of the tunnel? Can they make an access way for the caribou to go through somewhere else? When Mary River is operational can we meet again or is this the last meeting? I would like to meet again when the roads are finished and the camp is operational. It's not necessarily me who should meet again, but at least another group. Thank you.

Mike –We have had several discussions with the working groups about the potential interactions caribou will have with tunnels and no one had any idea if caribou would go into tunnels. It seems to be impossible to predict. This will be something we look at in future monitoring. Is this the last meeting? This is not the last meeting. It is one part of a long process of knowledge gathering and planning. I will speak for Matthew here - we will not stop communication once the EIS is submitted to the Nunavut Impact Review Board. This type of workshop will continue to be used. Going back to information on caribou – can anybody help us?

Reference 16 - 0.51% Coverage

Question: Joanasee/Clyde River – If there is an accident and an animal is killed, what would happen to the meat? Would it be donated to the communities? And what about the exhaust coming out of the train? The caribou might see it as a barrier. Has this been looked into? Again, if they go into the tunnel and get killed what will happen to the meat?

Mike - This has also been brought up in past discussions. We don't expect many caribou to be hit but if they are, we will consider recovering the caribou meat. We will have to wait and see. In Quebec they hit perhaps 8 caribou last year. We don't' know how many might be hit here.

MTP: It's possible that the service vehicles could pick up the meat.

Nick Arnatsiaq – The question was "If a caribou is hit can it be given to the community?"

Mike – Yes it could be distributed, but with the low numbers we are talking about there may not be enough to distribute to even one community. It could also be provided as country food for the camp . Does that answer your question?

Reference 17 - 1.26% Coverage

Question: David/Igloolik – What would be the height on the rail embankments?

MTP: It depends on the terrain. We want to make them as small as possible. The built up area could be two meters at most where the ground is very flat. The EIS will have information on the proper heights.

Mike – I address this comment to Louis. Regarding our traditional knowledge mapping, the traditional knowledge shared by Inuit helped us greatly in understanding caribou crossings. For two summers we walked the trails to identify very specific points where the caribou would cross.

Question: Solomon Qanatsaiq/Hall Beach - Thank you. This won't be a problem for caribou. They can descend very steep ground, even if it is slippery. This should not be a problem.

Question: Cornelius/Pond Inlet - I agree with what Solomon said. I have seen them pass easily through really steep stuff. This is no concern for a caribou. They won't see this as a barrier. It will be okay.

[Lunch]

MTP: Are there any other questions and inquiries regarding caribou?

Mike – Does anyone have anything else to say about the railway or embankments?

Question: Mathew/QIA - Regarding the embankments, what we're worried about is when the caribou are in low numbers. When they're in high numbers the embankment won't be a problem. I talked to Kim about the diamond mines. When caribou numbers are low, they will walk along the road. We need to address this and monitor it.

Mike: It is a good question you raise. We do have to address caribou behavior and how it will be different between high and low numbers.

Mathew/QIA: This is a very important issue, as we do not yet understand the migration patterns during low times.

Mike: [Showed map of collared caribou movements]. There was very little use of the area by caribou. Monitoring might be the only way to track movements.

Mathew/QIA: This shows the caribou are moving across the road which has embankments.

Mike: Yes, we will have to look at that.

Mathew/QIA: Maybe those were the three caribou that were shot! [Laughter].

Mike: There are only a small number of caribou that have been collared. Collaring caribou is a sensitive issue in Nunavut.

Mathew/QIA: We need to see if these are winter or summer crossings.

Ikey Milton/Pond Inlet - When the caribou are high in numbers the tracks might not be considered barriers. Once they pass, the rest will follow. In low numbers they may see it as a barrier and follow along the tracks. After crossing, there would be traffic back and forth. They may get used to it.

Reference 18 - 0.58% Coverage

Question: Olayuk/Arctic Bay – When the railroad is operating will the train go back and forth four times a day? Is that my understanding? As Inuit we know right away there will be an impact. They will come back, but a barrier like this with trains four times a day will affect the animals. That I am sure of. Can the number of trains be reduced to maybe twice a day? the frequency of the ship traffic will also impact animals. Can frequencies be reduced if an impact is seen?

MTP: This project has been optimized for shipping 18 million tonnes per year and rail transport has been identified as the best means for getting this material to a port. We have already reduced the number of trips from eight trips per day. After listening to the communities and our scientists we spent a lot of time figuring out how long to make the trains and how to reduce the number of transects. We increased length of the trains to carry more ore, with the result being less trips needed. It will be difficult to reduce the number of train trips further. They cannot get much longer. Any reductions would reduce the amount of ore going out and change the project economics to make it uneconomical.

Reference 19 - 0.76% Coverage

Levi//Arctic Bay - We haven't given anything in writing to the mining company. When they are not written in letter form they will not be acted upon. There are forms that can be filled out and they be seen. Speak whenever you feel you have to speak and what you say will be documented by NIRB. I am well aware there will be work for our youth. You are still using our land. For my children and grandchildren, some will see all the animals will be impacted. The land and sea mammals will all be impacted from this mining. For this reason we want this documented, as white man says it is not written in stone [meaning unclear]. It is in our brain and memory even if it is not written, like caribou migrations for example. There is nothing written about it but I believe it will happen. When we ask if you can stop your trains when migration is happening and stock pile your ore, please clarify and speak up while in the meeting. We have seen how Nanisivik went. Inuit employment was promised to be 60%. They never made it. There was a requirement to get training and certifications, but they only made it to 5%. For that reason we were left behind. Opinions were not written down during the meetings. Nanisivik was going to leave the site without a clean up and the Americans left tailings and contaminants. We want to be informed of potential dangers. We can work together if we are aware of these. It is not right if we are only hearing the positive side of things. For that reason, let's work together. If there are potential negative impacts please mention them.

TRANSPORTATION - RAIL - CLOSURE

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 1 reference coded [1.78% Coverage]

Reference 1 - 1.78% Coverage

Q9 – The railway to Steensby – will you put rails on it and fix up the land to put rails on it? I am thinking they are trying to clean up DEW-line sites and find a lot of material that need to be cleaned. You're not just going to leave the rail line intact when you leave? Will you fix up the line to put the rail on and not leave it when you go?

Mr. Chubb - That's a very good question. I was just looking at the plan that describes the thinking on that. The railway will be built up and to put steel rails on and the rail line of course is going to cross drainages, rivers and streams. The steel rail lines would be removed and taken away as part of closure and the crossings would be taken out.

TRANSPORTATION - RAIL - CONSTRUCTION

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 1 reference coded [0.99% Coverage]

Reference 1 - 0.99% Coverage

When will construction of the rail line start?

Greg - The construction of the rail line would begin in 2013.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet - April 22, 2010> - § 1 reference coded [4.59% Coverage]

Reference 1 - 4.59% Coverage

Q1 (Sakiasee) – the rail line, when they do start construction?

Bill – Would start in 2013. We'll bring equipment into Milne Inlet and into Steensby Inlet, and start railway construction at both ends. We are proposing 3 construction camps along the railway during its construction. It will be one of the first things started and last thing finished construction.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 5 references coded [8.41% Coverage]

Reference 1 - 4.36% Coverage

David Kalluk – We're glad to hear there will be no blasting in the water. What happens if there is an accident with the ship? Do you have a contingency plan in place to deal with an accident? The rail line will block off our land to the east. We have to be careful with migrating animals. They move from place to place, based on their feeding. Are rail lines in the south having any effect on animals? Like deer? Do you have any examples? I understand there will be compensation as well. I know you are different than those Nanisivik people. We regret not negotiating benefits with Nanisivik. I want people to be compensated if they are hurt. We used to have an environment committee. I would like that committee to continue.

MZ – We have looked at the rail line between Schefferville and Sept Illes, Quebec. It is not a barrier to the caribou migration. Hundreds of thousands of caribou regularly cross it. The real impact will be during construction. During operations, we believe the impacts will be minimal. If there are damages, there will be compensation. Compensation to be negotiated with the QIA in the IIBA. We will have an emergency plan in place to deal with any potential shipping accidents. All employees at the mine will have a benefits package.

Reference 2 - 0.57% Coverage

Ikey Naqitarvik – Where are you getting the gravel to build the railway?

GM – The rail bed will be composed of crushed rock taken from quarries along the rail line.

Reference 3 - 0.53% Coverage

Ikey Naqitarvik – How high will the rail line be?

GM – 1.5 – 4 meters. It will depend on the area. The sides will be sloped to allow caribou to cross.

Reference 4 - 0.34% Coverage

Leah Oqallak – How would the material for the railroad be made? Would it be crushed?

GM – Yes.

Reference 5 - 2.60% Coverage

Leah Oqallak – Mary River can be a very windy place, with strong winds. The dust is not dangerous to the animals.

[Missed comments]

MZ – Do you mean the gravel would not have an effect?

Leah Oqallak – Oh, I thought it would be crushed iron used for the rail bed.

MZ – No, we would want to sell that.

Leah Oqallak – So, there is no concern for the animals. I don't know a lot about iron.

MZ – [Discussed the chemistry and processing of iron ore].

Leah Oqallak – I want to support the mine because I like metal and steel. But I'm concerned about the animals. I'm afraid of losing our animals. Store food is very expensive here. You've said you will look after the environment and the animals. I'll come back when you go against your word.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet Council - April 1, 2008> - § 1 reference coded [3.25% Coverage]

Reference 1 - 3.25% Coverage

Mayor Iqalukjuak – How far along is this project?

Mr. Chubb – In terms of this planning we've been working to plan the project and we've completed a feasibility study and the study has determined the project is feasible. …….. As I stated, it is a proposal, and there is still much work to do to move in from a plant to a project. We have completed a lot of work at Mary River with the studies on the ground, most notably with the bulk sample program going on now.

Mayor Iqalukjuak - Still not working on the railway?

Mr. Chubb - We won't be making the railway until we have approval and an IIBA agreement. Right now we are building a small pit from which we are obtaining 250 000 tonnes.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 2 references coded [1.24% Coverage]

Reference 1 - 0.56% Coverage

Mr. Taqqaugaq – Before I say my closing remark I have one question – how many railways will you have?

Mr. Chubb – One railway with several pull-offs.

Reference 2 - 0.68% Coverage

Mr. Awa – No gravel road on the side?

Mr. Chubb – to construct, we need to first construct a road right next, except at Cockburn Lake where we can't. It will be a construction road.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 1 reference coded [5.24% Coverage]

Reference 1 - 5.24% Coverage

Q – I heard there would be a fence along the railroad to Steensby Inlet. It seems this Project has changed due to circumstances beyond our control. We have to balance wildlife conservation versus development. We don't want iron ore ships going in front of Pond Inlet. Sometimes the Project seems to be in limbo. I believe the only limitation of a route to Nanisivik would be its length. I heard there would be a study on archaeological items that might be destroyed by construction, and on potential compensation.

MZ – There will be no fence on the rail line. The rail line bed will be about 1.5 - 4 meters in height and the slope will be very gentle so caribou can walk across it. We are looking at both options for the shipping route. We do want to hear about your concerns regarding Milne Inlet – Thank you. In regards to a route to Nanisivik, the rail line needs to be constructed on a gentle grade for the

train to be able to travel. This isn't possible with this route. We would need to blast a number of tunnels, which is very expensive. We've had archaeologists on site who have fenced off archaeological sites, so there will not be anything but perhaps only minor damage occur.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 5 references coded [1.01% Coverage]

Reference 1 - 0.16% Coverage

Question: Solomon Qanatsaiq/Hall Beach – Thank you. Our concern is that railroad track has not been proven in the north. Our concern is from here to Steensby. I Is there a timeline for construction?

MTP: Yes. Construction time will be 3 – 4 years for entire rail line. A lot of time will be spent on building tunnels and bridges.

Reference 2 - 0.10% Coverage

Question: Cornelius Nutarak/Pond Inlet - Will you be building the railway in the summer?

MTP: Yes, but some areas are tough to build on in the summer. We will be building 12 months a year over 3 years

Reference 3 - 0.32% Coverage

Question: Ikey Milton/Pond Inlet – Will there be a railway to Steensby Inlet? The terrain is quite rough. Would you make a tunnel through the ground all the way to Steensby?

MTP: The railway will be a 'cut and fill' type of operation. We need to keep the railway flat. If the ground rises, we go through it, we make a 'cut', and when it goes down we will fill the ground in. There will be cuts in hills and embankments for us to build up. There are two tunnels that will be needed, both will be located at Cockburn Lake. In this case we will go through the mountain instead of around it. The other structures we will construct are large bridges.

Reference 4 - 0.16% Coverage

Question: Koonoo/Arctic Bay - Regarding the streams, there is a good possibility the rail could destroy the flow of streams and could impact the fishing. Please be cautious with your rail to ensure it does not damage the flow of the water in the spring time.

MTP: Yes, we need to design it to make sure that doesn't happen.

Reference 5 - 0.27% Coverage

Question: Nigel Qaumariaq – Have you looked at building a road instead of a railroad? Couldn't that extend the life of the mine?

Bill Napier – The quantity of material that we would be able to generate would be limited. It would be hard to get contracts from producers if we only generate a limited amount of ore. They are looking for larger tonnages. With Deposit 1, the life of mine is 21 years. However, there are many other deposits in the area. In terms of this Project being multi-generational, this operation has enough resources for decades.

TRANSPORTATION – RAIL - CROSSING - RAILWAY

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 1 reference coded [1.87% Coverage]

Reference 1 - 1.87% Coverage

Zuki – For all the rail line crossings and bridges, how can the caribou cross with all these features?

Greg – Scale is very important to consider since the crossing will be spread out along a great distance.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet - April 24, 2010> - § 1 reference coded [11.63% Coverage]

Reference 1 - 11.63% Coverage

Q1 – Road? [Rail to Steensby]. Not so long ago, Baffinland wrote a letter to the Hamlet indicating that the people of Igloolik and Cape Dorset were objecting to the concept of building the railway. Given that, why are you proposing to build the railway?

Bill – The concern is more with the shipping route than the railway. I think the concerns related to the railway has been whether or not it would affect the caribou roaming. With respect to the shipping route, we had meetings earlier this week with the communities of Cape Dorset and Igloolik. Unfortunately the meeting in Igloolik was cut a little short due to a death in the community. And the meetings in Hall Beach were cancelled also due to a death in the community. We'll be going to Kimmirut on Monday, and we were in Cape Dorset last Monday. In Cape Dorset there was some discussion about changing the route. And with the QIA and HTOs we hope to go back in June to discuss the route again, and hear the concerns and figure out how we might address them.

Q1 - My concern is mainly that the Igloolik and Hall Beach people are opposing the route because it will interfere with marine wildlife. You know that there seems to be some lack of disagreement here, but we feel there needs to be an agreement. The mining companies could use equipment that is less noisy.

Bill – Our exploration leases and the landowners discourage building roads for exploration, which is temporary.

Q1 – is it possible to build a tunnel to those areas? You can do anything you want?

Bill – There are two tunnels proposed on the railway.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [1.36% Coverage]

Reference 1 - 1.36% Coverage

Will snowmobiles be able to cross the railway?

Greg - Yes, there will be several crossing areas. There will also be emergency structures and we can consider another structure if possible.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 1 reference coded [2.83% Coverage]

Reference 1 - 2.83% Coverage

Q7 – Who approved in Igloolik the shipping route?

Mr. Chubb – The shipping route in the project – we are seeking approval – we don't have approval yet.

Q7 – Because the hunters and HTO we were not even aware of the Hamlet, but the HTO is dealing with outside the Hamlet, so the shipping route and caribou area we go to Steensby to go caribou hunting and they may even go further south past the islands, if we get caribou in that area they would start hunting there. How will we be able to go there, use our skidoos to go hunting? The rail has a route and the shipping has a route, how are we going to go past those. I need an answer for that.

Mr. Chubb – With the ship traffic through the landfast ice, it is likely that ice won't heal enough during that frequency, you are correct. Where the snowmobiles go across in the landfast ice, it is likely that we would need to set up a detour, so up onto the land at the Steensby camp to get to the other side. We recognize that this is an impact that makes a longer trip to get to the other side.

That's something we need to talk about how to mitigate or compensate for that. The Steensby camp would be a place to stop and a place to provide food. This is one of the things that we will be talking to the QIA about as part of the IIBA.

Q7 – Some of us don't agree about the shipping route and railway going to Steensby. It was occupied by Inuit first, and if the caribou comes back we still need caribou for clothing and would go hunting. We'll have caribou only if we have no activity, and the airstrip is somehow in the area too. I feel that we are being deceived that if the Inuit don't agree they can stop it. Those of us that live here, you don't consider our needs. Are you going to avoid our needs or continue without considering our needs by having the ship go through every two days and prevent us from getting across?

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 2 references coded [1.74% Coverage]

Reference 1 - 0.48% Coverage

Question: Levi Barnabas/Arctic Bay - Regarding the number of rail crossings. Animals will run away. Will compensation be given? Country food is more healthy than store bought food. What kind of compensation will be available? Will hunters be provided with compensation to travel further to hunt? How will this compensation work?

MTP: We do not want to disturb the animals. First, we will monitor any effects we have. If impacts are determined, then we need to address those with the communities. A last resort would be to provide money. We may have to alter our plans. For example, we may need to consider a shift to the shipping route.

Stephen – Wildlife compensation would be part of the IIBA. QIA's strategy is not to negotiate compensation until the Project has been approved. Before construction, a wildlife agreement for compensation would be presented to the communities. We have a couple of years to do this and this is high on our list of priorities.

Reference 2 - 1.26% Coverage

Question: David/Igloolik – What would be the height on the rail embankments?

MTP: It depends on the terrain. We want to make them as small as possible. The built up area could be two meters at most where the ground is very flat. The EIS will have information on the proper heights.

Mike – I address this comment to Louis. Regarding our traditional knowledge mapping, the traditional knowledge shared by Inuit helped us greatly in understanding caribou crossings. For two summers we walked the trails to identify very specific points where the caribou would cross.

Question: Solomon Qanatsaiq/Hall Beach - Thank you. This won't be a problem for caribou. They can descend very steep ground, even if it is slippery. This should not be a problem.

Question: Cornelius/Pond Inlet - I agree with what Solomon said. I have seen them pass easily through really steep stuff. This is no concern for a caribou. They won't see this as a barrier. It will be okay.

[Lunch]

MTP: Are there any other questions and inquiries regarding caribou?

Mike – Does anyone have anything else to say about the railway or embankments?

Question: Mathew/QIA - Regarding the embankments, what we're worried about is when the caribou are in low numbers. When they're in high numbers the embankment won't be a problem. I talked to Kim about the diamond mines. When caribou numbers are low, they will walk along the road. We need to address this and monitor it.

Mike: It is a good question you raise. We do have to address caribou behavior and how it will be different between high and low numbers.

Mathew/QIA: This is a very important issue, as we do not yet understand the migration patterns during low times.

Mike: [Showed map of collared caribou movements]. There was very little use of the area by caribou. Monitoring might be the only way to track movements.

Mathew/QIA: This shows the caribou are moving across the road which has embankments.

Mike: Yes, we will have to look at that.

Mathew/QIA: Maybe those were the three caribou that were shot! [Laughter].

Mike: There are only a small number of caribou that have been collared. Collaring caribou is a sensitive issue in Nunavut.

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TRANSPORTATION - RAIL - GENERAL COMMENTS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 2 references coded [5.80% Coverage]

Reference 1 - 1.43% Coverage

Kik Shappa – Welcome to Arctic Bay. Especially the QIA. I have a question about page 4. You don't know what option you are going for – Steensby Inlet or Milne Inlet. Which option are you more focused on?

GM – Sorry for not making that clear before. The rail option is what we are pursuing in the Project Description. If we choose the trucking option in the future, we would need to apply for additional permitting.

Reference 2 - 4.36% Coverage

David Kalluk – We're glad to hear there will be no blasting in the water. What happens if there is an accident with the ship? Do you have a contingency plan in place to deal with an accident? The rail line will block off our land to the east. We have to be careful with migrating animals. They move from place to place, based on their feeding. Are rail lines in the south having any effect on animals? Like deer? Do you have any examples? I understand there will be compensation as well. I know you are different than those Nanisivik people. We regret not negotiating benefits with Nanisivik. I want people to be compensated if they are hurt. We used to have an environment committee. I would like that committee to continue.

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<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - December 4, 2010> - § 1 reference coded [5.54% Coverage]

Reference 1 - 5.54% Coverage

Q – Is it possible to have the shipping route a bit further south of Mill Island? Closer to the islands to the south? Is a railroad cheaper than using trucks and a road? Thank you for showing up today.

Q – As an elder I tend to get confused and not fully understand. My question is how is this project going to help us? How are we going to benefit?

LB – We're going to discuss this a bit more after our break. Igloolik has requested a port further south in Steensby Inlet. We will discuss this more with the community of Igloolik. You'll get more information on your question after the break.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 1 reference coded [4.14% Coverage]

Reference 1 - 4.14% Coverage

Q3 – Personally, I am a beneficiaries of Nunavut, I've been living here forever. You live in a warm climate, is that true? Personally I've been living in the north all my life and I am perfectly aware of Milne Inlet and I've had the occasion to hunt there. Last year when there was a ship there, there was a lack of seals and narwhal. The sea is quite different from the railway. I've spent time in Quebec City, and I have observed a train. You can see a train even when you can't see it. Ice breakers are very noisy. The sea mammals are very good at hearing. If I walk on ice the seal will hear me. If there was a narwhal there, it would hear me immediately because they hear much better than I do. I want you to be aware of these – there is definitely a concern of the noise an ice breaker will make through ice. You'll also be traveling through Foxe Basin. It is assumed it will disrupt the walrus. I have lived in Igloolik and hunted walrus.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [1.07% Coverage]

Reference 1 - 1.07% Coverage

Community Speaker 2 – I know railroads from the south and there is always a wire associated with the rail line – not used for electricity.

Mr. Cooper – There are no plans for wires, fences or power lines with our rail line.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting May 17 2011> - § 1 reference coded [7.24% Coverage]

Reference 1 - 7.24% Coverage

Comment from community– We would want to know more about railroads? Do they work in these climates? Are you sure they will work? Will they get stuck and impact wildlife?
Concerned about ice breakers going back and forth, will they change currents permanently.
Need to consult with us. We know about the animals. And they react to noise even of a person walking on crunchy snow. You haven't consulted us on all the important aspects….

Carolyne: There is one railway line that runs in Canada in temperatures nearly as cold as Pond Inlet but the temperatures do not last as long. These trains will be designed to minus 49. There are challenges running trains in very cold climates but many of the problems have been resolved and eliminated in working railroads. We do have experience with these conditions.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 1 reference coded [3.25% Coverage]

Reference 1 - 3.25% Coverage

Joannie – I have never seen a railway before. How are they going to unload the railway? Could you give a better idea of what the train will look like?

GM – There will only be the one, 150 km rail line from the mine site to Steensby Inlet. Each train will have about 140 cars [showed slide with picture of rail cars]. [Describes rail car unloading procedure].

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 1 reference coded [1.17% Coverage]

Reference 1 - 1.17% Coverage

Q8 – The railroad, I was wondering is that another way of transporting the iron and supplies, rather than using the ship?

Bill – The railway is our on the land transportation, and the ships are our on the ocean shipping. Trucking is very expensive, and using the railway is more energy efficient. The other way is to put the ore in a pipeline, but the size of the iron ore doesn't work in a pipeline. We could use conveyors but it is too far.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 1 reference coded [5.24% Coverage]

Reference 1 - 5.24% Coverage

Q – I heard there would be a fence along the railroad to Steensby Inlet. It seems this Project has changed due to circumstances beyond our control. We have to balance wildlife conservation versus development. We don't want iron ore ships going in front of Pond Inlet. Sometimes the Project seems to be in limbo. I believe the only limitation of a route to Nanisivik would be its length. I heard there would be a study on archaeological items that might be destroyed by construction, and on potential compensation.

MZ – There will be no fence on the rail line. The rail line bed will be about 1.5 - 4 meters in height and the slope will be very gentle so caribou can walk across it. We are looking at both options for the shipping route. We do want to hear about your concerns regarding Milne Inlet – Thank you. In regards to a route to Nanisivik, the rail line needs to be constructed on a gentle grade for the

train to be able to travel. This isn't possible with this route. We would need to blast a number of tunnels, which is very expensive. We've had archaeologists on site who have fenced off archaeological sites, so there will not be anything but perhaps only minor damage occur.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 2 references coded [0.78% Coverage]

Reference 1 - 0.15% Coverage

Question: Nigel Qaumariaq – Have you brought the railroad experts to the community consultation visits?

MTP: No. The reason for this is because the railroad company designs the railroad but they don't operate it. We have had this request before, though. We will take this into consideration.

Reference 2 - 0.63% Coverage

Question: Nigel Qaumariaq – Did they create this or did you create this map [referring to the Google Earth map]?

MTP: Canarail created a map and I transferred their information to a different map.

Nigel Qaumariaq – It looks as though there is a possible route to the north of that exclusion zone [pointing] that follows the watershed.

MTP: I would need to look closer at this. However, Canarail has looked at these areas in depth. They look at photos and satellite images to determine where the route should go. For example, the hills might be too high there. They also fly the route with a helicopter and if the route still looks good they walk to route. They walked the entire proposed route. They flew over all the other routes.

Question: Nigel Qaumariaq – Can QIA see the data you have on why you chose this route?

Bill Napier – Nigel, we could provide an opportunity for the QIA to speak with Canarail.

Nigel Qaumariaq – We would like to review this data independently. It's a very important issue.

Stephen Bathory – We're looking for information on the various decision points you had for selecting this route. The EIS won't show how you got to this decision.

Bill Napier – To address this, you are requesting a discussion with Canarail?

Stephen Bathory – [Nods yes].

TRANSPORTATION - RAIL - OPERATION

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 3 references coded [5.89% Coverage]

Reference 1 - 3.58% Coverage

HTO member 1 [Names not known by the note taker] – The way I understand it, the railway is only used in winter?

Mr. Chubb - The railway will operate year-round, so summer and winter. To move the amount of ore, there may be some reasons we can't run the train like mechanical or weather problems. We may need to reduce traffic in spring. So our design says we'll haul at least 300 days.

Reference 2 - 1.46% Coverage

HTO Chair – I have a question about the rail. One or two? How do six travel on one rail?

Mr. Chubb – It is two sidings that they can go off to the side.

Reference 3 - 0.85% Coverage

HTO Chair – There are always be a train on the rail at any given time?

Mr. Chubb - Yes.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 1 reference coded [1.05% Coverage]

Reference 1 - 1.05% Coverage

Olayuk Naqitarvik – If there was no visibility, would the train keep on moving?

GM – Yes, they would be able to move with very little visibility.

Olayuk Naqitarvik – Snow drifts would not be a problem to go through?

GM – Yes, that's right. In addition, we would have a plow to help clear the tracks.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 1 reference coded [9.45% Coverage]

Reference 1 - 9.45% Coverage

Q5 (Tommy Kilabuk, HTO Chairman) – My question is regarding the plans for the rail – is the final decision to go to Steensby Inlet? Will there be daily trains, because if so the caribou migration is east to the west, and the rail line will cut off the migration of the caribou. And we know no caribou are coming from the north or south; only from the east to the west. Daily haulage will impact the winter and summer caribou migration route. Arctic Bay gets its caribou from the west, through the Mary River area. If Arctic Bay is short on caribou – will there be compensation or any plans to help the communities get their caribou? Since people rely on caribou to sustain livelihood – but if lost caribou in the process – we'd like to see compensation for loss of caribou. It's going to be a concern – the project will have an impact on caribou – and we'll need to see compensation to the community due to the loss of caribou meat.

Mr. Chubb – Baffinland is aware of the importance of caribou to the community. The information from studies are helping understand caribou in the area. Yes, there will be a train every day. The rail embankment will be kept low to the ground as possible to minimize it as a barrier. We are looking at ways to design and operate the rail line, and there will be monitoring programs established; including the communities' experience before and after mining has started. IIBAs typically include compensation for impacts to caribou. The goal is to obtain and learn about caribou to minimize any impacts. I hope this answers your question.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet Council - April 1, 2008> - § 1 reference coded [2.48% Coverage]

Reference 1 - 2.48% Coverage

Councilor 2 - For derailing, do you have any plans for that?

Mr. Chubb - those are operational plans that will be developed.

Mr. Rod Cooper – We'll have equipment to re-rail and equipment to respond to things like spills. the equipment to construct the railway will remain on site.

Councilor 2 - We get lots of blizzards, I was just curious about that.

Mr. Cooper – Our plans are to run the rail 300 days a year, so that allows us to consider down days because of weather.

Councilor 2 - I think that's a good calculation.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 1 reference coded [0.68% Coverage]

Reference 1 - 0.68% Coverage

Mr. Awa – No gravel road on the side?

Mr. Chubb – to construct, we need to first construct a road right next, except at Cockburn Lake where we can't. It will be a construction road.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 1 reference coded [3.10% Coverage]

Reference 1 - 3.10% Coverage

Mayor Quassa – If you have any questions? The rail route, 143 km, it's pretty far. You'll probably study the weather; as we have blizzards and storms and you can't see anything. Six trains a day? The trains 6 times, in a blizzard or snow storm, have you ever considered whether it will have an impact on the trains' movements? Whether it will stop the train?

Mr. Cooper – Our plans are designed to account for the weather. We only need to operate the trains 300 days a year, to have enough ore for the year. So 60 days we have accounted for either weather or temps below -50C, and also in the spring, during freshet when the ground is getting softer, the trains would carry lighter loads. We've taken into account these factors. And not just the rail – for mining and the port, all aspects of the project.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 1 reference coded [0.94% Coverage]

Reference 1 - 0.94% Coverage

Q4 – I want to know how you will keep the rail open through the winter.

Mr. Cooper – Good question, there are many arctic rail lines in Alaska and other locations. The locomotives will have plows to clear the drifting snow.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 15 references coded [5.31% Coverage]

Reference 1 - 0.26% Coverage

Levi Barnabas/Arctic Bay – Like what Matthew said yesterday about animals having the right of way. It will be completely different with heavy equipment. The caribou will go right thru the railroad route. It's not just simple set of tracks. There is lots of earth work.

MTP: Mike will discuss caribou this afternoon. Baffinland have never tagged a caribou. We use the data of others who have tagged caribou. [To Levi] We have designs for areas where there could be interactions and Mike will go over this this afternoon or tomorrow.

Reference 2 - 0.17% Coverage

Question: Olayuk Naqitarvik/Arctic Bay - Will the railroad track be for vehicles too?

MTP: It will be rail only, no road for general traffic will be built. At the end of construction, some parts of the construction road will be removed so all that is left will be the rail line. There will not be a road for cars or ATV's, only train and service vehicles.

Reference 3 - 0.20% Coverage

Question: David Irngaut/Igloolik – Where it is windy, there will be spots that will be buried by snow sometime. Is it possible to remove the snow?

MTP: Yes. There will be a service vehicle with a plow to push the snow off the rails, being careful not to create snow embankments. Large banks of snow would be blown off with a giant snow blower so caribou and animals could pass.

David – Thank you.

Reference 4 - 0.25% Coverage

Question: Nigel/QIA - Any idea on what the lifespan of a railroad will be?

MTP: The lifespan depends on a number of factors, including the speed of railway cars, curvature of the track, gradient of the track, and usage. Canarail has designed railroads all over the world. Each segment of track is classified for inspections. Some portions will last seven years minimum. Ties and rails may have to be replaced. Sections that are straight with no rise may last 15 years. These sections would get replaced as necessary.

Reference 5 - 0.22% Coverage

Question: Mathew/QIA – Have these been tested in -40 or colder temperatures?

MTP: Yes. There have been a number of tests done in Scandinavian countries. We're also investigating the use of steel ties.

Mathew/QIA– Some metals, even those used in 50 caliber machine guns do not work in the north. Some metals shatter in very cold weather.

MTP: We do not want things breaking. That is why we're taking the time to design things right.

Reference 6 - 0.12% Coverage

Question: Sidonie Unqalaq/Igloolik – I have further questions regarding the railway. Would the train travel at a rapid speed when transporting ore to Steensby Inlet? What would that speed be?

MTP: They would travel at a speed of about 60 km an hour.

Reference 7 - 0.41% Coverage

Olayuk Naqitarvik/Arctic Bay – There is a possibility you might hit caribou with the train.

MTP: We will design mitigation and monitoring plans not only for the present but for the future. I am unsure what mitigation will be in place when there are a lot of caribou around. The train is not like a truck. It cannot stop easily. We could try and scare caribou off the track. We do not intend to go through them. We spoke to I.O.C. who also have tracks and number of caribou fatalities they had this year was eight. All of these were on the track together. Last year they had zero fatalities. The year before that they had two fatalities.

Mike – [Unrecorded comments] the train operates 360 days of the year. Rail engineers say there is enough flexibility to stop the train for a couple of days for up to a few weeks.

We will find this out.

Reference 8 - 0.58% Coverage

Question: Sidonie Unqalaq/Igloolik – Will the train be travelling with a full load at 60 miles per hour?

MTP: Yes loaded or not loaded, it will travel at the same speed.

Question: Nigel/QIA – What is the life of the rail bed?

MTP: It differs, however we will choose rail ties based on their lifespan and safety. The rail bed itself will be permanent.

Question: James Atagootak/Pond Inlet – The rail will be on the surface of the land. In winter things freeze up. There is a good possibility that expansion of the rail would cause it to break. Would there be daily inspections to see if it is working okay?

MTP: The steel we will use is the same steel used in Scandinavia and northern Europe. It does not expand and contract as much as other metals. Regarding the inspections, these would occur every one to two days. They would drive the entire length of the route with a service vehicle and another vehicle that identifies variations in the track. There will be a lot of inspections but I cannot tell you the exact number. These details will be in the EIS. The chance of having a train go off the tracks must be as close to zero as it can. We are very concerned about safety.

Reference 9 - 0.41% Coverage

James – The land is changing. Some land is now eroding. There is a river close to the railway. This summer close to Milne Inlet, there was an incident in Pond Inlet because the land was muddy and it eroded. Once it erodes it have a negative impact on the railway. Unexpected things happen.

MTP: We have identified where ice lenses occur under the ground. There is also a very impressive spring run-off in this area. We have completed various studies with ice experts and will do more studies before we build the rail, including studies on water crossings and the stability of the surface of the land. [Unrecorded comments]. If something fails it is our job to be sure we are ready for it with properly trained people and proper equipment to manage the emergency. You raise a good point and we have to be on top of these things every day.

Reference 10 - 0.14% Coverage

Question: Olayuk Naqitarvik/Arctic Bay - Will there be a power line along the railway?

MTP: No, there will be no power lines. There will be a diesel powered locomotive. We have done studies on the potential for hydroelectric generation, but this is not part of our current studies for the EIS.

Reference 11 - 0.29% Coverage

Question: Sam Pallituq/Clyde River – When I was young I travelled down south. There was a rail sitting on wooden beams where I observed the beams had oil spread on them and is the oil was going into the ground. The coloring of the ground where the beam was, was different than the ground. Will you put oil on the beams and will this endanger the hoofs of the caribou?

MTP: The substance they use in the south is called creosote and it makes the ties last longer. We will not be using creosote for this project. We are looking at using cement or steel ties with no chemicals. Good question.

Reference 12 - 0.32% Coverage

Question: Sidonie Unqalaq/Igloolik – Will caribou will be given the first priority? The right of way? This morning we discussed the train won't be able to stop. So, how are you going to deal with this if in fact caribou are crossing the rail and the train is coming?

MTP: Currently, caribou have the right of way. The train cannot physically stop in less than a kilometer. If there are large herds present, we won't just plow through them. Possibly, we could send a service vehicle in front of the train to watch out for caribou and to alert the train to slow down. Perhaps we could use a horn or other noise? Yes we did say animals always come first.

Reference 13 - 0.58% Coverage

Question: Olayuk/Arctic Bay – When the railroad is operating will the train go back and forth four times a day? Is that my understanding? As Inuit we know right away there will be an impact. They will come back, but a barrier like this with trains four

times a day will affect the animals. That I am sure of. Can the number of trains be reduced to maybe twice a day? the frequency of the ship traffic will also impact animals. Can frequencies be reduced if an impact is seen?

MTP: This project has been optimized for shipping 18 million tonnes per year and rail transport has been identified as the best means for getting this material to a port. We have already reduced the number of trips from eight trips per day. After listening to the communities and our scientists we spent a lot of time figuring out how long to make the trains and how to reduce the number of transects. We increased length of the trains to carry more ore, with the result being less trips needed. It will be difficult to reduce the number of train trips further. They cannot get much longer. Any reductions would reduce the amount of ore going out and change the project economics to make it uneconomical.

Reference 14 - 0.59% Coverage

Question: Mathew/QIA: How many cars will be on the train?

MTP: I believe there will be 145 cars.

Mathew: – This will be for one train?

MTP: Yes, one train will have 145 cars.

Mathew: Are these numbers already set? You can no longer make changes to what plans have been made? It will probably be the same thing with the ships going back and forth - You cannot reduce the number of ships? I would like to see your proposed plan at this point.

MTP: Yes, the numbers are set. We have set the number of trip intervals. We have already made a number of Project enhancements. We have gone down from eight to four trips a day. With our ships it was the same issue - we made them bigger to reduce the frequency of passages. If we could make bigger trains that took fewer trips, we would do that. We have to make a specific Project submission to NIRB. With the Draft Environmental Impact Statement there will still be an opportunity to comment, but we have already looked at these big components and there is not much more we can do.

Mathew – [Unrecorded comments].

MTP: There is no doubt that the trains are long. They are over one kilometer long and will be difficult to stop when in motion.

Reference 15 - 0.76% Coverage

Question: Levi Barnabas – How many engines will you have?

MTP: I believe there will be an engine in the front and some engines in the middle. It might be three or four engines. There will be 144 cars.

Question: Levi Barnabas – Would you consider adding an extra engine in order to be able to go on the steeper route?

MTP: [Describes rail line grading restrictions].

Question: George Eckalook – We have seen rail lines where tunnels are used through the mountains. I've seen one in Montreal. They can probably go straight from Mary River to the port site. We'll probably hear that it's too expensive or that it is infeasible. This is a short distance for a railroad track. You can probably make it straight. We haven't consulted with the railroad engineers and designers. We want to speak with the companies that make, design and construct these tracks. Is it the same company that will build the tunnels and design the track?

MTP: Canarail designs the track, but they don't build it. They also work with other consultants. They would stay involved throughout the construction process. You're correct that you can build tunnels. You can't build them everywhere though. We are currently proposing two tunnels, whose total length is about 1.5 kilometres. It takes one year to build one kilometre of rail tunnel. They are very expensive. They can affect the entire economics of the Project. We have had requests to build tunnels to different locations, but it comes down to the time it takes to build tunnels and the cost associated with them.

TRANSPORTATION - RAIL - ROUTING

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 3 references coded [3.60% Coverage]

Reference 1 - 1.35% Coverage

Tommy – My question is related to the first picture. The shipping lane and the rail line – Why is it closer to here than to the other side of the island? Is it more difficult to go other ways?

GM – We took many different things into consideration when choosing a location for the routes. We looked at the environmental conditions, land and marine mammals, bathymetry, ground conditions, etc.

Reference 2 - 0.82% Coverage

Tommy – What is the reason you haven't built the rail line to the eastern part of the island? It seems closer to the ocean.

GM – We looked at that route, but elevation and challenges associated with building a port in a fjord were issues.

Reference 3 - 1.43% Coverage

Kik Shappa – Welcome to Arctic Bay. Especially the QIA. I have a question about page 4. You don't know what option you are going for – Steensby Inlet or Milne Inlet. Which option are you more focused on?

GM – Sorry for not making that clear before. The rail option is what we are pursuing in the Project Description. If we choose the trucking option in the future, we would need to apply for additional permitting.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 1 reference coded [2.91% Coverage]

Reference 1 - 2.91% Coverage

Mr. Angutirjuaq – I'll never be 100% satisfied until the shipping route is not to Steensby Inlet. I know we talked today about Inuit not eating as much country food, but you know that when someone is ill and they are asking for a particular food, that people will go at great lengths to find that food. Just like what we go through when we go through what we just said, if a mine opens at Mary River and someone from the outside does things outside of the rules, the mine will be affected the same way we will be affected. I know I will keep saying this about the shipping route in Steensby and we will not be happy with that port and shipping route. I know you say it costs too much for others, but we know other railways go through mountains and everything, and we know it is possible.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 3 references coded [17.19% Coverage]

Reference 1 - 1.80% Coverage

(new person). On the map from Milne Inlet and Steensby Inlet…is it possible to change your plans for the routes?

Greg - There were many studies that went into selecting the rail routes and the ports. We believe that these are the best alternatives.

Reference 2 - 8.13% Coverage

David - I was born near Mary River. I'm glad for the proposed mine but I'm concerned about the impacts on wildlife. The reason I'm concerned is because traditional hunters are very few and we wanted to open a meat processing plant that would be economical. If you are going to use explosives it will have an impact on mammals and fish. With one explosive you could do a lot of damage. It would be better if you can build a port further south to reduce ice problems.

Oliver - Timing is very important to try to avoid times when mammals and fish are likely in the area. Separate from timing, we need to get authorization from DFO to ensure that we are below certain levels of noise.

Mike Z. - With regards to the port, there are two main aspects. The water is not deep enough. The second aspect is the rail length which is more than twice as long which means more fish crossings, bridges and tunnels. The rail line has to be a maximum of 1.5% grade which is almost flat. As for the ice conditions there will be specially designed ships.

QIA member - He is not worried about ice thickness, he is worried about seal impacts.

Reference 3 - 7.25% Coverage

I'm originally from Greenland. We had an accident in Lancaster Sound and the ship got stranded. There was no oil spillage. There was no response in place. If there was a spill it would have had big impacts especially after 3 days of response time. Who would be responsible for this project and any accident?

Greg - We have a spill contingency plan that discussed all scenarios of spills and our response plan. We need to have the proper equipment and people available to respond. It would be our responsibility to deal with the problem.

I am also concerned about the spillage. It's supposed to be a deep-sea port but Steensby Inlet is important for caribou and seals. Why can't you go lower down.

Greg - The smallest amounts of impacts will occur on land with the shorter rail line. Also, the deepest water is at Steensby Port. It is more shallow at Cape Jenson. Bathymetric surveys have been done along the route and we know this is the best option for marine shipping and the shortest rail line.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting May 17 2011> - § 2 references coded [9.72% Coverage]

Reference 1 - 7.59% Coverage

Joe: Is there someone responsible for the railroad or shipping route. If we can expand the railway out to the point (Nunviit) as an alternative that would be good. If it is feasible that is. And concerning the ships, would there be 10 to 12? Would they alternate? How much would they cost to build? How can the Inuit benefit from the capital cost?

Matthew – dealt with cost of the ships and how many there would be. He also explained how the ships would be owned by a consortium and Baffinland would be paying for the use of these ships

Carolyne – explained with diagrams the difficulties with routing the railroad over the difficult ground conditions if the railroad was routed straight from near Steensby and down to the point. She then described why the longer route would need needed to get to the point and the difficulties with that route.

Reference 2 - 2.13% Coverage

Question – On Page 5 of the deck - what about a rail to Pond Inlet area? Why has that been eliminated?

Carolyne – Described the topography and why it would be very difficult if not impossible to get a train through the mountain ranges.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 2 references coded [4.52% Coverage]

Reference 1 - 3.11% Coverage

Councilor Uttak – I have different questions again . I have different opinions. Since now in the proposal, it looks like Baffinland is cutting right across. As I mentioned last year, why can't you go between Pond Inlet and Clyde River – it seems to be easier. I was answered there is no room in the fiord. Is that true? Or will it cost too much because of the mountains and tunnels? They will have that kind of questions. It seems to be closer, so I wonder why? Is it getting stuck in the fiord? I know it would cost a lot.

Mr. Chubb – In options, cost is always an issue, but options need to be feasible as well. Going east and even to Milne Inlet into the fiords is not physically possible the ships are too big to get in and turn around. You need to select a location that the ships can get in and out.

Reference 2 - 1.42% Coverage

Mr. Brian Fleming – Has anyone considered a cost of building a train to Iqaluit, versus the shipping cost? And putting in a shipping port?

Mr. Cooper – It is physically impossible to go to Iqaluit. In relatively easy terrain, it is $10 million per km, so 1,000 km is $10 billion to build a railway to Iqaluit. So it is 5 times the cost of the ship, as a rough idea.

<Documents\Public Consultation\Igloolik\Igloolik HTA - April 21, 2010> - § 2 references coded [13.25% Coverage]

Reference 1 - 5.44% Coverage

Q – Which way is the proposed route? It is impossible to go to Clyde River with the rail. Milne Is too narrow. I wouldn't have objection to the eastern route, as wildlife won't be lost.

[Matthew showed the proposed route to Steensby Inlet]

Reference 2 - 7.81% Coverage

Q (Joe A) – I understand it would be equivalent to Nanisivik, but the route. There are other minerals at Mary River. If we use this route, have Cape Dorset and Kimmirut, who need to be considered, even Northern Quebec are concerned about this route. So there should be additional study. We need a clear explanation of why you can't go to Nanisivik.

<Documents\Public Consultation\Igloolik\Igloolik HTO Meeting May 17 2011> - § 1 reference coded [9.42% Coverage]

Reference 1 - 9.42% Coverage

Q: we need to focus on the area around the point where we would prefer to see the port. Why can't the rail simply go straight from the bottom of Cockburn Lake (the same route heading to Steensby) and then from there down to the point?

R: Caroline moved along the various rail options and discussed the issues that would be faced in building and operating a railway. She noted that stability of land is important and that there are limits to how steeply a loaded train could climb. She discussed the increased environmental impacts of alternate rail routings and noted that when one may decrease impacts on water it would likely mean increased impacts on land.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 2 references coded [4.91% Coverage]

Reference 1 - 2.08% Coverage

Q3 (Samuelie Ammaq) - I am shy to say but I will say my comment. As Inuit we have our way of having meetings. My question, as Igloolingmiut, are we the only ones? Maybe the Igloolik HTO is not being considered? We heard that railway is going to Steensby, what about going to between Pond Inlet and Clyde River? There is nothing there – we want you to go to the east, as if you know you're lying to us, because none of us have agreed here in Igloolik. I thought I could use the railway to pick up soapstone but realize it won't work that way. I recommend the rail line be moved to between Pond Inlet and Clyde River. Show us the two rail lines you are proposing.

Mr. Chubb – Perhaps I can answer the questions or comment. The first was to make sure the company keeps talking to the HTO. The company has been talking to many people and will continue to, including the HTO. We want to hear what people have to say and that's why we are here. The plans that we have submitted have taken into consideration the things we've heard so far. With respect to the railway and its location to Steensby and not to towards Clyde River, we've had to look at where the ore can go to be taken to Europe. At one point, we were looking at different locations and the only location feasible for the project is the Steensby location. That is the only location that we have found that will work.

Reference 2 - 2.83% Coverage

Q7 – Who approved in Igloolik the shipping route?

Mr. Chubb – The shipping route in the project – we are seeking approval – we don't have approval yet.

Q7 – Because the hunters and HTO we were not even aware of the Hamlet, but the HTO is dealing with outside the Hamlet, so the shipping route and caribou area we go to Steensby to go caribou hunting and they may even go further south past the islands, if we get caribou in that area they would start hunting there. How will we be able to go there, use our skidoos to go hunting? The rail has a route and the shipping has a route, how are we going to go past those. I need an answer for that.

Mr. Chubb – With the ship traffic through the landfast ice, it is likely that ice won't heal enough during that frequency, you are correct. Where the snowmobiles go across in the landfast ice, it is likely that we would need to set up a detour, so up onto the land at the Steensby camp to get to the other side. We recognize that this is an impact that makes a longer trip to get to the other side. That's something we need to talk about how to mitigate or compensate for that. The Steensby camp would be a place to stop and a place to provide food. This is one of the things that we will be talking to the QIA about as part of the IIBA.

Q7 – Some of us don't agree about the shipping route and railway going to Steensby. It was occupied by Inuit first, and if the caribou comes back we still need caribou for clothing and would go hunting. We'll have caribou only if we have no activity, and the airstrip is somehow in the area too. I feel that we are being deceived that if the Inuit don't agree they can stop it. Those of us that live here, you don't consider our needs. Are you going to avoid our needs or continue without considering our needs by having the ship go through every two days and prevent us from getting across?

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 3 references coded [9.14% Coverage]

Reference 1 - 2.38% Coverage

Q14 – as for the route, my preference would be to use the Cape Dorset area for a port; there is less ice and so much technology that you can build a road right across Nunavut. You can do it down south and can do it up here. We were in Steensby this summer and saw four helicopters hovering and making noise, disturbing wildlife.

[A brief break was held at the request of the translator; two door prizes were drawn.]

Mr. Chubb – Regarding the idea of a rail line to Cape Dorset – they still need the same ships. It is not practical to construct a rail line that distance.

Reference 2 - 5.43% Coverage

Q20 – Instead of a rail line, could you build airplanes to carry the ore? If the military can ship huge amounts of steel overseas, can't you?

Mr. Cooper – this is more material than has every been moved; air transport is not a viable choice for the project. The word "balance" comes to mind. The project can't happen if the stakeholders are not in agreement. You in Igloolik are an important stakeholder. We also have shareholders who need to make some money, and steel mills who want to be sure the product [the ore] is good and the supply of ore is reliable. Another comment is that there is no stopping you now. But I disagree – unless the benefits to Inuit are greater than the impacts the project won't go head. It can't. It is our challenge to find this balance so that the Inuit, and shareholders, and governments find that the project has more benefits than impacts. The only way to have balance is to talk to each other enough that we trust each other. On a personal note, I've worked and traveled in Nunavut for about 15 years. I've learned that Inuit have learned to live in harmony with the environment and we can learn from you. Information should go both directions on the project. I'm thinking it is going to be hard work but we want to do this hard work to find the balance for everyone.

Reference 3 - 1.33% Coverage

Q22 – The road from Pond Inlet to Mary River seems shorter than the rail to Steensby Inlet. I have preference for the north route over Steensby. There is carving material around Mary River – will the soapstone be available if mining is taking place?

Mr. Chubb – The mining operation won't affect the soapstone deposit.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 1 reference coded [2.85% Coverage]

Reference 1 - 2.85% Coverage

Mayor Sheutiapik – That touched on a few items I want to mention. You mentioned sustainability. We crisscrossed in Igloolik because we are doing integrated planning. Yellowknife – there has been a mining precedent for a long time, and wishes before there was long-term planning because they are struggling with old mining works. I guess that is the result of the NIRB – not to leave it in the ground and my children or grandchildren have to deal with. That is a concern – we have to plan today. It will be a challenge. It will be very important to deal with it today. The train tracks – you said it is Crown, is it because it is close to the shoreline? It is IOL, correct?

Mr. Chubb - It is IOL and Crown. The vast majority of the lands the rail will travel are crown. I think it is about 37 km of 143 km that is IOL. The figure, all the area that is white is Crown lands.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - Sept 27, 2007> - § 1 reference coded [4.68% Coverage]

Reference 1 - 4.68% Coverage

Q3 [un-named] – Have you looked at rail options?

Mr. Cooper – We looked at 7 route alternatives, and also looked at other options for transporting the ore from Mary River to the coast, including trucks, conveyors and pipelines. In the end, we came to the same conclusion that most iron ore projects come to: that rail is the only viable option.

<Documents\Public Consultation\Kimmirut\Kimmirut Hamlet - April 26, 2010> - § 1 reference coded [0.93% Coverage]

Reference 1 - 0.93% Coverage

Q – You're proposing a rail to Steensby as well?

Yes, that's correct.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 1 reference coded [2.99% Coverage]

Reference 1 - 2.99% Coverage

Levi Barnabas – We have been kept informed about the proposed railway. Unfortunately, due to cost considerations, the railway location will remain as is. Igloolik requested the railway be moved. I also want to let you know that the ships Baffinland will be using are going to be huge. They are almost twice the size of the MV Arctic.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 1 reference coded [1.52% Coverage]

Reference 1 - 1.52% Coverage

Q – I know that you have talked to the Elders about the railroad . After these talks are you still going to follow the route that was planned ?
A – Yes, we have worked with the IQ Groups and the Archaeologists and we are currently comparing all the information and feel that some minor changes and mitigation will take place, but overall it will be the same route.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet - April 23, 2010> - § 1 reference coded [4.28% Coverage]

Reference 1 - 4.28% Coverage

Colin – How seriously is Milne Inlet being considered for a railway?

Bill – Zero. Milne is just one example.

Colin – What if you can't raise the capital for the railway to Steensby?

Bill – We'll need to look at other options, I guess.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 2 references coded [11.68% Coverage]

Reference 1 - 5.24% Coverage

Q – I heard there would be a fence along the railroad to Steensby Inlet. It seems this Project has changed due to circumstances beyond our control. We have to balance wildlife conservation versus development. We don't want iron ore ships going in front of Pond Inlet. Sometimes the Project seems to be in limbo. I believe the only limitation of a route to Nanisivik would be its length. I heard there would be a study on archaeological items that might be destroyed by construction, and on potential compensation.

MZ – There will be no fence on the rail line. The rail line bed will be about 1.5 - 4 meters in height and the slope will be very gentle so caribou can walk across it. We are looking at both options for the shipping route. We do want to hear about your concerns regarding Milne Inlet – Thank you. In regards to a route to Nanisivik, the rail line needs to be constructed on a gentle grade for the train to be able to travel. This isn't possible with this route. We would need to blast a number of tunnels, which is very expensive. We've had archaeologists on site who have fenced off archaeological sites, so there will not be anything but perhaps only minor damage occur.

Reference 2 - 6.44% Coverage

Michael Peterloosie – Thank you for remembering my late father [Jayko Peterloosie]. He was a valuable source of IQ. I do not want his words forgotten. How long will the sound travel? There are nine deposits on site? That would be almost 100 years of mining. As a hunter in that area, I would like to know when blasting will occur and how many times it will occur. We also need to know about the safety precautions hunters will need to take. Over a year, what kind of quantities are we talking about? How much dynamite will be used? If I go hunting at Mary River, I would like to know this. I don't want to be caught by a surprise explosion. The railroads in the south are also very loud. I would like to know what the level of sound will be for the railroad. Mary River won't be the only area that will require blasting. You will need to blast along the railroad. What will the decibels be?

MZ – In the mine environment blasting is a regular event. It only occurs when there are no people in the pit. It occurs either at the beginning or end of a shift. Yes, there are nine deposits on site, but we are only focusing on Deposit #1; the other deposits need more work done on them. Blasting will be heard several kilometres away. There might be some blasting needed for the quarry work, but we will try and use already broken rock wherever possible. It is less expensive for us this way. All the information on blasting will be included in the DEIS.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 2 references coded [5.54% Coverage]

Reference 1 - 3.99% Coverage

Q1 (Mr. James Arvaluk, MLA) - I am here without my glasses, it's not written in the map, where is shows the Inuit Owned Land, we were told the road being built from Milne to Mary River, no the rail line to Steensby will be in high ground, and every four hours there will be a train passing by. When will the caribou migrating – will they have to run across the tracks? Because when the train is running by. How will you know when the caribou are migrating? Why don't you have it from Mary River across to the east, to the other inlets, because they are less impacts too the animals? Why haven't they studied any other routes? [Inuktitut before, then to English]. We have been talking about what project is best for Baffinland. Why aren't we talking about what is most environmentally sound for the communities. For example, you have the road from Milne Inlet to Mary River. These are very environmental sensitive areas, and your railway will be elevated. 6 times a day, that's every 4 hours within 24 hours. How can you have not tried to find the

least environmentally sensitive areas like…. [not heard]. Have you considered that, there are no glaciers between there, and you haven't seemed to mark that as a possible railway for loading ships. That is my first question.

Mr. Chubb – To be sure I understand the question; we are looking at this map and what about alternate routes?

Mr. Arvaluk – Only one.

Mr. Chubb – This drawing that has been put together is a reflection of all the work done and our preferred proposal looks like. Just because there is only one railway shown for the project doesn't mean we haven't considered other options for rail or for shipping. In the work that we've done we have looked at other alternatives. We've talked about other alternatives with community groups and with our engineers. For this project, we've only identified Steensby as being able to ship from. The Inlet for example that you've spoken of is narrow and this is a big issue. We brought shippers to site and looked at Milne Inlet, for example, and they felt it was too tight for moving these ships into. So it is not our intention to suggest that we have not looked at other alternatives, because we have. And in fact the environmental impact statement we will submit in December, one of the requirements of that document is to specifically outline how we got to the preferred alternative.

Reference 2 - 1.55% Coverage

Q4 (Non-Inuit man) – I am wondering if you can go back to the slide with the mileage. It's a follow up on James' question and Ham's in terms of location. My question – when you look at this map, a route and accessibility to the east? I lived in a mining site in Labrador for years. This area here (Milne Inlet) is highly sensitive. If you could put a line there (to between Pond Inlet and Clyde River) you have one route and it wouldn't be sensitive.

Mr. Cooper – This isn't a particularly detailed map, but there appears to be a route partway through the Ravn River valley. But the fiords. There is a route. Narrow fiords. But the biggest difficulty of all is the ice that builds up – it is not only thick but gets a lot of pressure. So according to our shipping partner, it is almost impossible to break through the pressure ridges that are up to 20 m thick so it is almost impossible for the ships to get through that ice.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 1 reference coded [11.20% Coverage]

Reference 1 - 11.20% Coverage

Q7 (Mr. Elijah Panipakoocho) – I have three questions and a story to pass along.
First, regarding power generation, if you are looking at wind power, I would like to know the locations. [Pointing to various locations on a map of North Baffin Island] There are a couple of issues in relation to a crossing or bridge. In Pond Inlet they tried to build a bridge over Salmon River and DFO didn't allow us to build the bridge. Looking at the Ravn River, [pointing to the river, before it drains into Angajurjualuk Lake, at about where the proposed rail line would cross], at the lower areas of the Ravn River there would be effects. Also, this area is a caribou migration corridor. Caribou use the same corridor I use to get to the Steensby area that follows from Cambridge Fjord. The railroad will intersect this route. Some animals are more important to different people, and I prefer caribou. Certain areas along the rail corridor are important. There will be impacts to fish with the crossing of the Ravn River. Another question I have is related to hiring unilingual Inuit; will they have an opportunity to work? Unilingual Inuit are used to working hard. I worked during the first discovery of iron ore at Mary River.

Mr. Kutchaw – We will work to bring unilingual workers to site, and focus on conveying safety messages.

Mr. Cooper – This year we have three bilingual supervisors, which now makes it possible to hire unilingual speakers. One other question was the location of the potential wind tower and hydro. The wind location is about 10 km northeast of Mary River [pointing at a map], and the hydro location is about 30 km east of the Steensby port location. We know fish is a critical issue with hydro and it will be studied, with the results expected in 2009. We are investigating alternate energy sources, but there are no firm plans about this as yet, and Baffinland has reported in the past to the community that it was looking at alternate energy sources.

Mr. Chubb – One question was with respect to bridges and arctic char. We're looking along the potential rail route at fish and fish habitat and have been working with DFO. We had to look at these same issues along the tote road.

Mr. Cook – Elijah, I believe we've completed your interview on the IQ study, and we look forward to speaking to you more. We also look forward to future discussion with the HTO.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 2 references coded [3.38% Coverage]

Reference 1 - 1.02% Coverage

MZ – people have asked why we can't just build a railway all the way to Iqaluit or Nanisivik when they can build right through mountains in the south – it is too boggy, there is not good foundation to do so.

Reference 2 - 2.36% Coverage

Solomon Koonoo – According to my grandfather, uncles and ancestors, the land that the railways will go through, my ancestors used to go to that area, as that area had furs that are good for clothing. I don't want the railway to go through there, and I don't want

ships to go by Button Point [SE tip of Bylot Island}. Navy Board Inlet is OK, but much of our food is at Button Point. I want agreement on the route.

MZ – Just to clarify, we will not be going through Milne Inlet.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 5 references coded [3.36% Coverage]

Reference 1 - 0.32% Coverage

Question: Ikey Milton/Pond Inlet – Will there be a railway to Steensby Inlet? The terrain is quite rough. Would you make a tunnel through the ground all the way to Steensby?

MTP: The railway will be a 'cut and fill' type of operation. We need to keep the railway flat. If the ground rises, we go through it, we make a 'cut', and when it goes down we will fill the ground in. There will be cuts in hills and embankments for us to build up. There are two tunnels that will be needed, both will be located at Cockburn Lake. In this case we will go through the mountain instead of around it. The other structures we will construct are large bridges.

Reference 2 - 0.25% Coverage

Question: George/Igloolik - I am happy my elders are passionate about this. Baffinland has been at this for a few years and I am impressed. This hasn't been brought up before - you don't seem to be using the traditional name of Mary River, which is Nuluujak. [unrecorded comments]. I would like to see what other route options were looked at, like going to Clyde River or Arctic Bay. I have asked for this and we have to see this.

MTP: All this will be included in the EIS and can be looked at there.

Reference 3 - 1.09% Coverage

Question: Ikey/Pond Inlet – The study conducted in 2007 - I believe there were many whales in the area back then. On August 12, 2010 there were hardly any narwhals when the ships started coming. It has already impacted the whales. There is a family that camps here [points on map] and can hardly see whales now. There used to be whales and fish here. When you talk of ships going back and forth once production begins, there will be less whales for sure. Pond Inlet people are really defensive and protective of this area. You are trying to make money from iron and we want to keep this area for the marine mammals. You have to think about this thoroughly. Whales and the seals all have to be studied. They are out in the open water and staying away. It has changed a lot already because of the ship. That's what I want to speak of. Thank you

Question: Louis/Igloolik - The Pond Inlet people are really protective. It is their livelihood because we are Inuit. We survive on that. I want an answer. Between Pond and Clyde River, I asked this question 3 years ago, the ship is so big that it cannot go into the inlets there? The mountains will make it impossible? Is that true? Were there studies conducted on this? That is my question.

MTP: The answer is no, we cannot go that way. We cannot build a rail or road between Pond Inlet and Clyde River. Current Project economics mean it cannot be done, because the coast is too rocky and mountainous. There are also lots of ice issues in this area and it would be too far to build a rail line. That is why we are not presenting it as an option.

Louis – You will spend a lot of money on the railroad to go to Steensby Inlet. There is one tunnel. Is it that much more expensive to go from to Pond Inlet? Is it because of the glaciers and ice caps? You are going to Steensby Inlet now. Is it that much more expensive?

MTP: Yes it is that much more expensive. It is partly a distance issue. The rail line would also cost much more money to build in this mountainous area. On top of that, this whole side of Baffin Island has ice problems. It is extremely difficult to ship in this area. If it cost the same as shipping through Steensby Inlet we would have naturally considered this option.

Reference 4 - 0.95% Coverage

George Eckalook – QIA would also participate, not just Igloolik. We represent all of Baffin region. All 7 communities will need to participate. Before lunch we heard the company's plans were set. You are basically concerned about how much money things will cost. We are mainly concerned with the animals. We have to work together – Baffinland, us, and the government. There were concerns that were brought up. This is an area where seal pups are born and where hunting occurs. We were told that building a rail line to Nanisivik is too expensive. In Steensby Inlet the boat will have to go backwards through all that ice. I am concerned about the marine life in the ocean.

David Irngaut – I'm looking at the extra cost of building that port at Nuvuit Point. When I go home to Igloolik we will be discussing this issue with HTO, Hamlet and CLARC members. We should probably go and visit this point. [Comments about DFO unrecorded].

MTP: We have been engaging with DFO on a number of matters.

Nigel Qaumariaq – This is the first time we're seeing the baseline data. That includes us who are in QIA. I believe you are still collecting some baseline data. So, you made your decisions without all your baseline data. I think you need to take some steps backwards now.

MTP: Steensby Inlet has been identified as a potential port site since 2007. I'm going to go back in the meeting minutes to see what was discussed.

Warren Bernhardt – [Brings up imagery of the proposed port site on Google Earth].

MTP: You can see the area is very shallow around that point. However, I don't want to base our discussion on Google Earth imagery. I will look at my notes.

Bill Napier – I would suggest that everyone take a look at the EIS and what is currently being proposed. We can then sit down together to discuss the issues. We have been collecting baseline data for a long time. We will continue to collect data through to mine closure.

Reference 5 - 0.76% Coverage

Question: Levi Barnabas – How many engines will you have?

MTP: I believe there will be an engine in the front and some engines in the middle. It might be three or four engines. There will be 144 cars.

Question: Levi Barnabas – Would you consider adding an extra engine in order to be able to go on the steeper route?

MTP: [Describes rail line grading restrictions].

Question: George Eckalook – We have seen rail lines where tunnels are used through the mountains. I've seen one in Montreal. They can probably go straight from Mary River to the port site. We'll probably hear that it's too expensive or that it is infeasible. This is a short distance for a railroad track. You can probably make it straight. We haven't consulted with the railroad engineers and designers. We want to speak with the companies that make, design and construct these tracks. Is it the same company that will build the tunnels and design the track?

MTP: Canarail designs the track, but they don't build it. They also work with other consultants. They would stay involved throughout the construction process. You're correct that you can build tunnels. You can't build them everywhere though. We are currently proposing two tunnels, whose total length is about 1.5 kilometres. It takes one year to build one kilometre of rail tunnel. They are very expensive. They can affect the entire economics of the Project. We have had requests to build tunnels to different locations, but it comes down to the time it takes to build tunnels and the cost associated with them.

TRANSPORTATION - ROAD

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 2 references coded [1.88% Coverage]

Reference 1 - 1.43% Coverage

Kik Shappa – Welcome to Arctic Bay. Especially the QIA. I have a question about page 4. You don't know what option you are going for – Steensby Inlet or Milne Inlet. Which option are you more focused on?

GM – Sorry for not making that clear before. The rail option is what we are pursuing in the Project Description. If we choose the trucking option in the future, we would need to apply for additional permitting.

Reference 2 - 0.45% Coverage

Kik Shappa – You said there would be 80-90 trucks used. What kind of trucks would you use?

MZ - They would be 120 tonne trucks.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 1 reference coded [3.48% Coverage]

Reference 1 - 3.48% Coverage

Q9 (Leah Kalluk) – As a supplement, it seems to be clear that there will be a road going to Milne Inlet and a rail to Steensby, linking the north to the south and cutting off the migration route for caribou. I am on the working group and I saw the new road being constructed; containers are being used for crossings. You say the road will be used for only 3 years but it looks like it will be used for much longer. The road and rail will cut off migration, even the road to Milne Inlet will be a hindrance to caribou. The caribou will be impacted for at least the first few years.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet Council - April 1, 2008> - § 1 reference coded [3.25% Coverage]

Reference 1 - 3.25% Coverage

Councilor 1 – The first map – there is an existing road to Milne Inlet, right? So you're trying to build another road to Steensby Inlet?

Mr. Chubb – To Steensby will be a train.

Councilor 1 - So you won't use the existing road?

The existing road will be used in construction to move in materials and help build the camp. But during operations the road will be used maybe only every 3-5 years and only in winter and will be used to bring in equipment that is too big for the railway. We'll upgrade the road straighten the turns. In our work we've looked at different ports and we've determined that for this project that the port at Steensby Inlet is the port for this location, not Milne Inlet.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council - Sept 26, 2007> - § 2 references coded [3.13% Coverage]

Reference 1 - 1.43% Coverage

Deputy Mayor Enoki asked, the road to Mary River is solid ice, have they find out the road yet?

Yes, it might go around the ice.

Reference 2 - 1.70% Coverage

Deputy Mayor Enoki asked, what do the Igloolik people think?

They had a meeting last night, there were 150 people attend, they haven't mention the route.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - Sept 26, 2007> - § 1 reference coded [5.10% Coverage]

Reference 1 - 5.10% Coverage

Q1 [un-named] – The roads being constructed – are they going both directions north and south?

Mr. Chubb – North to Milne Inlet from Mary River will be a winter road used during construction and occasionally during mine operations to deliver very large equipment to the site, and it will be a rail line from Mary River to Steensby Inlet. The Milne Inlet tote road is being constructed as we speak, for use as an all-weather road during the bulk sample, but during the mine it would only be a winter road.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 2 references coded [6.15% Coverage]

Reference 1 - 3.72% Coverage

Solomon - I grew up in a mining town (Nanasivik). When you mentioned trucking ore to a destination is was only about 2 kilometers and they created a lot of dust. Some of the dust would blow about 6 km away. I would suggest building a solid road (asphalt) to prevent dust.

Greg - Dust is an important point that needs to be looked at for every mine site. Sometimes water can be used in the summer months. It should be mentioned that the trucking option is still only an option and dust will need to be considered.

Reference 2 - 2.43% Coverage

Solomon - I used to go hunting on roads that led nowhere at Nanasivik. If in the future people want to use decommissioned portions of this project would there be any restrictions.

Mike Z. - Other than safety concerns this is a public road under the NLCA. So our primary concern is safety but there would be no significant restrictions.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 1 reference coded [2.95% Coverage]

Reference 1 - 2.95% Coverage

Deputy Mayor Zacharias Kunnuk – Have you ever considered there is a road to Milne Inlet? They say Milne is not wide enough. Have you ever considered expanding the road further out, not to end of Milne but past that? I think that was what Louis was asking. Have you considered making the road longer so it goes into the open area?

Mr. Cooper – No, we haven't considered that, and it's not practical. On the east side it is cliffs, so there is no place to put the ore stockpiles, then it becomes a national park and we can't build in a park. The other factor to the north is that we could only run the ships for 8 months a year, which would add so much cost to the project that the project would not be viable. These are the reasons we favour the port at Steensby.

<Documents\Public Consultation\Igloolik\Igloolik HTA - April 21, 2010> - § 1 reference coded [5.11% Coverage]

Reference 1 - 5.11% Coverage

Q – How about a road from Mary River to Fox 2 DEW-Line site?

Matthew – It hasn't been studied, but based purely on the length of the railway to reach that location, it would be twice the cost and not supportable by the Project.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 1 reference coded [0.49% Coverage]

Reference 1 - 0.49% Coverage

Q11 (Enooki Kunuk) – My feeling that there is a road – there is an existing road from Mary River to Milne Inlet. I thought they would utilize that particular road, because the wildlife like fish and even birds, I am sure if they are going to use the route from Mary River, the wildlife would be disturbed. That is my feeling.

<Documents\Public Consultation\Kimmirut\Kimmirut Hamlet - April 26, 2010> - § 1 reference coded [1.37% Coverage]

Reference 1 - 1.37% Coverage

Q – Did you say you propose to build a road to Clyde River?

We looked at it but it wasn't feasible.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 1 reference coded [4.52% Coverage]

Reference 1 - 4.52% Coverage

Caleb:
I do not think I will change my mind at all; the Co-op should have had a contract. When it changed, operations should have stopped, as the original agreement was broken. The business was supposed to help the community but it is working against the community. There are other exploration companies around, and he has heard that the caribou migration routes were broken and there is no funding to address this. Since the agreement has been broken we should take legal action.

Mike:
The co-op performed very poorly. You should ask employees today - he has hired if they are happy [working for QC]. Need to move away from Co-op anyways. Co-op was not happy with contract before. If it was working well then it would not have changed.

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 1 reference coded [2.01% Coverage]

Reference 1 - 2.01% Coverage

Grigor Hope (GN Department of Environment) asked about the transportation operations related to the bulk sample, including truck sizes and the amount of traffic. Rod Cooper responded that 40 tonne trucks will carry 6000 loads over 6 months, which is 40 loads a day, 24 hrs a day, continual over a 6 month period.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet - April 23, 2010> - § 1 reference coded [3.72% Coverage]

Reference 1 - 3.72% Coverage

Colin - What kind of fisheries work is planned along the tote road?

Bill - We need to fulfill requirements of our permits, and we are also looking at potentially upgrading some of the crossings with bridges.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 1 reference coded [4.64% Coverage]

Reference 1 - 4.64% Coverage

Elijah – I feel that when hunters go up to Mary River, maybe the people in Mary River could help the hunters to see where the animals are, helping the hunters. There was a procedure in place that when we went inland for Milne Inlet there was a form we filled. That was useful, and the hunters would know where they are going. And the communication between the hunters and Mary River personnel would help a lot.

Dave – We put that in place during the bulk sample, when there were lots of trucks on the road, so we could share with the drivers to watch out for snowmobiles. And it's continued for the last two years, and our guys will watch out that hunters might be coming. Some hunters don't use it, but most do.

Elijah – Nobody fills out the form unless they use the tote road. If they don't, they don't check in at Mary River.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Open House Aug 18 2010> - § 1 reference coded [16.66% Coverage]

Reference 1 - 16.66% Coverage

Q3 – Is there a chance that the trucking option could go on indefinitely?

A – That would not be the plan at this time. The Mary River project is a very large project and it makes the most economic sense for there to be large volumes transported each year, which would require the rail and larger ship transportation

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 2 references coded [7.74% Coverage]

Reference 1 - 7.15% Coverage

Q7 - David Q – There are two new faces from Baffinland. In 2005 when we went to site, and they were flying in drums of fuel. We had our first meeting in 2005. Apparently Baffinland was writing letters. At that time, Mike Z said there would be contracts for logistics, and jobs. The co-op got a foodmail and logistics contract. At that time, he didn't even ask the community if they wanted the exploration to go ahead, but it didn't seem like we have a choice. Then Baffinland decided to do a bulk sample program. And we were trying to negotiate a IIBA. They wanted to do the bulk sample without an IIBA. Then they gave a contract to the Qikiqtaaluk Corporation. Then the Inuit were against them building the road up the mountain in the winter, and they did it anyway. The tote road was washing away. Baffinland doesn't listen to us, when we say not to do this or that. They could have used the money other ways. You're talking about one ship every two days. We're lucky enough to watch Discovery Channel, and we see these ships with a humungous anchor which disturbs the animals on the sea. These things have to be put into consideration. The environmental statement schedule for your project to be approved and accepted by Inuit – seems like a crazy schedule considering what has happened.

Bill - With respect to the EA schedule, the project evolves as we go on, so the plans from 2005 have changed as of 2010. But two things have been taken in account. We are bringing equipment and materials into Milne Inlet during construction. Bringing equipment to build the mine, and to build the railway from both sides. I think that has been pretty consistent that Milne Inlet and the roads will be used.

With respect to the large size of the ship, and the need when ships come to port, the lines that will be used to potentially anchor – that is why we've been studying the seabed and fortunately the seabed is relatively barren in that area. With respect to changes in the company and incidents in the past, I think there are a couple of things to take into account. These sessions are very important. We take these issues, and think of other ways to explain the project. George did a good job explaining the results of these meetings. When we go back to Cape Dorset, hopefully we have either a response to their concerns or a change. Most important is safety. That's why we are going back to the ship designer to see what can be done to address the concerns. Shipping in the north is starting to become more prevalent. George mentioned Raglan where shipping occurs. Another project that started 7 years is the Voisey's Bay. Every time a project starts up they are a chance to learn, and we can design our project better.

Reference 2 - 0.58% Coverage

Colin – Will Milne no longer be used after 2017?

Bill – After construction, there will be certain equipment that will be demobilized. Also, every few years there will be equipment delivered that can't fit on the railway.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 1 reference coded [1.13% Coverage]

Reference 1 - 1.13% Coverage

Mr. Merkosak - Thank you. Also, this summer I think they started hauling the ore to Milne Inlet for two years and John explained they have a permit for two years. I think we need to know more. In Milne Inlet they will bring the ore. How often will the trucks be carrying ore on the road? How close will the vehicles be when they pass on the road? And how many ships will carry the ore from Milne Inlet starting now?

Mr. Chubb – The bulk sample – the ships will take the ore from Milne Inlet this August and September. We just started hauling ore from Mary River to Milne Inlet so we will be hauling everyday all-day until then. There will be 5 ships to take the ore to market.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 1 reference coded [0.55% Coverage]

Reference 1 - 0.55% Coverage

Dave Roberts (ED&T / GN) How and when will you rehabilitate the road?

MZ [explains the process and schedule]

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 9 references coded [2.83% Coverage]

Reference 1 - 0.13% Coverage

Joanasie – I understand. Arctic Bay is the furthest. The route crosses from Milne to Steensby and cuts across the island. If I were caribou I would turn back from the migration route if I heard or smelled something. I want this to be thought out more carefully. Thank you.

Reference 2 - 0.19% Coverage

Levi – When I was in kindergarten we moved from Nunavik to Southampton Island. Now there is a lot of caribou. –I would like to see caribou transplanted to this side of the railway and roads or we will starve on this side of the roads.

Levi - Would there be consideration to move caribou?

MTP: No, we would not consider that now but it could be a potential future mitigation issue.

Reference 3 - 0.19% Coverage

Cornelius – The reason I am asking is because the Milne tote road was constructed in winter and of course you know we had to use additional funds when summer came [meaning unclear].

MTP: The upgrades that were made to the tote road were not to the same level of quality that the rail line will be designed. The road was built only for the bulk sample. Yes, we did do more work on it.

Reference 4 - 0.25% Coverage

Question: George/Igloolik - I am happy my elders are passionate about this. Baffinland has been at this for a few years and I am impressed. This hasn't been brought up before - you don't seem to be using the traditional name of Mary River, which is Nuluujak. [unrecorded comments]. I would like to see what other route options were looked at, like going to Clyde River or Arctic Bay. I have asked for this and we have to see this.

MTP: All this will be included in the EIS and can be looked at there.

Reference 5 - 0.32% Coverage

George Eckalook – We're happy that we are here meeting with the company. This is the first time that we've met. We want to discuss the following items today:
The road haulage option. This workshop is the first time we've heard about this option.
Polar bear monitoring along the shipping route.
The communities have additional concerns they would like to discuss. The consultation visits don't give out enough information.
Louis Uttak would like to give a presentation concerning walrus and other animals.
There are no representatives from Cape Dorset here. We request that you consult with Cape Dorset.

This workshop has been productive.

Reference 6 - 0.41% Coverage

MTP: We spent nearly all of Wednesday discussing the road haulage option. I could deliver the presentation again, if needed.

Levi Barnabas – For the delegates that weren't here for that presentation it might be useful to review this option.

Nigel Qaumariaq – It would also be useful for you describe the difference between the road haulage option and how it would compare to your original plans to use Milne Inlet.

MTP: [Reviews road haulage option and discusses differences between this option and original plans to use Milne Inlet].

Bill Napier – To be clear, the price of iron ore is high now. As Matthew said, we only looked at this option because NIRB asked us to in the guidelines. Because the price of iron ore is high now, it makes this option viable. NIRB has asked us to look at the environmental impacts of this option.

Reference 7 - 0.27% Coverage

Question: Nigel Qaumariaq – Have you looked at building a road instead of a railroad? Couldn't that extend the life of the mine?

Bill Napier – The quantity of material that we would be able to generate would be limited. It would be hard to get contracts from producers if we only generate a limited amount of ore. They are looking for larger tonnages. With Deposit 1, the life of mine is 21 years. However, there are many other deposits in the area. In terms of this Project being multi-generational, this operation has enough resources for decades.

Reference 8 - 1.03% Coverage

Question: Bruce Stewart – How sensitive would the road haulage option be to changes in ore price?

Bill Napier – As of now, the price is rather robust. There is an operating cost for this project. This includes the cost of shipping and hauling the ore to a port site. The predictions for the future indicate it is feasible to consider this option.

Question: Bruce Stewart – If the ore price falls, would you be in a position to stop using the road option and continue with the rail option?

Bill Napier – Yes, because it is less expensive to move ore by rail.

Stephen Bathory – I just want to clarify what is being discussed. The tote road option would be for a 21 year mine. However, Baffinland will also continue to pursue developing the rail option to Steensby Inlet.

Bill Napier – That is correct.

Question: Stephen Bathory – With the rail option, will the company pursue more than 18 million tonnes per year? There has been talk about moving to 30 million tonnes per year.

Bill Napier – In my opinion, the 30 million tonnes per year option is a different project alternative. For this option you need would different types of infrastructure, like more trains.

Stephen Bathory – I just want everyone to be clear what we are discussing. What we are discussing now is a development alternative, rather than an environmental assessment alternative.

George Eckalook – We have looked at the road haulage option today. It is feasible, but there are concerns from Pond Inlet. We have to look into this. The road to Milne Inlet would need to be improved to handle more vehicles. We would need to look into this more. I say this because the people from Pond Inlet are no longer here.

Bill Napier – Thank you. When we announced the intention to commence the feasibility study on the road haulage option we had someone from the company, Mike Zurowski, meet with the community of Pond Inlet. Greg Missal from our company also visited the community last month. We are planning on having someone else visit the community shortly. The size of the trucks that would be used was presented by Matthew earlier.

Reference 9 - 0.05% Coverage

MTP: We have done a significant amount of studies in Milne Inlet, including scientific and IQ studies.

TRANSPORTATION – SHIPPING - ACCIDENTS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 3 references coded [8.98% Coverage]

Reference 1 - 4.56% Coverage

Q1 – Can you show the maps on the PowerPoint? I am concerned about this channel (Foxe Basin) and this channel (Hudson Strait). These islands that the ship lets say (near Rowley) if they have an accident, because the iron is heavy, what will happen to the bottom fish? Also, I lived here in this area before (Baffin – Steensby to Piling) and right now the caribou have moved south and the North Baffin have no caribou. The caribou goes through the area. Also, that dust will be created. If it is crushed it will turn into rust and it will turn into rust if it is left on the ground. I am not trying to stop the project, and that dock fuel and supplies, I am concerned if there is a spill in this Steensby Inlet it would be a concern that it needs to be cleaned up because they are dangerous to the environment. I know the communities, although they say we have Nunavut, that we won't be able to get direct benefits in terms of cash payments, so QIA needs to consider that Nunavut, let's say Igloolik, Hall Beach, Clyde River these communities need to have benefits negotiated. Also, my concern I know Baffinland themselves will use their own environmental studies, I want a separate independent environmental studies that are not contracted through Baffinland but through QIA or from the Inuit Beneficiaries organizations to do the environmental studies. If the company will be like Nanisivik they won't inform the communities. They can use their own environmental studies. When we didn't know it was contaminated. When I mentioned earlier the fuel, they spilled it everywhere and didn't report the spills. Those fuel bladders we saw, they used to – I am not against the project, I am just saying the environmental studies should be done by independent companies through QIA or QC. Thank you for coming here and if there is an accident in Igloolik's waters then walrus and migratory birds – these islands there are birds around those islands and are nesting grounds for birds, walrus, and bearded seals are also in the area.

Mr. Amagoalik – Since you mentioned QIA doing environmental studies, we are monitoring every month they go every month to check that there are no environmental concerns. During the operation, there will be a fulltime monitor onsite.

Mr. Chubb – Thank you for those comments, we've certainly taken notes on those and understand your comments.

Reference 2 - 3.51% Coverage

Q4 – We are different from other communities like Hall Beach and Igloolik. We had Nanisivik before. Let's show on the presentation two things. First is something that was going to be loaded onto the ship. [Looking at artists sketch of bulk sample piles at Milne Inlet]. As women, we will be slow in the progress, during the construction of Nanisivik we wanted all the minerals to be cleaned up, so there was a question to cover the stockpiles, but since the gravel is lighter than the mineral, would it blow away and expose the iron underneath. If the wind blows the stockpile of iron away, what kind of contaminants are in the iron that we should worry about? When it was asked before [referring to Nanisivik materials] they said it would be very bad for the environment, and that the Nanisivik site will be monitored ever so often. If it is not too close to the beach. I feel it would be dangerous to leave too close to the beach. I know there was discussions in public meetings before I was born and we already heard some of the concerns before. We heard that the Steensby area has lots of arctic char, and that Koluktoo area the fish goes upstream from Milne Inlet and Steensby Inlet as well.

Now I am talking about the fish and the ship. Can you show the fuel tanker? I heard that there are lots of fish in the ocean in Milne Inlet. We are still concerned we have experience from Nanisivik. When you have arctic char here, it seems dangerous to have fuel tankers where arctic char are in the same area. the QIA representatives, have you heard how dangerous? I want the QIA to say the iron is not dangerous? Do you know about any concerns of the iron?

Mr. Philip Paneak – These are our first community visits and starting in May we will do our own community visits and will get more information at that time.

Reference 3 - 0.91% Coverage

Mr. Chubb – I'm getting behind on the questions. I think it is important for some of the questions to try to answer the best we can. The previous speaker spoke about the Nanisivik experience that this community has had. Some of the things that were discussed, chemicals and those time of things, there are two types of mines and they don't have the same types of issues. But as we continue to move forward and present our studies we'll present some of the possibilities.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 1 reference coded [4.91% Coverage]

Reference 1 - 4.91% Coverage

Q15 - Our previous discussions on the shipping route, it was 2-3 years ago that our representative informed us of this. My question is, those ships, they will be ice breakers. My question is more specific. We need fuel to keep going. The tanker wouldn't be two layered?

Richard – It is probably worth pointing out that most of the shipping for the Project is with ore carriers and not tankers. It seems like most people are referring to tankers in the discussion about ships. There will be tankers delivering fuel for the project, but this is only around 2 to 4 tankers per year and only in the open water shipping season. The year-round shipping, including the ice breaking, is with ore carriers. The ore carriers, unlike tankers which are double-lined and have fuel right next to the haul, have an integral fuel tank in the middle of the ship. Fuel in the ore carriers is not right against the hull as is the case with tankers.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet Council - April 1, 2008> - § 1 reference coded [0.74% Coverage]

Reference 1 - 0.74% Coverage

If the ship somehow breaks down, it should sink right away. I think it might be dangerous if they are crushing the ore –there might be contaminants in the ore.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 2 references coded [9.86% Coverage]

Reference 1 - 5.32% Coverage

Peter – If something bad happens to the ship in the winter, would there be contamination?

GM – If there was a spill?

Peter – When I was working at Nanisivik there was an ice breaker filled with ore that sank somewhere off Baffin Island. It looks like QIA has not been saying anything about that. Will the ship contaminate the water?

GM – Thank you for your comment. The ships used for this project will be built brand new. They will be double hulled and will be Polar Class 4. They will be able to handle any ice conditions that exist in Hudson Strait and Foxe Basin. In the event there was a spill, we have developed a spill contingency plan that describes the response we will take to deal with it. People will also have special training to be able to handle such an event. However, because the ships are so new we don't envision we will have those types of problems.

Reference 2 - 4.54% Coverage

NQ – What is the spill contingency plan for spills on ice? There's not much you can do with spills on ice.

MZ – The fuel on board the ships will be found in a bunker deep inside the ship. This will make spills unlikely. There will be contingency plans for each ship to deal with spills. You're right though; there is not much you can do for spills on ice. Fuel tankers will only come to site in the open water season.

MA – Ore carrying ships will still have 4 to 5 million litres of fuel on board.

MZ – The fuel bunkers and containment for the ship is not anywhere near the edges of the ship. It is kept close to the engines. Virtually all the spills that have ever happened have been from ships carrying fuel in their holds (containers).

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [7.12% Coverage]

Reference 1 - 7.12% Coverage

Community Speaker 13 – I have a question about the iron to be shipped. At Nanisivik they dropped ore and the seals got spots on their livers.

Mr. Cooper – The concentrate at Nansivik is very different than the iron ore.

Community Speaker 13 – The reason I am asking – the area at the dock, there is a lake with fish.

Mr. Chubb – We will be siting facilities to avoid impacts to lakes and fish, and will be monitoring runoff.

Mr. Cook – We as the environmental consultants are conducting geochemistry tests on the ore, to see what compounds and metals are in the ore that could runoff. We are also sampling all the waters around the proposed mine right now so that we can monitor through the life of the mine. As a metal mine, the federal government has regulations that require the monitoring of water quality in the runoff on a regular basis, as well as toxicity testing. The issue of ore causing contamination is something that is very closely studied and watched by government today.

Community Speaker 13 – The reason we're asking is we want to be informed. We are worried the people won't be informed about the effects to fish. In the past, there were promises made to work together at the beginning, but it wasn't the same later. You want money – we don't want to see the animals disturbed.

Mr. Cooper – we don't want to see the land or wildlife disturbed. Everything we do is on Inuit Owned Land and is conducted under permits. Monitoring results are shared with the QIA.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - March 26, 2008> - § 1 reference coded [5.30% Coverage]

Reference 1 - 5.30% Coverage

Q4 – I am Jonah, the airport maintainer currently. First question, that airstrip, is it going to be used or contracted to be maintained by anyone? And second, the shipping fuel tankers that you mentioned in Milne Inlet, will that fuel tanker be dangerous to the sea in case of spills? Third question, I think the shipping will go year round to Steensby Inlet so I am thinking about the seals, because they have lairs in the ice when they are breeding, and are there any comments or concerns mentioned, because I want the seals to be considered. Do you have plans to study the seal lairs?

Mr. Chubb – With respect to the airstrip, we'll have an airstrip built at Steensby and existing ones at Mary River and Milne Inlet already in place. The airstrip at Mary River will be upgraded so it can handle jets. Like all of the infrastructure required to support mining operations, these will be managed under large design-build contracts. Once built, the commercial arrangements for operations will be a different issue.

With respect to fueling in Milne Inlet, here is a photo from Milne Inlet and a fuel spill exercise that was conducted, to make sure that people on the ship and on shore are ready in case of a spill. One of the things in place is a plan dealing with just fuel planning.

With seals, we've been conducting many studies including seal studies, and when we submitted a project description, we also submitted information on a shipping study, and what should be considered in an environmental review. Seals, as well as other marine life, was included in the scope of what should be considered.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - Sept 26, 2007> - § 1 reference coded [14.04% Coverage]

Reference 1 - 14.04% Coverage

Q7 – with beneficiaries for the land – will there be royalties? Also, environmental impact on caribou and fish, and shipping routes and marine mammals, if there is a disaster are there plans in place?

Mr. Bob Gorman – as part of the Environmental Impact Statement (EIS), a Shipping Plan will be produced, of which a major part will be marine emergency contingency plans to deal with all emergencies. The ships' main cargo is iron ore, which is biologically inert, and if spilled will sink to the bottom. There is no hazardous material associated with the iron ore. The biggest concern is with fuel oil used to run the ships. There will be very strong ice breakers with fuel contained inside so that if the hull is breached it won't reach the oil tank. They will still have a detailed plan and equipment on the ship to deal with a spill. The oil spill and countermeasure kits will also be placed at port and possibly at the communities of Hall Beach and Igloolik, so that land-based response is also possible. The benefit of this approach is that equipment would be available for use by everybody – not just project ships.

Mr. Cooper – the other question was regarding royalties payable to Inuit. There will be two royalties payable. The first is paid to the federal government and then they giver the royalty to NTI. The second royalty will be payable on profits and will go to the QIA.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 1 reference coded [5.04% Coverage]

Reference 1 - 5.04% Coverage

Mr. Awa – Yes, we are glad to see this kind of project because it will provide jobs for younger people who are unemployed. But with Foxe Basin is a very small area and it is very important. Yes, there are caribou and arctic char being affected on the land, but it is the sea mammals that are closest to our heart. It won't be just ore carriers but also tankers. What if there is an oil spill or grounding, are there contingency plans developed?

Mr. Chubb – There will be other ships but most of the fuel will come in on the ore carriers. Last year we had a tanker come into Milne Inlet. Those ships need to have established spill response plans, and before the fuel came to shore, we did an exercise to make sure that we are ready in the instance of a spill. The federal government and QIA were there when we did that exercise. A big part of the job is to make sure we have the plans, equipment and training all ready. Refueling from tankers to shore is a common activity that goes on every day, but we agree, it is very important to have our plans in place.

Mr. Cooper – We'll also design the ships to be very modern, so the ore carriers will have two hulls.

Mr. Awa – It's not that we are totally trying to stop the project in the tracks, its just that we see big accidents in the news every day – ships, trucks, etc. and we see it as a possibility here.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [7.25% Coverage]

Reference 1 - 7.25% Coverage

I'm originally from Greenland. We had an accident in Lancaster Sound and the ship got stranded. There was no oil spillage. There was no response in place. If there was a spill it would have had big impacts especially after 3 days of response time. Who would be responsible for this project and any accident?

Greg - We have a spill contingency plan that discussed all scenarios of spills and our response plan. We need to have the proper equipment and people available to respond. It would be our responsibility to deal with the problem.

I am also concerned about the spillage. It's supposed to be a deep-sea port but Steensby Inlet is important for caribou and seals. Why can't you go lower down.

Greg - The smallest amounts of impacts will occur on land with the shorter rail line. Also, the deepest water is at Steensby Port. It is more shallow at Cape Jenson. Bathymetric surveys have been done along the route and we know this is the best option for marine shipping and the shortest rail line.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 3 references coded [7.10% Coverage]

Reference 1 - 1.24% Coverage

Q5 (Hon. Tapardjuk) - Thank you for your comments. I understand more now. So the QIA while they are here I'd like to make a comment. Either direction, it doesn't matter which route, since Igloolik has preference on the east side, they are approving it. You're trying to say that without Steensby there is no project. That is a lie. There are other ways. You are just looking at the cheapest way to do the project. Our waters are shallow and the noise will go very far. The east side of the island is much better for shipping. You're saying Igloolik wants the east side, but it doesn't matter what route. If the fuel tanker spills, you make us think that perhaps through the QIA you are protecting our rights.

Mr. Chubb – I'll reiterate what I've said – for this project we have not found an alternative for the port.

Reference 2 - 1.60% Coverage

Q8 – The activity going on, I like them because activity in the land I like those because we still need some activity on earth to do. We need something to keep our hands busy and we need money. I heard on the radio people selling their personal goods because they don't have any money. Young people are very active and if you offered jobs to young people, they have nothing to do and they are just carrying babies around. We need something to keep us busy. We went through Steensby on ice breakers and we didn't see any walrus scattering. If the ship didn't go directly to the walrus hole they wouldn't move. There are some very shallow areas on the east side, if the fuel tanker was grounded and spilled . We as Inuit are afraid of development, but we are worried about our young people and they have no jobs. And sometimes we are wrong in that we don't like the jobs. If the Inuit want to work, they could be

productive people when they have a job sometimes they just quit. Some are good workers and keep going on. I don't want to live without any jobs. Thank you.

Reference 3 - 4.26% Coverage

Q22 (Mr. George Qulaut) – My personal comment, I live in Igloolik. We heard from you different things, especially mining activity in Mary River, and I noticed this is the third time you are coming to the community to present your plans. We believe your comments that you respect Inuit concerns. When we heard a commitment or comment, we believe you. You also make mistakes and we also get heard untrue stories. When you first came here you said that if you go through on the shipping route there will be five ships. Then second time you came you said there will be 7 ships going through for 9 months so we believed that too. But the shipping route we didn't agree with the shipping route, so if there are going to do that much traffic we don't agree with it. We have the preference for the shipping route for 9 months. So we believed that , and you asked us as people representing the community. Now you are saying 10 ships will be build, and the shipping will be every day and we heard in the summer there will be more ships involved. So we're confused now, which one to believe. Most of us here hear different comments, the majority don't want any activities in our waters, especially 365 days a year and it will be used at least 320 days a year, and it is a concern about accidents. We've heard different comments and support as well. Please consider these comments. When we heard you covered the archaeological sites. Please tell us the truth because we believe every word you say.

Mr. Chubb – Thank you for that. Perhaps we can walk through the evolution of the project over time and why the number of ships have changed and the plan sounds different. As we discussed, we've been doing work since 2004, to understand the ore deposit and what the project might look like. As our understanding grows, the plans develop further and the plans become more developed and refined. Initially we looked at Milne Inlet. We looked at a certain level, a smaller amount of mining, and as we considered all of these things the plans developed. So the number of ships has grown because the size of the mine has grown. The plans for shipping through Foxe Basin have always been 12 months, so the apparent changes are growing understanding the changes in the project. We have finished a technical study – a feasibility study – which supports the development of a project proposal. We are continuing to learn more, so there will be still some changes we anticipate as we move forward. But we've got to the point where the big pieces are together, so the changes are to be smaller. This is what happens with every project, as you learn more and understand. So part of that has to do with communicating often to the community, so we are communicating plans that are still under development, so we can use the information we get back in our planning.

<Documents\Public Consultation\Kimmirut\Kimmirut HTA - April 26, 2010> - § 1 reference coded [3.72% Coverage]

Reference 1 - 3.72% Coverage

Chairman – We have to eat before the public meeting. We have lots of questions – you are only here for a few days. This is rather important. We do not wish to see an accident happening but irregardless, we are not opposing the project. But if an accident occurs, that is our concern. Our concern is the wildlife – we don't own the wildlife or anyone – but we rely on the wildlife for food. There is no wildlife other than what we have. For that reason we are concerned about the proposed route. We also have stores we can buy food from, and we do, but however, we solely rely on consuming wildlife in this area. So that is the reason we have so many concerns. It isn't about Baffinland – with any company we would have the same concerns.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 2 references coded [4.97% Coverage]

Reference 1 - 1.50% Coverage

Josephie – Are you prepared for a winter shipping accident?

GM – Shipping would occur 12 months of the year. We would be prepared for any accidents that may occur.

Reference 2 - 3.47% Coverage

Q – We saw a ship in April close to the community. It may have been a mining company as well. Kimmirut and Cape Dorset are concerned about accidents that may occur. Will we receive compensation if an accident occurred?

GM – As mentioned earlier, we will be prepared to respond to accidents and emergencies that will occur. Compensation will be dealt with through the IIBA, by the QIA.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - March 31, 2008> - § 1 reference coded [7.18% Coverage]

Reference 1 - 7.18% Coverage

Mr. Panipakoocho – Ships sometimes can get into accidents, anything can happen at any time. You need to be prepared and not panic. You have the plans in place for contingency? Because ice is really strong, they can break up rocks on the land. When the ice starts moving, I think it needs to be studied closely, what damage the ice can do to the ships. Do you have a contingency plan in place? We know stories during the whaling period, there are lots of sunken whaling ships that got destroyed by ice. They need to be considered seriously, and we heard they used to bring in the Nanisivik ice breaker that sank off Greenland, so we know it can happen. They need to be planned ahead. The ocean current can be very strong, with the ice moving with the ocean current. The currents need to be studied. There are all these components that can be attached to the study. We survived in the arctic always watching the weather, because we don't know how it can reach – we only know the animals' behaviour. We got advice from the elders to plan some of the activities, which is why I asked about recording . There is a very nice side and very dangerous side too. Take you're time and if you walk around in the dark in a hurry you're going to fall down. In order to protect the animals and environment we try to stop any ships from going through the ice. We need to work together and you need assistance from the Inuit and we need your assistance, and the original goal was to cooperate.

Mr. Chubb - Thank you for the comments and advice. We do look to listen and record the discussions, and we'll continue to do that, to work together. Movement of ships through ice we have been studying that. In addition to working with the communities we've been working with our shipping partners and the ice and the currents, to assist with the design of the ships. Fednav is very experienced with working in the arctic, for over 50 years, and have been involved in all arctic mining projects.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 3 references coded [2.18% Coverage]

Reference 1 - 1.31% Coverage

Q. Why is the (proposed) route close to our community and Baffin Island ? We know the Project will go ahead. If the ship is too close to land, ice will break from the shore. The reason for the route as shown is that it is the area that has been studied, (but) there is a lot of ice near the proposed route. It would be better to go south. What about the potential for accidents? When DFO was here they didn't deal with the Project (but) we marked on maps where we want to see the route.

Reference 2 - 0.50% Coverage

Q. There will be 8 million litres of fuel needed. What amount will the ships carry? There is an issue of clean-up capability. There could be a big spill if the ship got in trouble.

Reference 3 - 0.37% Coverage

Q. What about an oil spill contingency plan?

A. This will be developed by the company as part of the Environmental Impact Statement.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 4 references coded [1.53% Coverage]

Reference 1 - 0.54% Coverage

James –I have heard the ship will only go into the inlet in summertime. If we want the number of ships reduced from three will you listen to the community when they ask for a reduction in ship numbers? Say there is an accident, because of fog. If we asked, could two boats ship together in a group?

MTP: This has been discussed. We could look at it as a mitigation issue. Right now we are only planning on having one boat at a time. Two ships together might be noisy.

James – [Unrecorded comments].

Bill - I think that you are saying that once you are in operations, if a community sees an effect would we be open to discuss the ships travelling in a convoy instead?

MTP: If we observed an impact, yes, we would work with the community to help remedy the impact. It is hard to say right now if we could reduce number of ships travelling. This would be a last resort. We would more likely consider ships travelling in a convoy, slowing down, using different ships, or changing our routing so we would only pass at certain times. We could look at all these options. We would pay attention to your concerns.

Reference 2 - 0.39% Coverage

James – There will probably be a public consultation meeting and I will bring this up again. Boats will go back and forth and we don't want to see any accidents, but they are having more accidents these days. If a ship has an accident close to Pond Inlet and the fuel leaks out, is there a contingency plan for cleaning it up? Where would I turn to if that happens?

MTP: Ships do have some level of responsibility to respond to an emergency. Baffinland would be prepared to respond with equipment and personnel but more importantly we would make sure that the communities can respond, as they are able to respond quicker. This is one place where we would help each other. Fednav has shipped for more than 50 years in the Arctic without an incident. This is one reason why we are using them.

Reference 3 - 0.30% Coverage

Question: James/Clyde River – I want to make a little joke. Titanic was made and it was said it would never break. And, we will never make anything that great again. I just wanted to that bring that up.

Question: Levi//Arctic Bay - There was a Fednav ship that sank in Europe. What one was that?

Tim - It was the Fin Polaris. In our opinion, it was proceeding too quickly in an area of poor visibility. She hit a growler on the weak part of the ship and opened the hull up. There was also poor communication with the helmsman. We have learned a lot since Titanic and Fin Polaris. The risks are very small.

Reference 4 - 0.30% Coverage

Question: Nigel Qaumariaq – Fednav's ship the 'Leena' had an incident in Norway recently. Can you describe a bit about that?

Tim Keane – Yes I can. She was coming into port and she made a wrong turn. A command was not relayed properly by the helmsman. She hit a rock. When I said yesterday we have a perfect safety record, I was referring to the Canadian Arctic. We take our business up here seriously. We are a large, international shipping company with many ships operating. It doesn't mean there is not the potential for accidents, there is. It is just like how car accidents can occur in Iqaluit.

<Documents\Public Consultation\Workshops\Kimmirut IQ Workshop Minutes (PC) - June 21, 2010> - § 1 reference coded [1.76% Coverage]

Reference 1 - 1.76% Coverage

Q: The bulk sample went to the north. It would be easier to go to the north. Our main concern is the hunting, year-round shipping, and the probability of shipping accidents. I am telling you my thoughts. If there is an accident, then our wildlife will be impacted. We do not want to eat diseased sea mammals. If you eat plants, and your plants are gone, what do you eat? We want to make sure our wildlife is not chased from where we hunt them. I tell you that some years are different than others with respect to sea ice. The effect may last until well after I am gone. We would like to see this project work with Inuit. Keep in mind that this land is the home of the Inuit. Thank you for giving me a chance to speak.

A: (Jason) Thank you

TRANSPORTATION - SHIPPING - ALERNATE PORTS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 1 reference coded [2.68% Coverage]

Reference 1 - 2.68% Coverage

Tommy Kilabuk – Have you checked the depth of the shipping route in Steensby Inlet? I know Steensby Inlet is shallow. The eastern part of Baffin Island is much deeper. I don't agree with you when you say the inlets in the east are shallower than Steensby. We know better. We also know there are more deposits close by to the mine and that you will do more exploration. We want a separate compensation agreement for the communities.

LB – We will get into the details of compensation agreements afterwards.

MZ – We looked at building a port with minimal impact, we looked at depth considerations, and the other logistics of building a port site. I believe you when you say the east is deeper. We conducted bathymetry work to make sure our proposed shipping lane is deep enough.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 1 reference coded [2.08% Coverage]

Reference 1 - 2.08% Coverage

Q1 – The map again, that previous map. My concern. we're not familiar with this map, although we live in the area, but this map. Thinking of the shipping routes, there are islands there in this area (Rowley, etc.). I would like the ship to go on the eastern side of the island, because it has open water year round. When ice breakers come into Nanisivik, just to turn around it took 3 days to turn around the dock. When they move along the ice they are really noisy. This area has birds and is a breeding ground, and the land has caribou. If I was from Igloolik, I would try to mention my concern to the QIA. As Arctic Bay residents we are not too concerned about the Steensby Bay area. There are lots of arctic char too, along the shore everywhere in Steensby Inlet. There's a place called Pingaruk a mountain, where they have caribou. I would prefer the dock to be on the east side between Clyde and Pond Inlet, because Steensby may have shallow water that is too shallow for the ships. It might be risky to have the big ships going through shallow water. That is only a concern.

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 1 reference coded [3.05% Coverage]

Reference 1 - 3.05% Coverage

Q5 – About the ships, there's a road at Mary River to Milne Inlet. Ships off-load at Milne. I worked on the tote road. I'm wondering why there is a road or railway not built to the east instead, near Clyde River).

MTP – The terrain is too hilly for the railway.
RAC – Additionally, there is no room for a port in the long, skinny fiords in that area.

Q5 – I feel it is better to go that way. I feel that the ships could make it in.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 2 references coded [3.63% Coverage]

Reference 1 - 1.01% Coverage

Q3 – Also, it is narrow between our mainland and the little island shown in Hudson Strait.

Bill – the narrowness issue is at the port site, where the ship needs to maneuver and turn around.

Reference 2 - 2.62% Coverage

Q14 - With regards to this ship, where will the dock be located in Steensby? [Bill: Yes]. In Milne Inlet, is there anyway to expand the width of the inlet? [No, that would be very difficult, would need to drill and blast] Where is it transporting the ore – to Europe? [Yes, to Rotterdam. They currently receive most of their ore from Brazil, and the ore from Brazil isn't as good as the ore from Mary River, so by the end of the decade, there will be an opportunity for us to ship ore to Rotterdam.]

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 3 references coded [11.10% Coverage]

Reference 1 - 4.26% Coverage

Mr. Gideon Taqqaugaq – part of my question was already asked by Peter. I understand you have another port on the other side of Mary River.

Mr. Chubb – north side is Milne Inlet. Referring to Figure 1.1, on this map we show Milne Inlet to the north and Steensby to the south. Milne Inlet has been the way that materials and supplies have been brought into the beach so far. And in studying the project and we reviewed the project, we reviewed both Milne Inlet and Steensby inlet and determined that the port needs to be at Steensby Inlet, and that Milne Inlet isn't a feasible alternative for this project. Milne Inlet will be used during construction to bring materials in to the project, and it will also be used occasionally during operations to bring equipment too big to bring over the railway. This figure on the table is the Milne Inlet beach area. It's an area in which we have negotiated a surface lease with QIA, and that supports our existing operations through to 2009. Today we have a camp there and an airstrip and it's where we're going to ship a large ore sample out. But the project has a port at Steensby and not at Milne Inlet.

Reference 2 - 3.93% Coverage

Mr. Angutirjuaq – I just don't want you to ignore those other communities. I know once the first caribou passes through the area, more will follow because that's what happens, as long as the first group makes it. It's not that we're opposed to the actual project itself, it is the shipping route. Even if it costs more, we'd prefer another shipping route to the east of Mary River. We also know there are also archaeology sites that will be affected by the project.

Mr. Chubb – With the work we've done, we know there are only so many options of where to go, and for the project to be build, the port needs to be at Steensby. We understand that there are archeological sites and hunting camps in the area, and we are collecting information about that as well. We know that with any mining proposal, there is always going to be some impacts to the land, but our job together is to figure out how to minimize those impacts, and there are many parts to that, including work continuing on the IIBA. At the end of the day, the benefits have to outweigh the impacts.

Reference 3 - 2.91% Coverage

Mr. Angutirjuaq – I'll never be 100% satisfied until the shipping route is not to Steensby Inlet. I know we talked today about Inuit not eating as much country food, but you know that when someone is ill and they are asking for a particular food, that people will go at great lengths to find that food. Just like what we go through when we go through what we just said, if a mine opens at Mary River and someone from the outside does things outside of the rules, the mine will be affected the same way we will be affected. I know I will keep saying this about the shipping route in Steensby and we will not be happy with that port and shipping route. I know you say it costs too much for others, but we know other railways go through mountains and everything, and we know it is possible.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 5 references coded [23.23% Coverage]

Reference 1 - 1.80% Coverage

(new person). On the map from Milne Inlet and Steensby Inlet…is it possible to change your plans for the routes?

Greg - There were many studies that went into selecting the rail routes and the ports. We believe that these are the best alternatives.

Reference 2 - 3.46% Coverage

Please discuss some of the port locations and the decisions you made.

Mike Z. - The port south of Steensby does not have deep enough water and the rail line is much longer. The ice conditions for the eastern route and Milne port are more difficult for year round shipping. The other important consideration is the slope of the land. More than a 3 percent grade is getting beyond the ability for trains and their safety. An iron ore rail line can onlly have a maximum 1.5% grade.

Reference 3 - 8.13% Coverage

David - I was born near Mary River. I'm glad for the proposed mine but I'm concerned about the impacts on wildlife. The reason I'm concerned is because traditional hunters are very few and we wanted to open a meat processing plant that would be economical. If you are going to use explosives it will have an impact on mammals and fish. With one explosive you could do a lot of damage. It would be better if you can build a port further south to reduce ice problems.

Oliver - Timing is very important to try to avoid times when mammals and fish are likely in the area. Separate from timing, we need to get authorization from DFO to ensure that we are below certain levels of noise.

Mike Z. - With regards to the port, there are two main aspects. The water is not deep enough. The second aspect is the rail length which is more than twice as long which means more fish crossings, bridges and tunnels. The rail line has to be a maximum of 1.5% grade which is almost flat. As for the ice conditions there will be specially designed ships.

QIA member - He is not worried about ice thickness, he is worried about seal impacts.

Reference 4 - 7.25% Coverage

I'm originally from Greenland. We had an accident in Lancaster Sound and the ship got stranded. There was no oil spillage. There was no response in place. If there was a spill it would have had big impacts especially after 3 days of response time. Who would be responsible for this project and any accident?

Greg - We have a spill contingency plan that discussed all scenarios of spills and our response plan. We need to have the proper equipment and people available to respond. It would be our responsibility to deal with the problem.

I am also concerned about the spillage. It's supposed to be a deep-sea port but Steensby Inlet is important for caribou and seals. Why can't you go lower down.

Greg - The smallest amounts of impacts will occur on land with the shorter rail line. Also, the deepest water is at Steensby Port. It is more shallow at Cape Jenson. Bathymetric surveys have been done along the route and we know this is the best option for marine shipping and the shortest rail line.

Reference 5 - 2.59% Coverage

It would be more acceptable to have the port further south. We need to consider our descendants so that they can enjoy the benefits of the wildlife. Thank you for visiting our community. When we be visited again and consulted and informed of future plans?

Greg - Yes we would like to come back every 6-8 weeks to provide you with how aspects are advancing.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting May 17 2011> - § 1 reference coded [7.59% Coverage]

Reference 1 - 7.59% Coverage

Joe: Is there someone responsible for the railroad or shipping route. If we can expand the railway out to the point (Nunviit) as an alternative that would be good. If it is feasible that is. And concerning the ships, would there be 10 to 12? Would they alternate? How much would they cost to build? How can the Inuit benefit from the capital cost?

Matthew – dealt with cost of the ships and how many there would be. He also explained how the ships would be owned by a consortium and Baffinland would be paying for the use of these ships

Carolyne – explained with diagrams the difficulties with routing the railroad over the difficult ground conditions if the railroad was routed straight from near Steensby and down to the point. She then described why the longer route would need needed to get to the point and the difficulties with that route.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet - April 21, 2010> - § 1 reference coded [6.39% Coverage]

Reference 1 - 6.39% Coverage

Zach – We support the project but are concerned over the hunters. They are big ships – why not use smaller ships that can go into Milne Inlet? We feel you're using too big a ship that can't maneuver in the ice.

Mayor – The concern here is the shipping route. On one hand, employment is good and has made a difference. The only problem we cannot accept right now is the shipping route. If there is a compromise it will be the community that will have to compromise. We hope to work with you, and we're doing our best to get the community ready.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 3 references coded [7.48% Coverage]

Reference 1 - 3.11% Coverage

Councilor Uttak – I have different questions again . I have different opinions. Since now in the proposal, it looks like Baffinland is cutting right across. As I mentioned last year, why can't you go between Pond Inlet and Clyde River – it seems to be easier. I was answered there is no room in the fiord. Is that true? Or will it cost too much because of the mountains and tunnels? They will have that kind of questions. It seems to be closer, so I wonder why? Is it getting stuck in the fiord? I know it would cost a lot.

Mr. Chubb – In options, cost is always an issue, but options need to be feasible as well. Going east and even to Milne Inlet into the fiords is not physically possible the ships are too big to get in and turn around. You need to select a location that the ships can get in and out.

Reference 2 - 1.42% Coverage

Mr. Brian Fleming – Has anyone considered a cost of building a train to Iqaluit, versus the shipping cost? And putting in a shipping port?

Mr. Cooper – It is physically impossible to go to Iqaluit. In relatively easy terrain, it is $10 million per km, so 1,000 km is $10 billion to build a railway to Iqaluit. So it is 5 times the cost of the ship, as a rough idea.

Reference 3 - 2.95% Coverage

Deputy Mayor Zacharias Kunnuk – Have you ever considered there is a road to Milne Inlet? They say Milne is not wide enough. Have you ever considered expanding the road further out, not to end of Milne but past that? I think that was what Louis was asking. Have you considered making the road longer so it goes into the open area?

Mr. Cooper – No, we haven't considered that, and it's not practical. On the east side it is cliffs, so there is no place to put the ore stockpiles, then it becomes a national park and we can't build in a park. The other factor to the north is that we could only run the ships for 8 months a year, which would add so much cost to the project that the project would not be viable. These are the reasons we favour the port at Steensby.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - Sept 25, 2007> - § 2 references coded [14.37% Coverage]

Reference 1 - 5.98% Coverage

Councillor: There is a lot of concern in the community about ships and the port.

Mr. Cooper: We had ships this summer measuring the depth of the water for the route to Steensby. Once we have the results of this survey we will share it with the community. We want to plan the shipping so that it has the least impact on your activities. We would like to visit the council every second month to provide an update on the project.

Reference 2 - 8.39% Coverage

Councillor: We would prefer to see the port on the north side of Baffin Island where the water is deeper.

Mr. Cooper: Although the water is deeper to the north, the channel width is very narrow for the size of vessel we will be using. Also, the ice conditions are much more difficult to the north than those found in the route to Steensby. The northern route goes right through the calving grounds for narwhal.

Councillor: Who told you that this area was the calving ground for the narwhal?

Mr. Cooper: We have acquired this information from both scientist as well as with Inuit local knowledge.

<Documents\Public Consultation\Igloolik\Igloolik HTA - April 21, 2010> - § 2 references coded [11.90% Coverage]

Reference 1 - 8.04% Coverage

Solomon – There was indication of the possibility of offloading between Pond Inlet and Clyde River? [building the port at this location]

Matthew – Yes, it was looked at briefly because the communities expressed interest in this option, but because of the fiords the ships cannot enter, and the trains can only do a 3% grade, so it is technically not possible.

Reference 2 - 3.86% Coverage

Q – Could you ship through Milne Inlet in summer?

Matthew – Iron ore is a bulk commodity – it would be difficult to ship everything out in the summer through Milne Inlet.

<Documents\Public Consultation\Igloolik\Igloolik HTO Meeting May 17 2011> - § 1 reference coded [9.42% Coverage]

Reference 1 - 9.42% Coverage

Q: we need to focus on the area around the point where we would prefer to see the port. Why can't the rail simply go straight from the bottom of Cockburn Lake (the same route heading to Steensby) and then from there down to the point?

R: Caroline moved along the various rail options and discussed the issues that would be faced in building and operating a railway. She noted that stability of land is important and that there are limits to how steeply a loaded train could climb. She discussed the increased environmental impacts of alternate rail routings and noted that when one may decrease impacts on water it would likely mean increased impacts on land.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 3 references coded [16.14% Coverage]

Reference 1 - 7.21% Coverage

Louis Tapardjuk – Thank you for your clear presentation. No one seems to notice the ice here. It is a major part of our life. I was born on ice. The ships will be running 12 months a year. People cross over to Baffin Island for caribou hunting. Of course you are looking at the cheapest way to extract that ore. Our descendants will need employment. There is no concern for the environment; only to get the ore. I heard Baffinland say it is too expensive to move the port location. This will be a main point for me and one I make to NIRB. I am not in support of this proposed route.

GM – I would like to address Louis' concern about the environment. Mining is in a different time now. There is much more concern about the environment than there was in the past. The NLCA requires mining companies to look at and assess environmental issues. I think the company has done a very good job on addressing environmental concerns. In regards to the shipping route, over 20 routes were looked at for the Project. It was very difficult to find what mix of rail and shipping routes would work. For example, if the rail line were to become longer the cost of the Project would go up. If it becomes too expensive, the Project may not get built. Other port locations have been suggested, but it is not even known if those other locations are even possible from an engineering perspective. There has been a lot of planning, work, and money put into identifying a location that satisfies the needs of the Project. There are lots of things we can do to work with Igloolik and Hall Beach. For example, we will be looking at creating a detour around the Steensby port for hunters travelling through the area.

Reference 2 - 5.77% Coverage

Q – We would like to move the port further south. This is the view of the HTA. I'm a board member of HTA. This is probably the cheaper option. I would be in favour of that.

Josie – There are many shallow points in Steensby Inlet. Have there been studies done on the proposed shipping route?

GM – We've done studies along the whole shipping route. We know the depth of the route. The route presented on screen looks straight, but it does move a bit. There is enough depth.

Josie – Will the captains have someone lead the way to point out the shallow spots? People of Igloolik prefer the point [Nuvuit] for a port rather than Steensby Inlet.

GM – The big issue there is that it requires the rail line to be substantially longer. That adds significant cost to Project.

MZ – We have looked at that point. It would be an added cost to the rail line. The point does not have deep enough water for a port. We have to look at the rail line, the port, and the shipping route combined. It's all three of those items that make a port site viable. Steensby Inlet is the only truly viable route where all those things work out. Milne Inlet and Steensby Inlet suit those criteria; there is the least amount of impact in those locations. There will be an impact in the shorter term, but we don't believe there will be a substantive impact in the longer term.

Reference 3 - 3.16% Coverage

Matthew Akavak – Moving the Steensby Inlet port further south has been brought up by a number of communities. It seems impossible right now. It will make the Project more expensive than $4 billion. Can you go over $4 billion for this project? What is the line? Can the ship make a round trip on the same tank of fuel?

MZ – In some cases, changing Project components are just not practical. To get the rail line there is possible, but it is not deep enough for the port and shipping lane. You can't get the ships in and out. Is there a number beyond $4 billion? I don't know. We chose a route that was the most practical and had the least impact. There are some routes that are simply not practical even if you throw a lot of money at them.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 4 references coded [7.01% Coverage]

Reference 1 - 2.08% Coverage

Q3 (Samuelie Ammaq) - I am shy to say but I will say my comment. As Inuit we have our way of having meetings. My question, as Igloolingmiut, are we the only ones? Maybe the Igloolik HTO is not being considered? We heard that railway is going to Steensby, what about going to between Pond Inlet and Clyde River? There is nothing there – we want you to go to the east, as if you know you're lying to us, because none of us have agreed here in Igloolik. I thought I could use the railway to pick up soapstone but realize it won't work that way. I recommend the rail line be moved to between Pond Inlet and Clyde River. Show us the two rail lines you are proposing.

Mr. Chubb – Perhaps I can answer the questions or comment. The first was to make sure the company keeps talking to the HTO. The company has been talking to many people and will continue to, including the HTO. We want to hear what people have to say and that's why we are here. The plans that we have submitted have taken into consideration the things we've heard so far. With respect to the railway and its location to Steensby and not to towards Clyde River, we've had to look at where the ore can go to be

taken to Europe. At one point, we were looking at different locations and the only location feasible for the project is the Steensby location. That is the only location that we have found that will work.

Reference 2 - 1.24% Coverage

Q5 (Hon. Tapardjuk) - Thank you for your comments. I understand more now. So the QIA while they are here I'd like to make a comment. Either direction, it doesn't matter which route, since Igloolik has preference on the east side, they are approving it. You're trying to say that without Steensby there is no project. That is a lie. There are other ways. You are just looking at the cheapest way to do the project. Our waters are shallow and the noise will go very far. The east side of the island is much better for shipping. You're saying Igloolik wants the east side, but it doesn't matter what route. If the fuel tanker spills, you make us think that perhaps through the QIA you are protecting our rights.

Mr. Chubb – I'll reiterate what I've said – for this project we have not found an alternative for the port.

Reference 3 - 0.86% Coverage

Q6 – Thank you. Last comment. Steensby Inlet – it looks like they really want to use it, and it is a 143 km railway from Mary River to Steensby and it is all outlined. You can deal with that because you can't bring the ship now, there is no land use plan for that. The land use plan Article 11 in the NLCA it includes the waters in the oceans. In Foxe Basin our hunting grounds there is no land use plan so you cannot use it and put ships there. I am saying to the QIA that we want to be included in the discussions. The only interest of the company is in money. Thank you.

Reference 4 - 2.83% Coverage

Q7 – Who approved in Igloolik the shipping route?

Mr. Chubb – The shipping route in the project – we are seeking approval – we don't have approval yet.

Q7 – Because the hunters and HTO we were not even aware of the Hamlet, but the HTO is dealing with outside the Hamlet, so the shipping route and caribou area we go to Steensby to go caribou hunting and they may even go further south past the islands, if we get caribou in that area they would start hunting there. How will we be able to go there, use our skidoos to go hunting? The rail has a route and the shipping has a route, how are we going to go past those. I need an answer for that.

Mr. Chubb – With the ship traffic through the landfast ice, it is likely that ice won't heal enough during that frequency, you are correct. Where the snowmobiles go across in the landfast ice, it is likely that we would need to set up a detour, so up onto the land at the Steensby camp to get to the other side. We recognize that this is an impact that makes a longer trip to get to the other side. That's something we need to talk about how to mitigate or compensate for that. The Steensby camp would be a place to stop and a place to provide food. This is one of the things that we will be talking to the QIA about as part of the IIBA.

Q7 – Some of us don't agree about the shipping route and railway going to Steensby. It was occupied by Inuit first, and if the caribou comes back we still need caribou for clothing and would go hunting. We'll have caribou only if we have no activity, and the airstrip is somehow in the area too. I feel that we are being deceived that if the Inuit don't agree they can stop it. Those of us that live here, you don't consider our needs. Are you going to avoid our needs or continue without considering our needs by having the ship go through every two days and prevent us from getting across?

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 6 references coded [10.47% Coverage]

Reference 1 - 0.54% Coverage

Q2 – Don't use Steensby; don't use our water. We were put here to look after the land – it feeds us. Don't use Steensby! [applause]

Reference 2 - 1.25% Coverage

Q2 [again] – I don't agree with the proposal to have a dock in Steensby Inlet. A Pond Inlet resident has been in Igloolik and says that the marine mammals have changed in Nanisivik – the marine mammals have come back after a while after closure. Walrus will be disrupted – so no, do not use our waters.

Reference 3 - 2.38% Coverage

Q14 – as for the route, my preference would be to use the Cape Dorset area for a port; there is less ice and so much technology that you can build a road right across Nunavut. You can do it down south and can do it up here. We were in Steensby this summer and saw four helicopters hovering and making noise, disturbing wildlife.

[A brief break was held at the request of the translator; two door prizes were drawn.]

Mr. Chubb – Regarding the idea of a rail line to Cape Dorset – they still need the same ships. It is not practical to construct a rail line that distance.

Reference 4 - 3.42% Coverage

Q2 [again] – roughly 275,000 tonnes of land is being taken away – take it but don't use Steensby [for the full-scale mine]. If you couldn't use Steensby, you could use Milne Inlet, correct?

Mr. Chubb – the question of Steensby Inlet versus Milne Inlet, we are looking at where it is best to build a port – it is more than cost. We've looked at engineering and environmental factors.

Q2 – that's not the question. If you couldn't use Steensby, you could use Milne Inlet, correct?

Mr. Chubb – There are several factors – they cannot ship 12 months a year that is required for the project at Milne Inlet, because of ice conditions and because Milne Inlet is too narrow.

Q2 – Can you use Milne Inlet?

Mr. Chubb – No, not for this project.

Q15 – White people have the technology – figure out how to use Milne Inlet.

Reference 5 - 1.54% Coverage

Q18 – Yes. I don't think I mentioned in English that Prime Minister Stephen Harper just announced a port at Nanisivik. Can you use this port as an alternative?

Mr. Cooper – Baffinland hasn't studied this route in detail but based on our understanding it would be very difficult to build the rail line to this port and would probably be cost prohibitive for the project.

Reference 6 - 1.33% Coverage

Q22 – The road from Pond Inlet to Mary River seems shorter than the rail to Steensby Inlet. I have preference for the north route over Steensby. There is carving material around Mary River – will the soapstone be available if mining is taking place?

Mr. Chubb – The mining operation won't affect the soapstone deposit.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 2 references coded [8.74% Coverage]

Reference 1 - 7.88% Coverage

Simeonie – We were told we won't be able to see the ship, but I'm sure the ships will make noise. People who hunt at the floe edge will be impacted. I'm sure we'll hear those stories once the Project is in operation. At the workshop at Mary River there were concerns expressed about the port location and it was suggested that the port location should be moved further south to where there would be less landfast ice. There were suggestions made about possibly moving the railway as well.

GM – There were many different options investigated for the location of the port before the current port site was selected. We also had to look at where to site the rail line. We looked at many different things like terrain conditions and steepness. The port site and rail line that were selected are the best possible location for them. The location of the port site is set at this time.

Reference 2 - 0.86% Coverage

Josephie – The proposed port is the only option being considered?

GM – Yes, that is correct.

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 1 reference coded [7.57% Coverage]

Reference 1 - 7.57% Coverage

Jayko Peterloosie asked if the hunters at the meeting, those who caribou hunt around Mary River, and go fishing and hunting around Milne Inlet, would agree or not to having a port at Milne Inlet. David Qamaniq responded that at present Baffinland are only conducting exploration. If the people want to buy the ore, then this needs to be thought about, but it is not known if the mine will go ahead or not. Rod Cooper responded that Baffinland has not made a decision to build a port at Milne Inlet, and this decision won't be made until next year. He added that they need to hear from the hunters and information on land use. If the impacts are not acceptable, Baffinland might go through Steensby. Baffinland will need to use Milne Inlet for the bulk sampling program, but this is not for the operation of the mine.

Shelly Elverum – Jayko, what would help you to hear from the hunters?

Jayko Peterloosie added that decisions are being made, but are the hunters in agreement or disagreement? This needs to be talked about and if everyone agrees then things will go well.
Jayko Alooloo responded that this discussion among hunters should be talked about locally and not with Baffinland.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 1 reference coded [12.37% Coverage]

Reference 1 - 12.37% Coverage

Q2 – My question – will you still be unloading at Milne Inlet?

Matthew – During construction, yes, we'll have ships coming into Milne Inlet in the open water season. During construction, there will be very few ships into Milne Inlet, more than likely one trip into Milne Inlet every few years.

Elijah – You've indicated that the ships will be traversing every second day. Is that the way it's going to be, a ship every two days? When they first proposed Mary River, there was a plan to get it going. We agreed with the first original plan, but the reason we agreed is when the shipping wouldn't be all year around – it would be only certain months per year.

Matthew – For Milne Inlet, during the four year construction period, there would be anywhere from 3 to 8 ships per year, only in the summer. Those would be carrying materials and supplies in and out. During operations, for 21 years, only large items that can't fit on the railway would be shipped to Milne Inlet. This is likely one ship every few years. For Steensby Inlet, during construction, we'd again have a few to a dozen ships during the open water season. Once operations began, we would have ore carriers and re-supply ships arriving. The ore carriers would come in 12 months a year, and if you stood on the ice next to the ship route, you would have a ship go by every two days. That shipping would be 12 months a year. Resupply to Steensby would only be done in the summer, in the range of 6 to 8 ships.

Richard – Is Elijah referring to the original plan to ship ore out of Milne Inlet 8-9 months a year?

Elijah – Yes. Maybe I should explain. You came specifically to Pond Inlet in the beginning, and came to us, asking if we are in favour of Mary River. At that time, you indicated that once the ore is being excavated. At first they were going to Milne Inlet and then they changed to Steensby Inlet. We were able to agree with Baffinland if they would operate certain months of the year. They agreed then that even though the ship would not be going through here, Pond Inlet would be impacted.

Matthew – That was the plan before any of the assessments were done onsite, including the ability of large ships to access Milne Inlet.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 1 reference coded [3.52% Coverage]

Reference 1 - 3.52% Coverage

Q5 – Would it proceed even though Baffinland seems to be contempt by proceeding with the proposal. Suppose the community does not support the proposal, then what will you do.

Bill – If there is general agreement that the project should not proceed, then it will not proceed.

Q5 – We need to look at the pros and cons and consult with the community. Once you get a clear sense of approval. The Igloolik people know the area very well, and we too care about the Milne Inlet area, and therefore we cannot approve of ships going to that area. For some reason it seems that our wildlife is not being ignored based on the economic picture. I think that's the whole perception – that you have no concern for the wildlife. Our livelihood consists of the animals. We don't live like the white people – who rely on the financial situation only. We rely on harvesting. Lots of money and no wildlife is not good. The QIA you should ask the concerns of the Inuit. You're only negotiating on these agreements without consulting. You should consult with the people before you bargain.

Stephen – The QIA are consulting. .I… If the communities don't support the shipping route, it would put the QIA in a difficult position regarding the project. It starts with the environmental assessment, and there is the IIBA and negotiations will continue.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 4 references coded [21.93% Coverage]

Reference 1 - 3.97% Coverage

MZ – The gauges we have put in the water have been used since 2005. They are passive gauges and only monitor tidal water flow. They do not emit sound. They are only monitoring tidal activity.

Ham Kadloo – The company has presented a positive spin. But we have stated on multiple occasions that there may be impacts on wildlife. We've talked about building a port between Pond Inlet and Clyde River. I've been involved in the IQ study. I would like to know if the baseline will involve IQ.

MZ – I would like to talk about the different port sites we looked at. [Discussed the various port sites assessed for the Project]. Selecting a port site involves finding the right combination of locations for a shipping route, rail route, and a port. We need a port where these three things are feasible to construct and operate. The route between Clyde River and Pond Inlet did not meet these criteria.

Reference 2 - 10.26% Coverage

James Attagootak – Have you looked at all these different options for the shipping route? I only see the Milne Inlet and Steensby Inlet routes marked on the map. If you've studied them, they should be included. Although they may be expensive, I would like these alternatives be examined. It's hard to know if you've looked at this or not if you don't show us. My second question is in regards to Steensby Inlet. That area is fairly shallow. You will need to dredge to make sure the ships can get in. There are char and other species there. There will be explosions and dynamite that will affect the animals. I've heard discussions about moving the port to Nuvuit. When it's foggy it will be hard for the train to see what is in front of it. What will happen if the train kills caribou when it is foggy? Will there be compensation? You also talked about the shipping in summer from Milne Inlet. A lot of people from Pond Inlet are in complete opposition to this option. You will be impacting their livelihoods and will need to compensate them. If you do this, all the wildlife will leave the area. In Resolute, they said all the animals left when the ships came in for the mine.

MZ – [Discussed various port location options and siting restrictions; shows port alternatives slide]. There will be no blasting at Steensby Inlet; we've changed our port design to make use of steel containers filled with rock. There will be no blasting necessary with this design. We have not chosen the least expensive option; we looked at the best option for the Project. We've always said that if the communities don't want this Project to move forward, it will not move forward. Yes, Steensby Inlet is a shallow basin, but we have done studies and determined that it is deep enough to ship. Building the port at Steensby Inlet is more expensive than Milne Inlet. We looked at the most doable option. We have looked at ways to get this Project moving as quickly as possible. We need to generate revenue; currently we only raise income and don't generate any revenue. We believe the Steensby Inlet option will have the least impact. But, we're looking at both options and studying them as a way to get the Project moving quickly. Compensation will be paid if any animals are killed. This will be part of the IIBA negotiated with the QIA.

Reference 3 - 5.33% Coverage

Enokie Inuarak – Steensby Inlet and Milne Inlet seem like the only options?

MZ – Yes.

Enokie Inuarak – You can't afford any other options?

MZ – It's not a matter of affordability. It's a matter of practicability. We need to be able to build it. The rail line can't be constructed on anything steeper than 3 degrees slope.

Enokie Inuarak – It seems like those are the only options then. I have seen where you guys have studied; it looks like you can go further south.

MZ – [Describes the evaluation of port and route alternatives and selection process used].

Enokie Inuarak – There are airplanes that can carry tonnes and tonnes. Does that cost too much? If you can't afford that, you can't afford to build Mary River. Because country food is the most important to us. It's the healthiest food we have. We can barely get healthy food from the stores, you can check for yourself.

MZ – To fly would cost $1000 per tonne. We only sell it for $60-70 per tonne. You're right, the mammals are important. We want to minimize our impact. We will be filing a Draft Environmental Impact Statement. It will be about 5000 pages long and look at all the main animals and our potential impacts on them.

Reference 4 - 2.37% Coverage

Timothy Aksarjuk – What was Igloolik's position on building a port at Steensby Inlet? If this will become a year round operation we know there will be an impact.

LB – There is a very big concern. The marine mammals are a concern. There was discussion of blasting by fish bearing lakes. There are also concerns about walrus, as there are a number of haul-out sites in Steensby Inlet. That is why Igloolik wanted the proposed site moved to Nuvuit. They thought the port location would make it difficult for Igloolik hunters to harvest.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 2 references coded [3.59% Coverage]

Reference 1 - 1.55% Coverage

Q4 (Non-Inuit man) – I am wondering if you can go back to the slide with the mileage. It's a follow up on James' question and Ham's in terms of location. My question – when you look at this map, a route and accessibility to the east? I lived in a mining site in Labrador for years. This area here (Milne Inlet) is highly sensitive. If you could put a line there (to between Pond Inlet and Clyde River) you have one route and it wouldn't be sensitive.

Mr. Cooper – This isn't a particularly detailed map, but there appears to be a route partway through the Ravn River valley. But the fiords. There is a route. Narrow fiords. But the biggest difficulty of all is the ice that builds up – it is not only thick but gets a lot of pressure. So according to our shipping partner, it is almost impossible to break through the pressure ridges that are up to 20 m thick so it is almost impossible for the ships to get through that ice.

Reference 2 - 2.04% Coverage

Q14 – I am Inuit – don't think of me as white. [Referring to map] – From here (Milne) to there (Steensby) is 180 km (It's about 240 km). From here to there (bottom of Admiralty Inlet) is the same distance. Or even to Nanisivik. Milne is a narwhal area and Steensby / Foxe Basin is walrus and will probably be affected there. I would prefer if you would go west and even to Nanisivik port. But even if you try to go there [don't know where] it is dangerous. And Inuit are being trained but when mine closes down those who are trained will lose jobs. Have you considered Inuit on ships? I had a blind grandmother who …. [didn't record]. Last one, I know Japanese have offered you lots of money, maybe $100 M. Is it more important to compare 20 years from now if I can get caribou or for you to get money? I am going to ask for more compensation for those that are lost.

Mr. Chubb – I appreciate the comments there. Speaking about the shipping opportunities for employment. There are certainly opportunities on the ships for jobs, and we have talked to our shipping partners about this. As we've discussed several times this evening with respect to impacts and benefits, we need to make sure the benefits outweigh the impacts.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 10 references coded [7.86% Coverage]

Reference 1 - 0.17% Coverage

Question: Paniloo Sangoya/Pond Inlet - How long will Milne be used and is it too small for the big ships to come into?

A: Milne would be used for 4 years; the size of ships used would be similar to what comes in to your communities currently. It would be used for the summer months only during open water and for the full project length.

Reference 2 - 0.26% Coverage

Question: Cornelius Nutarak /Pond Inlet – We have heard about the route at Steensby. Igloolik is not in full agreement with it. The Milne option is of concern to us

MTP: Baffinland will be proposing this as an option in the EIS.

Cornelius: Is that the cheapest route? Can we find a port that everybody agrees on and progress to the next stage?

MTP: Anybody can make comments as part of the process. However, this is the project description as going to NIRB. We will continue to listen and enhance the Project where we can.

Reference 3 - 0.25% Coverage

Question: George/Igloolik - I am happy my elders are passionate about this. Baffinland has been at this for a few years and I am impressed. This hasn't been brought up before - you don't seem to be using the traditional name of Mary River, which is Nuluujak. [unrecorded comments]. I would like to see what other route options were looked at, like going to Clyde River or Arctic Bay. I have asked for this and we have to see this.

MTP: All this will be included in the EIS and can be looked at there.

Reference 4 - 0.78% Coverage

Question: Ikey/Pond Inlet – The study conducted in 2007 - I believe there were many whales in the area back then. On August 12, 2010 there were hardly any narwhals when the ships started coming. It has already impacted the whales. There is a family that camps here [points on map] and can hardly see whales now. There used to be whales and fish here. When you talk of ships going back and forth once production begins, there will be less whales for sure. Pond Inlet people are really defensive and protective of this area. You are trying to make money from iron and we want to keep this area for the marine mammals. You have to think about this thoroughly. Whales and the seals all have to be studied. They are out in the open water and staying away. It has changed a lot already because of the ship. That's what I want to speak of. Thank you

Question: Louis/Igloolik - The Pond Inlet people are really protective. It is their livelihood because we are Inuit. We survive on that. I want an answer. Between Pond and Clyde River, I asked this question 3 years ago, the ship is so big that it cannot go into the inlets there? The mountains will make it impossible? Is that true? Were there studies conducted on this? That is my question.

MTP: The answer is no, we cannot go that way. We cannot build a rail or road between Pond Inlet and Clyde River. Current Project economics mean it cannot be done, because the coast is too rocky and mountainous. There are also lots of ice issues in this area and it would be too far to build a rail line. That is why we are not presenting it as an option.

Reference 5 - 0.56% Coverage

Question: David/Igloolik - I like Pond Inlet muktuk and would like to see a decrease in the number of ship traffic. This topic keeps popping up even back home. We go back and forth on this item. On the other side of Steensby Inlet where the proposed shipping route is you say it is deep enough. I flew over this area and looked at the islands - the turnaround area. The deeper part is pretty narrow to turn. I don't think they will try to deepen the water next to the port. There is probably a spot near the island where they would increase its depth. It seems better if the ship has to go through Foxe Basin. It is going to cost more money to move the port further down and closer to the open water area. It may be more expensive but once it is done it will pay off. It can be done. The currents are not the same strength as in the north Baffin, but the ship will go through strong currents. Between money and the people, which is more important to you?

MTP: The people are important to us. However, options must be economically feasible. Moving the port further south is an option, but I cannot answer whether it is economically feasible.

Reference 6 - 0.30% Coverage

David Irngaut – I'm representing my community, the HTO, and the CLARC committee. There is not complete agreement in my community about the location of the port and route. We will need to talk about this further. They still use the route for caribou hunts in winter time. Is it possible for the port to be moved further out into Foxe Basin? The animals are our livelihood. We live on them. When we go hunting we share our food with the community. Community members will need to go to different locations to go hunting.

MTP: Thank you. We will continue to work with the communities to remedy concerns.

Reference 7 - 3.27% Coverage

MTP: There was a question about moving the port facility to a point southeast of the currently proposed port [Nuvuit]. This option would cost an extra $300-500 million to build. This is just my quick estimate. It would likely also delay everything by at least two years. There may be other environmental reasons this port is not feasible that I would need to look into. We have now finished the baseline studies for the Project. We are in the process of completing the Project Description. NIRB requires that we only present one option for the Project. This is only partially complete. We aren't able to discuss changes to the Project Description, but we can talk about the baseline work we did. The Project Description cannot change. We also still need to complete our analysis of potential Project impacts and work out the details of our monitoring and follow-up programs. We can talk about the details of our monitoring program. Your suggestions are all very good. But it is extremely difficult for us now to talk about changing the port location. We have already made adjustments to our Project. For example, we have moved the shipping route further east in Foxe Basin, and made adjustments to other Project infrastructure.

Nigel Qaumariaq – What Levi and the elders have said is very important. You have said the Project Description is not complete because you are still considering the road option. This shows that you have the flexibility to make changes. We have heard that people from Igloolik still use the Steensby Inlet area. Your IQ work even shows there are lots of seals in Steensby Inlet. I think it would be very welcomed by people in Igloolik if you consider moving the port site.

MTP: Thank you.

Mathew Akavak/QIA – If your port site was built at that point [Nuvuit] there would be less impact on the ice and seals. Another issue of concern is the ability of travelers to cross over the ship track.

David Irngaut/Igloolik – If the port was built on that point [Nuvuit], we would definitely have more room to travel. We are only now coming together to talk, only after the decisions have been made. It is too bad we didn't meet earlier and we could have suggested a different port site.

Solomon Qanatsiaq – I've see the iron ore here and it is great. You should look at building the port site at Nuvuit Point. It is not much farther than the proposed port. It is closer to the floe edge and it would be easier to turn around. This is the first time we have heard all of this. When they build products of iron ore in the south, make sure they know it came from here.

MTP: I will need to go back and find out what we know about this area and why we chose the port site to be where we did. We will have to look at all the environmental, archaeological, and financial considerations. This option you suggest would add approximately 60km of rail.

Mathew Akavak – If your current route is not changed it will have an impact on fish and seals.

Stephen Bathory – I came in a bit late. I'm sorry. I want to clarify with some of the people who have already spoken. The Nuvuit site would be a more appropriate site for a port? David, is that correct?

David Irngaut – [Nods yes].

Stephen Bathory – I would like to ask Baffinland when, since 2007, have alternative port sites in Steensby Inlet been considered with the communities? I appreciate the difficulties in designing a project. I also appreciate there is a real opportunity to address the concerns of the people from Igloolik with the re-siting of this port. I just want everyone to be clear of where this discussion may lead us in terms of the NIRB process.

Bill Napier – This is an important discussion. With all projects we need to make decisions about where to locate different project infrastructure. In this case, we are looking at the location of the port site. A couple days ago the group was discussing the possibility of building a rail line to Arctic Bay or Clyde River. There has also been some discussion on moving the rail line 1km over, here or there, but not of such a large change like what is proposed now. Environmental assessment is a planning process. There is the potential to change the location of project infrastructure components. But, what I think we will find out is that no matter where you put the port there will be issues. The biggest concerns will be related to mitigation. The biggest issue will be how you manage the facilities. At the end of the day, the focus will be on how to operate the facility properly and protect the animals and the sea. What we can do, is go back to this alternative that has been proposed and discuss with Igloolik the positives and negatives both of what we're proposing and for the new candidate site.

George Eckalook – QIA would also participate, not just Igloolik. We represent all of Baffin region. All 7 communities will need to participate. Before lunch we heard the company's plans were set. You are basically concerned about how much money things will cost. We are mainly concerned with the animals. We have to work together – Baffinland, us, and the government. There were concerns that were brought up. This is an area where seal pups are born and where hunting occurs. We were told that building a rail line to Nanisivik is too expensive. In Steensby Inlet the boat will have to go backwards through all that ice. I am concerned about the marine life in the ocean.

David Irngaut – I'm looking at the extra cost of building that port at Nuvuit Point. When I go home to Igloolik we will be discussing this issue with HTO, Hamlet and CLARC members. We should probably go and visit this point. [Comments about DFO unrecorded].

MTP: We have been engaging with DFO on a number of matters.

Nigel Qaumariaq – This is the first time we're seeing the baseline data. That includes us who are in QIA. I believe you are still collecting some baseline data. So, you made your decisions without all your baseline data. I think you need to take some steps backwards now.

MTP: Steensby Inlet has been identified as a potential port site since 2007. I'm going to go back in the meeting minutes to see what was discussed.

Warren Bernhardt – [Brings up imagery of the proposed port site on Google Earth].

MTP: You can see the area is very shallow around that point. However, I don't want to base our discussion on Google Earth imagery. I will look at my notes.

Bill Napier – I would suggest that everyone take a look at the EIS and what is currently being proposed. We can then sit down together to discuss the issues. We have been collecting baseline data for a long time. We will continue to collect data through to mine closure.

Reference 8 - 1.33% Coverage

Stephen Bathory – How do we go about talking about the ideas proposed by Igloolik? It's a matter of how real we want this alternative to be [the Nuvuit Point port site alternative]. Everyone has spent a number of years working on this project and thinking about it. The difficulty we all have is that this all gets funneled into a process run by the Nunavut Impact Review Board. The outcome of our future discussions will determine how real an alternative this is to become. We are working within a window of time. Is it possible Baffinland will look at a new port site? It is not very likely considering the timeline they are working with. Your suggestions are taken very seriously by us at QIA. Now it is a matter of how to address these concerns. Bill has volunteered to travel to Igloolik to discuss this matter. We need to decide how we want to approach this and what we want to decide on the matter.

Mathew Akavak – There were community consultations in Kimmirut and Cape Dorset. They had many questions but weren't given answers by Baffinland. Kimmirut and Cape Dorset are only now getting involved in the Project. Baffinland has already made up its mind. There was a person here who had a question that was brought up four times but never got an answer.

MTP: We've been in Kimmirut three times. Once with NIRB, once for a community consultation visit, and once for an IQ workshop. The same occurred in Cape Dorset. Our IQ visits didn't have a lot of Baffinland representatives attend due to accommodation issues. I was originally scheduled to attend the meetings in Cape Dorset but due to unfortunate community circumstances we were asked to cancel our meetings by the community. I'm a little surprised to hear we didn't answer a question even though it was asked.

Mathew Akavak – You never had a representative from the shipping company in the communities. This is the first time you have a shipping expert here.

Mikidjuk Kolola – There was a visit in June that occurred [IQ workshops]. We hear all the time that questions are written down and someone will get back to us with an answer later on. We haven't gotten answers. My perception is that we just get together and don't have our questions answered. There are a lot of seals in Steensby Inlet. We want to protect those animals. They are our livelihood. It seems you don't care if you impact the animals. You only want your ore.

Mathew Akavak – The only answers we got in Kimmirut were pretty embarrassing. Someone said that when the boat passed over two seals, four would pop up in the back. That was a pretty stupid answer.

MTP: That was only an example. This is the first I've heard about this concern. Perhaps we can discuss this further at break.

Reference 9 - 0.19% Coverage

Question: Nigel Qaumariaq – With these high iron ore prices, have you looked at your other options again? For example, going between Mary River and Nanisivik?

Bill Napier – We are looking at the Milne Inlet option because the infrastructure is already there. The road already exists. Moving material by truck is about ten times more expensive than shipping material by rail.

Reference 10 - 0.76% Coverage

Question: Mathew Akavak – Is it possible to go back to the list of community consultation visits?

MTP: [Shows list].

Mathew Akavak – The communities weren't consulted back in 2005 [date may be incorrect] when these studies were conducted. Igloolik was only consulted after the fact; after the decisions had been made.

MTP: There was a process to figuring out where the rail corridor would go. The routes weren't confirmed until the Project Description was finalized, which was this month. I can confirm with Canarail when every route was assessed and what was decided. We will bring this information to the meeting with QIA.

Mathew Akavak – [Missed comments]

MTP: We didn't select a location, we proposed it.

Question: Nigel Qaumariaq – His question was 'Did you go to Igloolik to ask them about the proposed port site? To discuss other options?

MTP: I don't know. I would need to check the meeting minutes.

Stephen Bathory – I was at some of those meetings. It was a different time for the Project. They were very caught up in the bulk sample program and were working under a tight permitting schedule. It is a different company now. The people that are here today are different than the people who were with the company in the past. QIA was learning throughout this process. The economic slowdown gave us an opportunity to think about how we wanted to proceed. We made some mistakes. [Comments missed]. I'm guessing the discussion you're referring to didn't occur. Information on how these routes were selected is still important to have.

<Documents\Public Consultation\Workshops\Kimmirut IQ Workshop Minutes (PC) - June 21, 2010> - § 1 reference coded [0.79% Coverage]

Reference 1 - 0.79% Coverage

Q: Does Baffinland have an alternate to the Hudson Strait route?
A: (Jason) No, they looked at other areas, but none are feasible except for building a port at Steensby Inlet. Other locations such as Nanisivik, Milne Inlet, and Clyde River were looked at, but it would have been much too expensive to build a rail line to those areas.

TRANSPORTATION – SHIPPING - BALLAST

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 1 reference coded [0.78% Coverage]

Reference 1 - 0.78% Coverage

Tommy – Will the ships be returning empty or with water?

Bill – Yes, the ships will be carrying water. One of the concerns is exotic species. When the ship comes across, it will exchange ballast water at sea in the North Atlantic so that it has local water coming into the port.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 1 reference coded [1.95% Coverage]

Reference 1 - 1.95% Coverage

Moses Oyukuluk – What will happen with the ballast water from the ships?

MZ – Ballast water is very tightly controlled internationally. Any ballast water will be picked up in the mid-Atlantic. It will not be European water. This is because we are concerned with invasive species.

Moses Oyukuluk – Before you empty your ballast water, I think it should be checked to make sure it is not contaminated. How long would it take to stop the train if it needed to stop?

MZ – It would take between 500 m and 1 km to stop the train. That is normal for almost any train.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 1 reference coded [5.86% Coverage]

Reference 1 - 5.86% Coverage

Q5 – You've indicated the ship will be carrying ore from Steensby to Europe. When it's coming here, there was indication that the ship will need ballast which will be emptied at Steensby. I have concern with that. Crustaceans are part of the diet of sea mammals. This is why our walrus here and walrus of Europe are quite different. There is a possibility that you empty the ballast water in the arctic and it will have an impact on the sea mammals in the area. The water is not our garbage dump – we look for food in the water. Being concerned about this – I think you should look more into this ballast concept. The fish breeds in the water. We from the arctic live in a cold climate, and when we go into the warm climate it has an effect on our system. Also, being a people who take the resources from the arctic, and the people in this immediate area are not compensated. For example, spread money equally among the affected communities. As unemployed people, it isn't a bitter battle, but it creates problems for people we are unemployed. He's speaking not so much from a position of opposition, but the young people in the future are going to be much more aggressive than we are. Young people today are more into money than people my age. It is not customary for people to want money, but now young people gang up on elders to get money.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 1 reference coded [2.52% Coverage]

Reference 1 - 2.52% Coverage

James – The ship going north won't be carrying ore? I would like more information on the water being carried aboard the ships from other places.

MZ – There are very clear rules and regulations around ballast water. Ships collect ballast water and empty ballast water in the mid-Atlantic Ocean. They are not allowed to exchange ballast water at port locations. All ballast waters will be clear of invasive species.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [1.90% Coverage]

Reference 1 - 1.90% Coverage

Where is the ballast water going to be dumped? Will there be invasive species?

Mike Z. There are strict rules to prevent this. Ballast water will replaced in the mid Atlantic. Ballast water is tightly regulated to prevent these (invasive species) problems.

<Documents\Public Consultation\Igloolik\Igloolik HTO Meeting May 17 2011> - § 1 reference coded [11.26% Coverage]

Reference 1 - 11.26% Coverage

Q: Considering the many small islands through the area we know that this in an important area for migratory birds and that the ship path may impact them especially in the time when they are flightless after eggs are laid. We have seen ships affect these birds. I also have concerns of other wildlife near Steensby like walrus and seals. How will we know what impacts really are? Also what about the exchange of water from the ships at port or the discharge of dirty waters from the ship?

R: there will be a need to monitor the situation and the best placed for this monitoring are those from the local area who know the land and the wildlife best

On the ballast water question Tim explained the exchange process and confirmed that no untreated wastewaters would be discharged from the ship

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting Aug 16 10 Notes_revised> - § 1 reference coded [5.34% Coverage]

Reference 1 - 5.34% Coverage

Q8 – I am concerned about where ballast water is dumped from the ships. Does water from Europe get dumped in Steensby Inlet? A – It is a rule for Ballast water to be dumped and refilled at International Water boundaries so that there is little risk of any potential contamination.

<Documents\Public Consultation\Kimmirut\Kimmirut HTA - April 26, 2010> - § 4 references coded [13.63% Coverage]

Reference 1 - 3.36% Coverage

Sandy – Once you load the ore in Mary River, they would traverse a long ways. The ballast from Europe is a concern. Can you explain if you would be emptying the ballast water from Europe?

Matthew – In Europe they will fill their ballast tanks, and on the way over, they would empty their ballast tanks and take on fresh seawater in the deep North Atlantic. The ships would come into Steensby Port and would empty all their ballast water there. By re-filling in a deep sea area. There are lots of international and Canadian requirements regarding this.

Sandy – It wouldn't be polluted?

Matthew – It would be the same water as here – taken from the North Atlantic.

Reference 2 - 2.85% Coverage

Chairman – You're indicating the ballast will be filling in Europe, and once you go half-way, you will empty the ship and once you get to Mary River, you will have to release the ballast again. Will you be monitoring?

Matthew – Yes, we're going to be monitoring right around the port.

Chairman – What about the ballast being emptied at Mary River – would you be monitoring?

Richard – Ballast water exchange is required by Canadian law and it is standard practice, so there are no plans at this point to sample the ballast water from the ships when it is released.

Reference 3 - 0.85% Coverage

Matthew Akavak – The ballast tank is separate from the ore holding compartments?

Matthew - Yes

Matthew A - Because I think that is what people are worried about.

Reference 4 - 6.57% Coverage

Q4 – For the ore ships and the route, in mid-winter, is there a plan to make a test run? Also, is this shipping route approved by the federal government?

Matthew – We've now been discussing the option of bringing an ice breaker in before the operations. It probably wouldn't be the ore carriers for the project, as they are still being built. That would be as a test run or example. As for is this route already approved, it is not currently approved, it is only approved, it is only proposed. It would be approved as part of the environmental assessment process.

Q3 – The waters around Canada and the waters around Europe and mid-Atlantic – are they different?

Matthew – The waters of the North Atlantic and around Baffin are the same. But it is different than the waters in northern Europe. That's why we switch the waters when we get to the North Atlantic.

Q3 – How long until you are in Canadian waters to exchange the ballast water?

Richard – Labrador Sea.

Q3 – When you go to the port at Steensby, when do you release the water?

Matthew – You don't take on any water going to Europe because the ship is full of ore.

Joe – I just want to give a clarification on what is Northern Atlantic and changing the water – but I think I got the clarification – that it would be Labrador water.

<Documents\Public Consultation\Kimmirut\Kimmirut Public - April 26, 2010> - § 2 references coded [17.23% Coverage]

Reference 1 - 15.63% Coverage

Q6 (Woman, Naomi Akavak) – Thank you for coming back, and we are understanding more – information is being provided on the mining project. It was quite useful to have the visuals on the project. My first question is regarding the fact that there is no iron ore in southern regions elsewhere? Second question – regarding the large ships. I know for a fact there will be ballast dumped into the ocean – has there been a study of the impacts of dumping into our oceans? And any study on the impact to the water being dispersed to the ocean – from waste solids from overseas in the ballast water? And any study on the impacts to the environment from other places in Canada? And a long-term study on wildlife impacts?

Matthew – The first one – why would we want to mine this iron deposit – the Mary River deposit is one of the purest iron deposits in the world. Most iron deposits require processing prior to use. But Mary River iron ore is so pure it can go right into the steel miles. It's also one of the largest deposits in the world. So that's why we are focusing on the Mary River deposits. With respect to the size of the ships, I've shown them on the screen – they are very large powerful ships. They are large so we have fewer ship passages. With respect to ballast water from the ships, these ships would be built brand new, so they will include the newest technology on ballast water management. Essentially, any water picked up in the port in Europe would be exchanged for water from the same system half way through its trip back to Canada.

Richard – There are Canadian regulations that require ships to exchange ballast water in the high seas. These regulations exist because the couple of centuries of shipping in and out of the Great Lakes has resulted in invasive species taking over in the lakes. So the issue is well understood, and the regulations are protective to make sure this doesn't happen. It is now standard practice and law that ships exchange their ballast water at sea.

Reference 2 - 1.60% Coverage

Q8 – (Sandy Akavak) – Why does there need to be ballast water – because the ship will tip over? Or go round in circles?

Matthew – Yes, ship stability, by making the ship heavier so it doesn't tip over.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 4 references coded [12.86% Coverage]

Reference 1 - 5.53% Coverage

Joannie – Could you give a bit more explanation about the port? About how you plan to clean the water before discharging it back to the environment? Will you be cleaning out the ballast after the trip?

GM – Any wastewater or runoff from site will be held in a holding pond. The water will then be run through a wastewater treatment plant; this will make sure the water is safe to be discharged. In regards to ballast water, there are shipping regulations that control this. Rules are in place that requires ships to discharge ballast water prior to entering Canadian waters. They would then fill up with new water.

Reference 2 - 1.40% Coverage

Q – Where are the ships going to get the water from?

GM – If the ships did fill up with water for human consumption it would only be a very small amount.

Reference 3 - 3.32% Coverage

Simeonie – What if there are chemicals in the ore that mix with the ballast water that is discharged? Would that have an impact?

GM – There are no harmful chemicals in the Mary River iron ore. The ballast water would not pick up any chemicals from the iron ore. Dumping the ballast water in the ocean will also ensure there is no foreign water dumped here in Canada.

Reference 4 - 2.62% Coverage

Q – I'm a bit confused about when and where ballast will be emptied and loaded. Why is there a need to empty the ballast?

Levi Barnabas – I have asked that same question. There is a regulation that requires ships to manage their ballast. [Clarifies the ballast loading/unloading process].

<Documents\Public Consultation\Pond Inlet\BIM Notes on GN Development Workshop - November 13, 2007> - § 1 reference coded [3.27% Coverage]

Reference 1 - 3.27% Coverage

Concerns about ballast water and dirty ships discharging into the waters off Baffin Island , which was answered by E. Prosh (EDT)

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 1 reference coded [0.75% Coverage]

Reference 1 - 0.75% Coverage

David Q asked about ballast water — will there be an effect from this being dumped? Eric Prosh (EDT) indicated that under Transport Canada rules ships must discharge and replace ballast water mid-sea in order to environmental problems.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 1 reference coded [15.63% Coverage]

Reference 1 - 15.63% Coverage

Jayko – On the last page of your presentation in Inuktitut, there is some wording I don't like. The translation is a bit different from the English. Baffinland and the QIA will be working towards an IIBA agreement. In 2009 an MOU was signed. To ensure there is employment, training, business opportunities, workplace conditions. And in 2010 the goal to reach agreement in principle. I just want to clarify for the Inuit – they are slightly different versions in Inuktitut. In February we had a meeting in Iqaluit in regards to the Foxe Basin walrus working group, and at that time we asked the questions about the large ships. There will be quite a number of them that will be transporting ore. And on the return trip, they contain a liquid in the hold. In the Foxe Basin area, the walrus especially, and we all consume walrus from that area, the ship will be full in German and will come to the Foxe Basin. This needs careful consideration, in order for the walrus not to contract any disease. Will there be shipping after every four days. It might affect the microorganisms. Seawater from down south contains a lot of contaminants. And directed to the QIA, regarding the final agreement in principle, I keep going back to it, because the QIA should ensure that the communities… the QIA is in a tough situation, because they need to reach an agreement. That is a major concern to us. This problem will persist, providing logistics… You should have a joint meeting to discuss – employment opportunities should be given to the communities involved. It is good to hear that Baffinland is coming to the community, and lots of jobs – good to hear. We are the closest community though. You are going to damage our land, and the marine mammals would be bothered. It will not benefit us, which is unfortunate for our future. I wanted to reiterate that employment and business opportunities should be made available. We agree with KP and their wildlife research – we have totally supported them in that regard, but the fact of providing employment, and having business opportunities, if it isn't going to be provided in Pond Inlet, I mentioned earlier, that I was glad BIM are coming here, but there is nothing concrete. You are not mentioning good news about employment or contracts. I will go home disappointed. So how will you affect the communities? On the IIBA, it is currently being negotiated, but Pond Inlet does not know anything about it. Pond Inlet needs to be involved in these discussions.

Bill – With respect to the water you mentioned in the ships, when the ships leave Steensby they will be filled with iron ore going to Europe. When empty, they need to be filled with water to ballast the ships and make them more stable. There is a concern that exotic species will be in that ship water. To prevent the transfer of species from one location to another, what ships are required by law and also contractual arrangements is to exchange the water in the North Atlantic, to ensure that the water in the ship is similar to the water at Steensby. That's an important question and one that will be addressed in the shipping plan in the EIS. And we are using our experience on other projects.

I am not sure about the comment regarding salt in the water. The difference in salt concentration is very minor between here and Europe it becomes different from northern hemisphere and southern hemisphere. But this is more or less irrelevant given we will be exchanging water.

Regarding communication, we are planning to improve and issue a bulletin quarterly regarding any announcements that the company has made in the past 3 months, and work planned at site. Qav can read this over the radio.

Dave – On the expeditor, you're right, in 2008 there was a QL employee based here doing logistics. And after 2008 when things slowed down, we didn't need the expeditor again. Regarding the co-op we are continuing the food contract again this year, and we'll need additional services with linen services. We plan to come to talk to the co-op board, and to look at other business opportunities for the co-op. The one thing about the co-op is they are one of the biggest organizations in the eastern arctic.

Philip – I have something to say on funding. As a negotiator, I am wondering about how we are going to negotiate

In Pond Inlet and Igloolik, we have been making every effort to hire people…

QIA are not just agreeing with Baffinland, we are making sure the ….

If we had used our own funding, it would have meant we'd need to borrow money. NTI did that and they are still paying back the federal government. If we used our own funding…. we have not used any of our own money for negotiation. We requested funding from Baffinland…. as a result training has not been activated. As a result, the QIA board decided in March to provide its own funding for training. We would have to figure out how much funding we would need in the high arctic. So we've requested funding that was not forthcoming.

We will be working – the HTO and CLARC – will be working together to see how we could support them. So the QIA will be providing the funding for the workshop. Thank you.

Jayko – Yes, I have a clearer understanding now. It is very easy just to make a comment that he made earlier. It sounded very simple regarding the explanation about salt in salt water. I am requesting that in the planning stages that a representative from each of Igloolik and Pond Inlet should go to Europe and look at the condition of the salt water. Baffinland should delegate two people to from Pond Inlet and Igloolik to go to Europe. I want to see a letter in writing about how Pond Inlet will benefit.

Bill – Yes, regarding the management of ballast water, that will be in a management plan. Before we submit that document to the NIRB, we'll have a chance to come back to discuss with the community what is in the plan. May I suggest that we take a 5-10 minute break.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 1 reference coded [1.26% Coverage]

Reference 1 - 1.26% Coverage

Q. The ships will carry water (as ballast). If discharged this water can damage the food chain.

A. All ships operating for this Project will have to abide by strict ballast water discharge rules. For example, the ships will not be allowed to discharge water from Europe in Nunavut waters.

A. (Joe) I attended the previous meeting in Cape Dorset hosted by Baffinland. The response made at that meeting was that the ballast water would be Labrador (Sea) water.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 2 references coded [0.97% Coverage]

Reference 1 - 0.31% Coverage

Question: Cornelius /Pond Inlet – When the ship returns to go overseas to Germany, there is a concern they will get a ballast over there and when they come here they will have to dump it. Can we maybe drain the ballast and get ballast water closer to this region before they come in to the Inlet? We want to make sure there are no contaminants.

MTP: Tim Keene can explain how the ballast exchange works.

Tim Keene/FedNav – We have been doing this for many years now. When ships come from overseas they change their ballast in the middle of the ocean where the water is the deepest, so no foreign waters come in to local waters.

Reference 2 - 0.66% Coverage

Question: James Atagootak/Pond – I was flying around in this area and there are animals over there besides the Inlet. We saw whales on the move and in front of Pond Inlet. In summertime we saw whales feeding in Eclipse Sound where we were hunting whales in the open water. For this Aug. 12th study there were animals there too. Sea mammals move everywhere. It is unfortunate there is no indication of mammals from you study in the Eclipse Sound area. This inlet also has whales. This is currently being used by ships and there are still whales over there. The proposed ship would have ballast water from overseas and there are currents going from the inlet outwards. This would be an irritant to animals and the people. I wanted to speak of this. Also, ballast water has different organisms that are foreign to this area. This is a concern of ours as there will be biological matter that is foreign to us.

Warren - I will clarify the map a little. It is correct there were animals found all over, but this map shows narwhals only. We may have seen bowhead whales, beluga, and harp seals, but for the purpose of comparing with the previous map I showed, I did not show those animals. We have that information as well.
Nigel: - Is this for the life of the mine or until the railroad is built?

MTP: The EIS will be for the life of the mine.

TRANSPORTATION - SHIPPING - DOCKS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet Council - March 28, 2008> - § 1 reference coded [2.83% Coverage]

Reference 1 - 2.83% Coverage

Councilor 1 [Not identified by the note taker] – There will be three docks at Steensby?

Mr. Chubb – Yes, one for loading ore another for freight, and a third one for tugs. This year we are using a floating dock arrangement at Milne Inlet for the bulk sample. For operations the only permanent docks will be at Steensby.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 1 reference coded [2.50% Coverage]

Reference 1 - 2.50% Coverage

Levi – One of our concerns at Nanisivik – at the dock – until they put rubber on the conveyor. Is it still the plan to dump the ore from the rail cars to the ship?

Matthew – explained ore unloading and loading.

Levi – The reason I'm asking is we used to go to Nanisivik quite a bit, and dust were blowing all over and were affecting the fish, and the beluga consume the fish. That's why I'm asking.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 1 reference coded [0.78% Coverage]

Reference 1 - 0.78% Coverage

Kik Shappa – How many ships would there be in Steensby Inlet?

GM – There is enough space at the dock for two ships at any one time. We would have a ship come about every two days. There would be about 100 voyages every year.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 1 reference coded [2.62% Coverage]

Reference 1 - 2.62% Coverage

Q14 - With regards to this ship, where will the dock be located in Steensby? [Bill: Yes]. In Milne Inlet, is there anyway to expand the width of the inlet? [No, that would be very difficult, would need to drill and blast] Where is it transporting the ore – to Europe? [Yes, to Rotterdam. They currently receive most of their ore from Brazil, and the ore from Brazil isn't as good as the ore from Mary River, so by the end of the decade, there will be an opportunity for us to ship ore to Rotterdam.]

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [1.58% Coverage]

Reference 1 - 1.58% Coverage

(New person) Why are you planning to build 2 ports at Steensby Port?

Greg - Two ships will be docked at the same time. The other dock is for freight such as fuel and equipment. We can't interfere with ore shipping.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 1 reference coded [3.51% Coverage]

Reference 1 - 3.51% Coverage

Q – Looking at the picture on the wall, I felt uncomfortable after reviewing that map. Maybe the next year or so. I heard about two possible shipping routes, and you are in the planning stages. The shipping route is not cut in stone – we have not approved it – I would prefer if we don't agree on the proposed shipping route an alternate route would have to be selected. If Baffinland thinks it will be too costly to propose a separate site, we can get assistance from Environment Canada. I don't think we should be

concerned about the high price – we are concerned about the wildlife. Based on your plans, maybe the HTOs can conduct research to figure out the alternate dock. When there are pros and cons… if we identify where the job would be suited, we could conduct research. We would be able to identify… if you don't listen to what we want then we won't be able to support the project, and Igloolik's concerns should be addressed. You can always replace habitat, but money won't compensate it. If we were closely together cooperatively then we could come up with a solution, and when there is not cooperation among parties. We have to reach an agreement from both sides. Looking at the map, we have not really approved the proposed shipping route. Our concern is about the proposed shipping route. We should look at alternate routes.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 3 references coded [0.52% Coverage]

Reference 1 - 0.20% Coverage

Question: Koonoo/Arctic Bay – In regards to the road haulage option, we have heard about spillage and dangers with ports and from stuff being loaded onto ships. I would like to see safety features increased for the Project. Will there be a sea port right next to the tanker? Or will it be on land?

MTP: The ship will pull right up to a dock connected to land and attach to permanent mooring to hold it stable.

Reference 2 - 0.12% Coverage

Koonoo – Even for tankers and cargo ships? Will any kind of ship go right to the port? It really improves the loading and unloading of cargo and prevents accidents.

MTP: Thank you. That is the plan which is in the works right now.

Reference 3 - 0.20% Coverage

Question: David Irngaut/Igloolik – We have noticed this too. Animals are more scared of steel boats. Is the location of the port locked in now? Will it be on the island in Steensby Inlet?

MTP: Yes, based on our studies this is the most appropriate location for the port. This option will be presented in our Project Description. However, our consideration of alternatives will also be described.

TRANSPORTATION - SHIPPING - GENERAL COMMENTS

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 1 reference coded [2.48% Coverage]

Reference 1 - 2.48% Coverage

HTO Chair – On your sealift, are you coming through Milne in your annual sealift only in open waters?

Mr. Chubb – During operations, we would only come through Milne some years for very large equipment that is too big. The normal sealift is throug Steensby, not Milne.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 4 references coded [5.59% Coverage]

Reference 1 - 0.47% Coverage

Kik Shappa – You said there would be 150 people working at the Milne port.

GM – Yes, we would still need about 150 people at that port.

Reference 2 - 0.96% Coverage

Tommy Kilabuk – How long do you plan to use Milne Inlet?

MZ – The Milne Inlet option would use existing ships, but only in the open water period. The Steensby Inlet option would require new ships to be built in Korea. These could be built and ready for operations in 18 months.

Reference 3 - 0.94% Coverage

Sakiasee Qaunaq – You will be dredging the Steensby port to make it deeper. Has the DFO been consulted on this?

GM – Thank you. There is no dredging required for shipping in Steensby Inlet. We have done bathymetric surveying to determine the shipping route is deep enough.

Reference 4 - 3.21% Coverage

Ikey Kigitikakjuk – I have a concern about Mary River. What will happen when the ships are being loaded? Will spilled material affect the sea bottom and sea creatures? I'm concerned about the caribou too. The rail line is a concern, but I know the caribou can take that. It's different with the marine mammals. When Nanisivik was operating we had caribou in the area. We would see them from the road. Caribou can get used to man-made things. They can still go over railroad tracks. They can get used to sound. They have more areas to turn to compared to marine mammals. I want more studies done on the marine mammals and the effects the ship would have on them.

GM – Thank you for your comments. The marine mammals that you speak of are assessed in the environmental impact study. We will monitor those mammals and any possible effects on them throughout the Project. This information will be reported back to the communities.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 1 reference coded [0.56% Coverage]

Reference 1 - 0.56% Coverage

Q12 - How many times a month will you be passing through the area?

Bill - 15 or 16 passes by, per month.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - December 4, 2010> - § 2 references coded [12.52% Coverage]

Reference 1 - 6.55% Coverage

Q – The last time you were in the community you were supposed to bring information on Raglan mine shipping. [Comments missed]. There is already a route that ships use year round in Nunavik.

Nigel Qaumariaq – We have asked the Nunavik environmental review board to share information with us on Raglan shipping. When we return again we will discuss Raglan shipping with you. Baffinland has offered to send some community members to Voisey's

Bay or Raglan mine to see how their shipping works. We will get community members from Cape Dorset and Kimmirut to participate in these visits, which will likely occur sometime in 2011. QIA also wants to find out if their shipping goes into the Nunavut Settlement Area.

Reference 2 - 5.97% Coverage

Q – There has been a consultation meeting previously in regards to the shipping route. Was Baffinland alone on those meetings? Or were other people involved?

GM – Baffinland has been meeting in the communities for many years. Just recently Baffinland hosted a meeting of the communities at Mary River to discuss a number of issues, including the shipping route. We have also had a lot of discussion with the HTOs and CLARCs.

Q – Do you have meeting minutes for those meetings that could be publically shared?

GM – When the environmental impact statement is released there will be a section that chronicles all the meetings that have occurred.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 1 reference coded [17.77% Coverage]

Reference 1 - 17.77% Coverage

Q2 – Somebody is going to be blaming the hunters that the caribou are going somewhere else. Ever since the mine started, this area used to have a lot of caribou, and when the planes started flying around the caribou are dispersing. And today we are experiencing that the caribou are very far away now. And the blame is going to be on the hunters, and the blame won't be pointing at you, the Company. It's not good when the blame is being directed to the hunters, and it happened recently that the blame was on the hunters, that the polar bear numbers are going down. Maybe someday someone will say the caribou numbers are going down and the blame will be on the hunters. I have gone back and forth between Clyde River and Igloolik, and I have experienced that when I was being employed at Mary River, when the dog team races started in 1999, we experienced that the caribou were abundant, and today the caribou are hard to find. You were saying that you were going to work with Inuit. If you were at the start working with Inuit hunters…. for example in the 1960s and 1970s, when the Nanisivik Mine was opening up, we heard concerns just as today, and the way the operation was going was not as we intended. And the people who were working up here from down south have gone home, and the help was not in place. I heard what you have said before. I heard that the ship had sunk in the waters of the Atlantic. I worked at Nanisivik for 7 years. Those concerns were not at all being used. When Nanisivik was going on, the residents of Arctic Bay were told they could use the ship, and she was never used to benefit the community. And I feel that the same thing will happen with this project. And I know you have a plan for what will happen in the future. Companies come around to ask what we want, and we give our concerns to the companies, and when those concerns are written down and will not be followed, we don't write anything down on a piece of paper, and we only have our brains and thinking. And we have in place that we can work together, but white people don't listen to Inuit and their concerns. And that's how they are. I have worked with scientists for a long time now. Even though they know the answer is wrong, they would work on that wrong answer, because they want to make profit. Sorry it is like that and we have to agree with each other. I have lived in this area ever since I was a child, and I know the area like the back of my hand. And when the scientists are telling stories of our land, they tend not to give the full answer. You were saying that you are in a hurry and have to go very soon. And now that you will be missing out on the better question and answer session. And maybe that's why you made this short – so you won't be face to face in answering more questions. It has been happening lately when anyone wants to do something and they are in a hurry. And I'm glad that we are face to face and talking about our concerns, and in the future, are those concerns going to be addressed? We go to Igloolik are and the route to Igloolik will be closed. Like for example in Nanisivik the people would have a place to stay and it was not so. Is it going to be like that when the route is plugged? And you will be monitoring the wildlife, and the murres are the most sensitive birds. And on the route to Mary River, there are colonies of Murres at Qikiqtarjuak and near Iqaluit also. And the blame will be on the Inuit, because it happened before and it will happen again. The way this happens is we can't generate any money ourselves. We have to work closely together now. If we agree with each other and the future it will be good. And the next generation will be here and working on this and you guys won't be around then, and we want our next generation to have a good way of life. I have gone down south and seen a lot of dirty places. I have seen animal carcasses on the ground. And I don't want to see in this area where animals are being killed by the train. I have seen a lot of caribou that were killed by trucks and cars. Thank you.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 1 reference coded [3.99% Coverage]

Reference 1 - 3.99% Coverage

Q – Maybe you can stop the ship during the winter? The Americans are saying the polar bears and seals endangered and that they will run out of things to eat. Maybe Baffinland could be informed about that. I just want this to be checked.

GM – Thank you for the comments. The plan included in the Project Description is for the mining and ore hauling to happen 12 months of the year. We need to mine and transport a large volume of ore, because it is what is called a 'bulk commodity'. In terms of the wildlife, many different types of wildlife are assessed in our environmental assessment. Polar bear, seals, and many others will be assessed. Thank you.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [7.14% Coverage]

Reference 1 - 7.14% Coverage

Community Speaker 2 – Incidents, like in Pond Inlet there was a person that drown [Discussion confirmed this was two kayakers in 1998]. Also, one time there was a ship near Nanisivik.

Mr. Bob Gorman – That was the Fin Polaris and I know the incident. It was the sinking of a foreign, in-experienced ship and crew off Disco Island off Greenland in 1992. At the time Fednav was a shipping partner for the mine but a decision was made to charter a Finnish vessel instead of a Fednav vessel to carry a cargo with an inexperienced crew who had never been in the Arctic before. This was not a decision made by Fednav. This incident is an example of why only very experienced ship operators and crew should be used for a project such as this and this is why Baffinland has come to Fednav for help with the project. As for why the communities were not informed I can't speak to this except to say that the Nanisivik Mine was operated in a different era. There wasn't the land claims agreement then and there wasn't the kind of community communication as there is now.

Community Speaker 2 – We'll want to be notified. I want good teamwork on an honest project. If we continue to see people on their back – negative effects. I worked in a mine for 7 years, so I know how hard it is. Up in Nanisivik people weren't notified of what happened.

Mr. Cooper – This is why Baffinland has set up a community liaison and an office, and through newsletters and other means, as communication is very important.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [1.75% Coverage]

Reference 1 - 1.75% Coverage

Solomon - You mentioned that you have 9 ships that are very powerful. What do you do with all the waste oil? Will they be dumping in our waterways?

Mike Z. - There are very strong regulations against dumping oil or waste water in the ocean.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting May 17 2011> - § 5 references coded [22.86% Coverage]

Reference 1 - 12.20% Coverage

Louie : Thank you for arranging this public meeting. There are concerns regarding the proposed port – the elders have these concerns. We know that area specifically as we have been going there all our lives. We know these animals as we eat them; we need to protect them. We eat country food – walrus, caribou, fish – We have an instinct to protect the food we eat. Also I have a working life that is needed to support my family and supply for their needs. I have a working life and a cultural life. What would we do if the wildlife is damaged? How could we live? We cannot buy store bought food to meet all our needs.

Matthew – Goal is not to hurt the environment. The Environmental Assessment process is focused on finding ways to minimize the impacts. Some of impacts are beneficial and some are not beneficial. What if we started shipping and found a serious impact on walrus? We would need to change in some way and if we cannot at all change we would need to compensate. We chose to eliminate the western shipping route due to the higher risk of impacts to walrus. If there is a catastrophic event like a spill and there was damage there would need to be compensation. However, the project is designed to prevent serious accidents. It is not in the best interests of the company to risk serious problems. We design for minimizing risks and potential impacts

Reference 2 - 1.91% Coverage

Question on the results of the bathrymetry done around the port location.

Matthew: Limited science done last year on the port location. We are looking at doing more work on the depth of the water in the future

Reference 3 - 2.79% Coverage

Question – What if we are out on the water and was interacting with the ship

Response (Tim Keane) Radio contact with the ship on normal VHF possible. In the south large ships and small boats interact everyday. There are some "rules of the road" and we will be working with you to ensure safety is maintained.

Reference 4 - 2.10% Coverage

Question (non-Inuit community member) – have you considered bringing in a ship for a test run…to see how the predictions would unfold in a real situation

Matthew – may be difficult to find a ship that could do what needs to be done

Reference 5 - 3.85% Coverage

Louis: Why do you need tug boats at all?Is the ship not safe? Why is there a change in plans?
But I want to say that we need to ensure that both your children and mine can benefit from the mine…

Matthew – Tugs would be used to enhance safety and would be used to make it easier for the ship. We also want to ensure that the mine operates safely and has a future. Also want communities to be able to live in the traditional way

<Documents\Public Consultation\Igloolik\Igloolik Hamlet - April 21, 2010> - § 1 reference coded [1.06% Coverage]

Reference 1 - 1.06% Coverage

Bill – Also during construction, we could do some test on shipping before it needs to start.

<Documents\Public Consultation\Igloolik\Igloolik HTO Meeting May 17 2011> - § 5 references coded [22.72% Coverage]

Reference 1 - 3.54% Coverage

Q: How many times a year will ships go by and how many ships will there be?

R: Ship frequency on average one ship passing a point every 2 days and about 8 ships in all plus additional possible in ice feee season for supply and some ore shipment

Reference 2 - 4.26% Coverage

Q: Through wintertime how will hunters be made aware of the ships passing? This is a key safety issue. How do you plan to address providing warnings or notices?

R: Bevin noted some actions taken for Voisey's project and noted that there were a number of options that could be explored for this area

Reference 3 - 10.01% Coverage

Comment: Need to consider the Canadian Rangers and how we complete the tasks set for us by the headquarters in Yellowknife for patrols in the area. Using a map these routes were outlined and would cross through project areas. You need to work with the lead office in Yellowknife and negotiate issues related to the safety of those doing these patrols. As well, we could lose the trail that we currently use for these ranger tasks.

R: discussion continued to better understand the ranger routing and the season when there is potential impact from the ship routing. Continued discussion of the detour that would be needed around the shipping route and the types of compensation Baffinland is considering.

Reference 4 - 2.33% Coverage

Comment: we suggest that we look at past plans for ranger activity and the current plans and see how routes similar to those would interact with project activities.

Reference 5 - 2.58% Coverage

Q: various questions on the types of equipment and what areas they would be in at the Steensby port

R: Using maps the proposed facilities at Steensby were pointed out and discussed

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 3 references coded [7.97% Coverage]

Reference 1 - 2.96% Coverage

Louis Tapardjuk – I'm not against economic benefits. We need to be an economically feasible community. I understand the Project can become too expensive. However, the ore will always be there. Even if you don't proceed with the Project. Maybe we can access it in the future. The ship might not be able to be seen from the community, but the animals will be impacted by the shipping.

GM – A large part of the EIS looks at impacts on wildlife, including marine animals. The EIS also includes plans for monitoring. This monitoring will let us know if our plans need adjusting or not. It provides a way for us to have an understanding of what effects we may be having as the Project goes along.

Reference 2 - 0.84% Coverage

Q – In Milne Inlet, are you able to turn that big 300m+ foot ship?

MZ – I know it looks narrow on a map, but it is more than 3 km in width. That is more than enough width to turn the ship around.

Reference 3 - 4.17% Coverage

The point and in-between the islands around the point are probably deep enough. I'm not sure. What would happen if the ship ran into shallow waters? What would we do then? There are tons of fish over there. Once you start building the rail route, there will be two tunnels. When you are tunnelling there will be explosives used. What if the fish start dying off in those rivers due to your blasting? How would our descendants be compensated if this occurred?

GM – There are a number of special ways blasting can occur. The blasters can make the rock move only in certain ways, for example. There are also blasting products that produce total combustion instead of leaving residues. Blasting impacts will be addressed in the EIS.

MZ – Once a shipping route is established, it is virtually unheard of for a ship to run aground. A ship running aground often occurs when a ship jumps the queue (at the portsite) because they want to get loaded first. That won't happen here.

<Documents\Public Consultation\Kimmirut\Kimmirut Hamlet - April 26, 2010> - § 1 reference coded [3.77% Coverage]

Reference 1 - 3.77% Coverage

Q2 – Did you say you wanted to start the shipping in 2017? My concern is the shipping. You need to make sure there is no illicit drug trafficking.

Matthew – Good point. Baffinland already has a zero tolerance policy. There have been occasions that drugs and alcohol have been on-site.

<Documents\Public Consultation\Kimmirut\Kimmirut HTA - April 26, 2010> - § 1 reference coded [0.76% Coverage]

Reference 1 - 0.76% Coverage

Sandy – How many ships will you be using starting in 2017?

Matthew – Eight to 10 ships. And then a few supply ships in the open water in the summer.

<Documents\Public Consultation\Kimmirut\Kimmirut Public - April 26, 2010> - § 1 reference coded [0.56% Coverage]

Reference 1 - 0.56% Coverage

Q7 – Is the water at the dock sufficient for the ships?

Matthew – Yes.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 4 references coded [10.61% Coverage]

Reference 1 - 2.71% Coverage

Simeonie – How will the sewage from the boats be dealt with?

GM – They would have holding tanks on the ships for human waste. They would dispose of it at Mary River or perhaps out at sea. However, they would not be allowed to discharge anything when they pass by South Baffin or in Steensby Inlet.

Reference 2 - 2.55% Coverage

Mathew Akavak – When will the first ship be coming through?

GM – It will be late 2012 or early 2013 when we get through the permitting process. The mine will then require 3-4 years of construction. It would be 2016 or 2017 before we started transporting ore by ship from Mary River.

Reference 3 - 3.95% Coverage

Q – Will the ships be taking any water from Steensby Port? If they are, it will have an environmental impact in that area. With climate change, water levels will be lowering. Don't try and get free water from up there. Take it from where you're from.

GM – The water that would be used at Mary River would be a very small amount compared to other mining projects. This is because there is no water used for processing, only for human use.

Reference 4 - 1.40% Coverage

Q – Where are the ships going to get the water from?

GM – If the ships did fill up with water for human consumption it would only be a very small amount.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 1 reference coded [8.76% Coverage]

Reference 1 - 8.76% Coverage

Tom:
Maybe old debits at Co-op?

James:
The concern he has is people in Nunavut, especially Pond Inlet, have worked very hard on NLCA, difficult to identify the land selection. The Mary River parcel of IOL was negotiated very hard. If the wildlife is not there, then at least our children can participate in economic development. Some people feel that they are not participating. People felt they were involved in Pond Inlet through the Co-op, which the community owns – providing catering, construction and employment.

One of the major concerns is the slowing down in communication. When writing papers like politicians [with reference to the Baffinland letter], then people get turned off as often only the good stuff is shown. There needs to be an open dialogue and honesty regarding economic development and socio-economic issues (i.e. shipping). The letter on the first page is encouraging some kind of commitment or interest group.

Mike:
Philip [Paneak] and David [Qamaniq] are negotiating on the Inuit Impact and Benefits Agreement (IIBA). One of the plans for the QIA is to set up a committee to understand and manage expectations – this hasn't been done yet. He has been coming for three years talking to Hamlet, CLARC. etc., with a total of ten public forums. We will try to have more meetings, but there is a need for more communication from existing structures. We are also working with Pisiksik and other groups.

<Documents\Public Consultation\Pond Inlet\BIM Notes on GN Development Workshop - November 13, 2007> - § 1 reference coded [2.03% Coverage]

Reference 1 - 2.03% Coverage

Ability for BIM to transport goods and materials for communities by ship and air .

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 1 reference coded [3.92% Coverage]

Reference 1 - 3.92% Coverage

Q1 – What month would the shipping start?

Matthew - We don't have the schedule that exact right now.

Q1 – If I recall, you said something about July. If I would suggest, July would be a good month to start the shipping. There was mention of starting shipping in February. However, if it has been amended it would be favourable.

Richard – There was originally a July start date.

David Q – The original start date was July.

Jayko – I remember it would start in July, up to February. We still have that information right now. What we need to know is if there have been any changes to the proposed shipping. Is that the way it's planned now? Which month in the year do you propose to start?

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 3 references coded [1.67% Coverage]

Reference 1 - 0.35% Coverage

Jayko – I would like to add to Baffinland – when do you expect to get the first ship this summer?

Dave – towards the end of August.

Reference 2 - 0.38% Coverage

Colin – I want to discuss Milne Inlet. How many ships to Milne Inlet this year?

Dave – One freight ship and one fuel back-haul. Two ships.

Reference 3 - 0.95% Coverage

Colin – Up to the construction phase, can we expect a gradual increase in the number of ships from now until the construction phase?

Bill – The only way we would have more ships is if we did another bulk sample, and we currently don't plan to carry out a bulk sample. So we'll just maintain the current drilling program and the removal of equipment off-site.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 4 references coded [26.01% Coverage]

Reference 1 - 10.26% Coverage

James Attagootak – Have you looked at all these different options for the shipping route? I only see the Milne Inlet and Steensby Inlet routes marked on the map. If you've studied them, they should be included. Although they may be expensive, I would like these alternatives be examined. It's hard to know if you've looked at this or not if you don't show us. My second question is in regards to Steensby Inlet. That area is fairly shallow. You will need to dredge to make sure the ships can get in. There are char and other species there. There will be explosions and dynamite that will affect the animals. I've heard discussions about moving the port to Nuvuit. When it's foggy it will be hard for the train to see what is in front of it. What will happen if the train kills caribou when it is foggy? Will there be compensation? You also talked about the shipping in summer from Milne Inlet. A lot of people from Pond Inlet are in complete opposition to this option. You will be impacting their livelihoods and will need to compensate them. If you do this, all the wildlife will leave the area. In Resolute, they said all the animals left when the ships came in for the mine.

MZ – [Discussed various port location options and siting restrictions; shows port alternatives slide]. There will be no blasting at Steensby Inlet; we've changed our port design to make use of steel containers filled with rock. There will be no blasting necessary with this design. We have not chosen the least expensive option; we looked at the best option for the Project. We've always said that if the communities don't want this Project to move forward, it will not move forward. Yes, Steensby Inlet is a shallow basin, but we have done studies and determined that it is deep enough to ship. Building the port at Steensby Inlet is more expensive than Milne Inlet. We looked at the most doable option. We have looked at ways to get this Project moving as quickly as possible. We need to generate revenue; currently we only raise income and don't generate any revenue. We believe the Steensby Inlet option will have the least impact. But, we're looking at both options and studying them as a way to get the Project moving quickly. Compensation will be paid if any animals are killed. This will be part of the IIBA negotiated with the QIA.

Reference 2 - 8.05% Coverage

Caleb Sangoya – All boats irrespective of their size have a depth finder. All animals don't like those because they make a sound. They make a sound like the seismic testing. The whales flee from ice breakers in Lancaster Sound. It seems like every time you guys come in there is a slightly different presentation. You first told us you would be buying supplies from the Co-op for the exploration phase and make use of local businesses, and that the majority of Inuit employment would come from Pond Inlet. After this, the majority of contracts were moved to QC in Iqaluit. You changed our previous agreement after 8 months. The supply and labour contracts were moved to Iqaluit. When you make another presentation we would like know about the impacts of Mary River. We are already seeing impacts. The caribou and narwhal have moved away. We've already seen impacts in this six year period. I don't want to see impacts to the wildlife.

MZ – We're still using the Co-op to purchase our food; this has been going on since 2004. About 55% of the beneficiaries working on site were from Pond Inlet. We employed through the Co-op from 2004-2006. After this, we moved hiring to QL. As we move forward, Baffinland will be hiring directly. We will do this as soon as we can. [Comments missed]. We believe people are talking about impacts that might not exist. I understand your statements and I'm not sure if they're true; we'll have to see about this moving forward. Please remember there has also been a lot of harvesting going on in Pond Inlet. We only have 65 people that work on site right now; we've been right around 30% Inuit employment. The ships use charts. They do not use active sonar; they use passive measures. The ships (measure bathymetry) mainly use MRI, or, magnetic imaging. There is no pinging involved.

Reference 3 - 5.33% Coverage

Enokie Inuarak – Steensby Inlet and Milne Inlet seem like the only options?

MZ – Yes.

Enokie Inuarak – You can't afford any other options?

MZ – It's not a matter of affordability. It's a matter of practicability. We need to be able to build it. The rail line can't be constructed on anything steeper than 3 degrees slope.

Enokie Inuarak – It seems like those are the only options then. I have seen where you guys have studied; it looks like you can go further south.

MZ – [Describes the evaluation of port and route alternatives and selection process used].

Enokie Inuarak – There are airplanes that can carry tonnes and tonnes. Does that cost too much? If you can't afford that, you can't afford to build Mary River. Because country food is the most important to us. It's the healthiest food we have. We can barely get healthy food from the stores, you can check for yourself.

MZ – To fly would cost $1000 per tonne. We only sell it for $60-70 per tonne. You're right, the mammals are important. We want to minimize our impact. We will be filing a Draft Environmental Impact Statement. It will be about 5000 pages long and look at all the main animals and our potential impacts on them.

Reference 4 - 2.37% Coverage

Timothy Aksarjuk – What was Igloolik's position on building a port at Steensby Inlet? If this will become a year round operation we know there will be an impact.

LB – There is a very big concern. The marine mammals are a concern. There was discussion of blasting by fish bearing lakes. There are also concerns about walrus, as there are a number of haul-out sites in Steensby Inlet. That is why Igloolik wanted the proposed site moved to Nuvuit. They thought the port location would make it difficult for Igloolik hunters to harvest.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 9 references coded [3.04% Coverage]

Reference 1 - 0.07% Coverage

James - Again, adding to that, are there studies on water depths?

MTP: Yes, we know the water depths of all important areas for the Project.

Reference 2 - 0.10% Coverage

Koonoo/Arctic Bay - The shipping route will be dealt with after. We have learned what happens when a ship comes through. We may be far apart but we do understand each other. I am pleased to be here and be Inuit.

Reference 3 - 0.39% Coverage

Nigel: – How much is Baffinland proposing for the 3 months?

Warren – There will be one ship transect every day. There will be approximately 50 ships.

Question: CorneliusPond Inlet – How many months will the ship go back and forth? What month to what month? What will be the duration of the shipment season?

MTP: The exact dates have not been finalized. We will ship for three months, likely somewhere in the August, September and October range.

Cornelius –We have heard different times when shipping will be stopped. You have to clarify when the shipping season stops.

MTP: The EIS will include ranges that are based on ice conditions. These times will be based on ice studies and will vary. We know we may not get as much ore out as planned. Ship captains don't like ice!

Reference 4 - 0.05% Coverage

Koonoo - Pond Inlet residents may be concerned if the number of ships cannot be reduced.

Reference 5 - 0.15% Coverage

Question: Louis Uttak/Igloolik – Those ships you are proposing to use, will they have names? Those ships you are using will be huge, I suggest calling one [the Inuktitut translation of 'killer whale'].

Tim Keane – It would be up to Baffinland to name the ships, as they would be the one paying for the ships.

Reference 6 - 0.29% Coverage

Question: Levi Barnabas/Arctic Bay - I am sure the ship will have up-to-date technologies. We never used to have icebergs in our inlets in Arctic Bay. Now we do. It is beginning to become common. I'm sure that ships will be monitoring these icebergs. In the worst case scenario, if icebergs are blocking your way forward, how will you deal with this?

MTP: If the route is blocked and unsafe to proceed, we will not go through it.

Tim Keane/FedNav – The big pieces of ice are the easiest to deal with. You stay away from them. If a route were to be blocked off, we would wait for it to clear.

Reference 7 - 0.98% Coverage

Question: Nigel Qaumariaq/QIA – Where will the ships be registered?

Tim Keane – The ships will not be registered in Canada. It's a cost issue. The rules for shipping worldwide are becoming harmonized. Our ships will have to follow the same regulations as Canadian-registered ships. These ships would have to abide by all Canadian regulations while trading in Canada.

Question: MTP – Where is the Umiak registered?

Tim Keane – The Umiak is Canadian-registered. She only trades within Canada.

Question: Nigel Qaumariaq/QIA – Can Baffinland provide us with a list of what the differences would be between registering in Canada and elsewhere?

Bill Napier – We could talk about this, but it would be about some of the high level differences. This decision will be made by the contractor. It would not be our decision to make. A discussion of this would not be included in the EIS. We will adhere to the various regulations we are required to. Registration is an administrative element the contractor is responsible for.

Question: Nigel Qaumariaq – Aren't you responsible for your contractors? There are issues around 'flags of convenience', which is what this is. In terms of staffing, these ships can use developing world workers. That is why I would like to see a list of the differences.

Question: Bill Napier – Tim, does Fednav have foreign-registered ships? What are the nationalities of the people who work on those?

Tim Keane – Yes, we have many foreign-registered ships. They are staffed by many nationalities. However, there is nothing stopping Canadians from working aboard those ships. There has recently been discussion in the media about some issue there have been with flags of convenience. However, those issues are largely related to how those ships are managed, rather than where they are flagged. Recently, two Canadian registered ships came under scrutiny for infractions. This goes to show that even Canadian-registered ships may have issues associated with them.

Reference 8 - 0.44% Coverage

Question: Nigel Qaumariaq – Who will own the ships?

Tim Keane – Those are commercial details that haven't been sorted out yet.

Question: Mathew Akavak/QIA – As Inuit, we probably won't be able to work on those ships as we will need a lot of training in order to work on them. Will this be the case?

Tim Keane – The crews on the ships are required by law to have certain certifications. Those certifications are open to anyone who wants to have the training.

Mathew Akavak/QIA – It is my understanding Inuit will not be allowed to work on board.

Tim Keane – I don't know why you would say that. We have Labrador Inuit on board that have taken the training. In the sealift business, they encourage Inuit to take basic training in order to work on board ships.

Question: Mathew Akavak– How long is the basic training?

Tim Keane – It would take a matter of months to complete.

Reference 9 - 0.57% Coverage

Simeonie Aqpik/Kimmirut – When there were ships arriving in Kimmirut there used to be a person there to meet the ship and guide them into the harbor. Anyone used to be able to get on board. Inuit welcome non-Inuit people when they come into their

communities. They take people out on the land. The non-Inuit can also learn from the Inuit. It sounds like Inuit will need training to go on the ship. My preference would be for the non-Inuit to also welcome the Inuit on board the ship. It should go both ways. The Inuit know a lot about the water. The Search and Rescue Hercules aircraft do not allow Inuit on board, because they do not have training. For example, in Igloolik there was a person who was lost. Searchers were giving up, but Inuit insisted they continue to look. Consequently, that person was found. I would like to see Inuit on board the ships. That is the only way we can learn.

Tim Keane – I apologize if I made it sound like Inuit would not be welcome aboard the ship. We would certainly welcome them about the ship as our guests. What I was referring to was that certain training would be needed for those who wanted to work aboard the ship.

<Documents\Public Consultation\Workshops\Kimmirut IQ Workshop Minutes (PC) - June 21, 2010> - § 2 references coded [0.62% Coverage]

Reference 1 - 0.31% Coverage

Q: With the shipping through here, how many times a year will the ships go through?
A: (Jason) One ship every two days, year-round.

Reference 2 - 0.31% Coverage

Q: The route is way too close to the community. It might be better to put it farther into the ocean because ships are very noisy.

TRANSPORTATION - SHIPPING - ICE BREAKING

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 1 reference coded [8.17% Coverage]

Reference 1 - 8.17% Coverage

Koonoo – The ice breaker used to come to Nanisivik in May, when the seals and narwhals were heavily impacted. In May, the seal pubs were impacted by the ice breaker. We observed this when Nanisivik was in operation. We see that Baffinland will build the railway and the Foxe Basin shipping route will have an impact on walrus. And I'm sure that walrus will be affected. If the walrus of Igloolik are impacted, we request that they be compensated. And the proposed railway will be blocking the migration of caribou. So the railway and shipping route will have a negative impact. At Nanisivik, the seals and narwhal were impacted. I have a question. Before the economic meltdown there was good employment here in Arctic Bay. Are those guys employed being re-instated when the mine is starting again?

Matthew – This year is still small – 100 people onsite maximum, compared with 300 two years ago. So there will be additional jobs, but I'm unsure at this time how many will go between different communities, or how that would be structured. During mine construction and operations, Arctic Bay has been designated as a hiring point, which means there will be scheduled flights in and out from this community. It's reasonably safe to say that during construction that there will be jobs for everyone who is trained and able.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 1 reference coded [5.31% Coverage]

Reference 1 - 5.31% Coverage

HTO Member 3 – I know Foxe Basin has multiyear ice so the ships need to be designed for that. In the past they blasted the old ice to make the shipping route. You might need to blast to make the ice breakers go through. With the heavy load on the dew-line operation they used to blast the multi year ice. I used to work with them in July, and bring in the ship. And that is how much we need to be aware.

Mr. Chubb – With our shipping partner, Fednav, we spent a lot of time studying the ice and what kind of ships will be required, but we don't need to blast in this location.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 1 reference coded [1.90% Coverage]

Reference 1 - 1.90% Coverage

Q17 – I want to make a comment. When we had Nanisivik there was an ice breaker in our hunting area. We tried to tell the ship, if you travel this way, you would avoid the main hunting areas, and we tried to suggest the speed they break the ice. If you would consider Inuit's suggestions for certain speeds when going through the animal areas?

Mr. Chubb – One of the things we do is listen to the concerns. There will be some things we can do and some things we can't do. But we will always consider all of these things. In September we presented two different possible ways the ships can travel in Foxe Basin and we were told that the east side of Rowley Island was the better route. That was to avoid the areas where Igloolik and Hall Beach hunt. So we heard that and we confirmed in our studies that we can do that, and it is our preferred shipping route. I use that as an example of how we use that information. But as I say, not in every case are we able to do everything we hear.

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 1 reference coded [6.45% Coverage]

Reference 1 - 6.45% Coverage

Q6 – If the animals are scattered around, are you providing compensation if the animals move away? I've had experience where a ship went through and created open water and I came along afterwards and there were no animals. How will we be compensated for the loss?

Stephen (QIA) – The QIA is working on the project in a number of ways. We are working on the IIBA, including language, employment as well as compensation and harvest rights. The QIA is here because the environmental assessment by NIRB is underway. Last year NIRB came to meet the community. Since then the QIA has been talking with Baffinland about IQ, etc. Baffinland is proposing two projects in Cape Dorset – one is IQ, and the other is a harvest study.

George (QIA) – The use of water and concerns about shipping are issues for Kimmirut, Cape Dorset and Igloolik. We need to collect IQ. The shipping would increase much more than currently if the Project proceeds.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet Council - April 1, 2008> - § 1 reference coded [5.55% Coverage]

Reference 1 - 5.55% Coverage

Mr. Billy Palluq – When will you ship?

Mr. Chubb – 12 months a year.

All year round you'll have ice breakers through there and you'll have ships going through.

I thought you'd be bringing ice breakers?

Have your consultants already considered the impacts on the Inuit in the area?

Mr. Chubb – we've been collecting information on the area on where people hunt. What we understand is that most of the hunting is over here, removed from the project. We know that some people come over and hunt on the land, traveling over the land fast ice. The ships are likely to be frequent enough that it won't heal. There will be a ship a little less than once a day. People wanting to travel will have to go around, so we've said the Steensby camp is a place to stop and to get fuel. We've already identified that it will change land use, and we've flagged it with the QIA as something to discuss in the IIBA.

That's a physical description of the project; there is more information in the package. We've just submitted this with applications to seek permission to build the project, and we estimate it will take about 2 years to obtain permission to do this work. Can we take additional Questions?

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 1 reference coded [1.02% Coverage]

Reference 1 - 1.02% Coverage

Q10 – The rail line, it is a long distance. The shipping route, can you put a bridge over the shipping route on land? Looking at the plan, it is an awesome plan to see. Have you ever considered hauling over the ice instead of breaking the ice?

Mr. Chubb – That would not be possible with this project with the amount of ore, plus it has to go over the ocean to Europe. So it would not be possible.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 1 reference coded [4.14% Coverage]

Reference 1 - 4.14% Coverage

Q3 – Personally, I am a beneficiaries of Nunavut, I've been living here forever. You live in a warm climate, is that true? Personally I've been living in the north all my life and I am perfectly aware of Milne Inlet and I've had the occasion to hunt there. Last year when there was a ship there, there was a lack of seals and narwhal. The sea is quite different from the railway. I've spent time in Quebec City, and I have observed a train. You can see a train even when you can't see it. Ice breakers are very noisy. The sea mammals are very good at hearing. If I walk on ice the seal will hear me. If there was a narwhal there, it would hear me immediately because they hear much better than I do. I want you to be aware of these – there is definitely a concern of the noise an ice breaker will make through ice. You'll also be traveling through Foxe Basin. It is assumed it will disrupt the walrus. I have lived in Igloolik and hunted walrus.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council - March 26, 2008> - § 1 reference coded [2.30% Coverage]

Reference 1 - 2.30% Coverage

Councilor Kadlutsiak – The shipping route in winter – it's one item that keeps coming up, the animals living around – perhaps that shipping route will be mentioned again in the meetings tonight.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council - Sept 26, 2007> - § 4 references coded [10.14% Coverage]

Reference 1 - 3.46% Coverage

Councillor: How much ice will they be able to break?

Bob: These ships will be of a very high ice class. They will be more capable that the Canadian Coast Guard icebreakers that operate in this area. They will be able to break 1.7 to 2 metres of ice continuously and go through ridges of 10 to 15 metres or more.

Reference 2 - 1.67% Coverage

Councillor: How you considered pressured ice?

Bob: The ships will be designed with enough power to deal with pressured ice that occurs in Foxe Basin.

Reference 3 - 2.98% Coverage

Deputy Mayor Enoki: What is the opinion of the people from Igloolik about the ship track through the fast ice?

Derek: We had a public meeting last night in Igloolik and received a lot of questions about walrus but no specific questions about the ship track in fast ice.

Reference 4 - 2.03% Coverage

Deputy Mayor Enoki asked, how big ices can the ship breaks, and is it mix now?

They are making the ship, it's about 2 metres of ice can be breaker, that's why the motors are powerful.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - March 26, 2008> - § 1 reference coded [5.30% Coverage]

Reference 1 - 5.30% Coverage

Q4 – I am Jonah, the airport maintainer currently. First question, that airstrip, is it going to be used or contracted to be maintained by anyone? And second, the shipping fuel tankers that you mentioned in Milne Inlet, will that fuel tanker be dangerous to the sea in case of spills? Third question, I think the shipping will go year round to Steensby Inlet so I am thinking about the seals, because they have lairs in the ice when they are breeding, and are there any comments or concerns mentioned, because I want the seals to be considered. Do you have plans to study the seal lairs?

Mr. Chubb – With respect to the airstrip, we'll have an airstrip built at Steensby and existing ones at Mary River and Milne Inlet already in place. The airstrip at Mary River will be upgraded so it can handle jets. Like all of the infrastructure required to support mining operations, these will be managed under large design-build contracts. Once built, the commercial arrangements for operations will be a different issue.

With respect to fueling in Milne Inlet, here is a photo from Milne Inlet and a fuel spill exercise that was conducted, to make sure that people on the ship and on shore are ready in case of a spill. One of the things in place is a plan dealing with just fuel planning.

With seals, we've been conducting many studies including seal studies, and when we submitted a project description, we also submitted information on a shipping study, and what should be considered in an environmental review. Seals, as well as other marine life, was included in the scope of what should be considered.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [1.41% Coverage]

Reference 1 - 1.41% Coverage

Solomon - During July and August we get 3 meter pack ice. Would these ships be able to get through 3 meter ice?

Mike Z. - The ship has 114 000 horsepower and can push it's way through the ice.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting May 17 2011> - § 1 reference coded [11.77% Coverage]

Reference 1 - 11.77% Coverage

Comment from community– We would want to know more about railroads? Do they work in these climates? Are you sure they will work? Will they get stuck and impact wildlife?
Concerned about ice breakers going back and forth, will they change currents permanently.
Need to consult with us. We know about the animals. And they react to noise even of a person walking on crunchy snow. You haven't consulted us on all the important aspects….

Carolyne: There is one railway line that runs in Canada in temperatures nearly as cold as Pond Inlet but the temperatures do not last as long. These trains will be designed to minus 49. There are challenges running trains in very cold climates but many of the problems have been resolved and eliminated in working railroads. We do have experience with these conditions.

Matthew – I will respond to the concern of ships and noise. During the bulk sample experience we monitored narwals and marine mammals on the noise generated by the ships. They move away from the ship but came back very quickly. As well, we have some work on the effects of the ship on the formation of land-fast ice. Depending on how cold it is there could be a delay in the formation of the ice but only by a few days.Once the ice is formed there is little change in ice formation due to the ship track.

<Documents\Public Consultation\Igloolik\Igloolik HTO Meeting May 17 2011> - § 1 reference coded [9.75% Coverage]

Reference 1 - 9.75% Coverage

Q: A slide states that the ice closes in quickly behind the ships track but we see that things are changing and the ice is getting thinner. If you continue to use the same ice track over and over it may behave differently than you expect due to climate change. You should rely more on knowledge of hunters as they are the ideal people to consult on ice changes. We are concerned that using the same track over and over could permanently change the water currents and we need to look at the impacts 20 years and more into the future.

R: IQ collected to date was indeed somewhat limited on the topics of ice and climate change impacts. Next time it would be good to explore these areas.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 2 references coded [4.15% Coverage]

Reference 1 - 1.60% Coverage

Q8 – The activity going on, I like them because activity in the land I like those because we still need some activity on earth to do. We need something to keep our hands busy and we need money. I heard on the radio people selling their personal goods because they don't have any money. Young people are very active and if you offered jobs to young people, they have nothing to do and they are just carrying babies around. We need something to keep us busy. We went through Steensby on ice breakers and we didn't see any walrus scattering. If the ship didn't go directly to the walrus hole they wouldn't move. There are some very shallow areas on the east side, if the fuel tanker was grounded and spilled . We as Inuit are afraid of development, but we are worried about our young people and they have no jobs. And sometimes we are wrong in that we don't like the jobs. If the Inuit want to work, they could be productive people when they have a job sometimes they just quit. Some are good workers and keep going on. I don't want to live without any jobs. Thank you.

Reference 2 - 2.55% Coverage

Q17 – We know that anything and everything, even jobs or employment, I know in the past Inuit are being asked now for input into activity, and I know we have representatives say for QIA is representing us, and MLAs, and they represent us and need to know how we think. I believe we are being represented and our concerns need to be considered by our representatives. Any activity – everyone can not agree and be happy, so tonight we heard all different opinions and concerns. I know animals get used to a noise, even airplanes. Caribous for example, can get used to the machines. In the past, they didn't want to hear anything or even footsteps that smell like humans, but I think they changed in that caribou in a migration will go there even no matter what noise. So Mary River will go – even without noise, have moved on. Hunters haven't seen evidence of caribou, as caribou go to areas where they can feed, even when it is noisy. But it is a concern in that we don't know for sure if shipping in winter, the ships coming in will be really noisy ice breaking, so it needs to be considered more, because we don't know for sure how it will be. In winter there is walrus year round. In Steensby the walrus go out but the seals stay in the area. In summer it won't be a real concern with shipping but my concern is winter shipping. And to make a comment on IQ – I have that personal knowledge and the animals – when you fight over animals they can disappear. If you have no fights over the animals, they will always be around. So we Inuit can be responsible because we are not looking after them whether we don't listen to IQ we can be blamed for their disappearance. We were told to be friendly to animals.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 1 reference coded [5.59% Coverage]

Reference 1 - 5.59% Coverage

Councilor Williams - Yes it is much appreciated. A couple of comments I'd like to make, I have a bit of experience with the impact of shipping and ice, with Arctic Bay. I went before they were shipping, and then saw the impact of ice breakers through landfast ice on harvesters. In that area, I'd like to point out that the area in Foxe Basin is a well known area by walrus occupied year-round, because of the moving ice. I think one of the things people don't assume is that walrus are big tough animals but they are actually quite sensitive – one of the animals with a sense of smell – whales don't but seals do. The one thing that I will share is that my experience with shipping - the habituation of mammals to Arctic Bay – the CD Howe – those vessels, they can see the animals respond days before the ship arrive. They don't any more – there is an initial flee behaviour. If you look at Bay of Fundy, ships have become habituated to ship traffic. I found it interesting you're going to ship and dock in landfast ice throughout winter. One of the hardest things was to dock in landfast ice at Nanisivik with landfast ice. With the continual growth of ice, especially coming off the steel head that go into the water, it will be a challenge over the winter. There will be a lot of focus on shipping but the rail line given the 6 trips will be a substantial barrier to caribou, wolves, any terrestrial mammals. Something to leave with you – I can see that the railway may be a substantial consideration. If you have an area of substantial snow, and you create new snow, they will get onto highways, - Cantung and other remote areas – they will not get off the road into the deep snow and will run until they are exhausted.

<Documents\Public Consultation\Kimmirut\Kimmirut HTA - April 26, 2010> - § 1 reference coded [6.57% Coverage]

Reference 1 - 6.57% Coverage

Q4 – For the ore ships and the route, in mid-winter, is there a plan to make a test run? Also, is this shipping route approved by the federal government?

Matthew – We've now been discussing the option of bringing an ice breaker in before the operations. It probably wouldn't be the ore carriers for the project, as they are still being built. That would be as a test run or example. As for is this route already approved, it is not currently approved, it is only approved, it is only proposed. It would be approved as part of the environmental assessment process.

Q3 – The waters around Canada and the waters around Europe and mid-Atlantic – are they different?

Matthew – The waters of the North Atlantic and around Baffin are the same. But it is different than the waters in northern Europe. That's why we switch the waters when we get to the North Atlantic.

Q3 – How long until you are in Canadian waters to exchange the ballast water?

Richard – Labrador Sea.

Q3 – When you go to the port at Steensby, when do you release the water?

Matthew – You don't take on any water going to Europe because the ship is full of ore.

Joe – I just want to give a clarification on what is Northern Atlantic and changing the water – but I think I got the clarification – that it would be Labrador water.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 2 references coded [4.30% Coverage]

Reference 1 - 3.34% Coverage

Q – You indicated the ships will be very large and that there will be two ports. It is difficult to turn a ship in mid-winter. What arrangements have you made so the ships can move freely?

GM – The ships are specially designed for this project. They will be able to move through any ice conditions found in Steensby Inlet. Turning will not be an issue for these ships.

Reference 2 - 0.96% Coverage

Brian Larson – These ships will also use oscillating screws, making them easier to turn and navigate in ice.

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 1 reference coded [2.08% Coverage]

Reference 1 - 2.08% Coverage

Carey Elverum (Sirmilik National Park manager) asked if the bulk sample program could be used to test the impact of the ice breakers on the community. Rod Cooper responded that the companies that they are working with don't have ice-breaking ships and they hadn't thought about it, but perhaps the Coast Guard could run a test.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 1 reference coded [1.31% Coverage]

Reference 1 - 1.31% Coverage

Q. Why is the (proposed) route close to our community and Baffin Island ? We know the Project will go ahead. If the ship is too close to land, ice will break from the shore. The reason for the route as shown is that it is the area that has been studied, (but) there is a lot of ice near the proposed route. It would be better to go south. What about the potential for accidents? When DFO was here they didn't deal with the Project (but) we marked on maps where we want to see the route.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 3 references coded [1.49% Coverage]

Reference 1 - 0.49% Coverage

Question: James/Clyde River – The Milne Inlet area seems kind of difficult to ship through. I have a question about Steensby Inlet. The ship is huge and there will be more than one that travels there. There will be ice and I want to understand how you will keep in the water open. Those huge ships are towed while being turned around. Is there anything in place in Steensby Inlet to deal with these maneuvers and ice?

MTP: The ice breakers into Steensby will be designed specifically for us.

Tim - The class of ship will be such that she can break 1 ½ metres of ice.

MTP: The ice breaking design will be custom to the Project. The ships will move with the assistance of tugs if needed. The tugs will also be ice breaking ships. Ice will be managed by having the tugs break up the ice and by having the larger ships come in and break it up. The ships are large but will be designed specifically for this Project. They will be very powerful. They will be approximately 80,000 horsepower.

Reference 2 - 0.60% Coverage

Question: James /Clyde River - Foxe Basin has strong currents. Large ships will be affected. Can they move through ice?

Tim – Our experiences have been with a smaller ship with less horse power - Only 15,000 horsepower. It is always able to maintain maneuverability. She is not always able to go ahead, but she is not pushed off her tracks. The new ships will be much larger and more powerful and we believe they will always be able to maintain forward progress. The current will be less than experienced in Hudson's Bay.

MTP: [Showed slide of MV Arctic going into Deception Bay to Raglan Mine. Also showed a slide comparing the MV Arctic to the proposed ship design for the Mary River Project]. Our ships will be 190,000 tonnes. The MV Arctic is only 28,000 tonnes. Our ships will be 100 metres longer and twice as wide with a 20 meter draft.. They will have about 83,000 horsepower. The design is brand new. This size ship will not be brought in to Milne Inlet. For that option, the ship specifications would be something between the MV Arctic and the ships proposed for the Steensby Inlet option. It would weigh approximately 90,000 tonnes. The MV Arctic has been going into Deception Bay for 12 years without incident.

Reference 3 - 0.40% Coverage

Question: George Eckalook – Baffinland's boat is going to be bigger than the MV Arctic. Are Baffinland's boats designed like that? To break up the ice and move it underneath? We've also heard they will do this many times. The other question I want to ask is whether the crossing is beneficial to the Labrador hunters.

Leroy Metcalf – The ice bridges are useful to the hunters. However, we do have very mild winters sometimes and the ice bridges cannot be built. It is very difficult for hunters then. This is why we developed the pontoon bridge system that we use. There was very positive feedback from community members. This is because there is no waiting with the pontoon bridge. No sixty kilometer detour. Because the pontoon bridges were so successful, the Nunatsiavut government requested a second set this year.

<Documents\Public Consultation\Workshops\Kimmirut IQ Workshop Minutes (PC) - June 21, 2010> - § 1 reference coded [0.59% Coverage]

Reference 1 - 0.59% Coverage

Q: We hear about climate change, global warming. These guys will be using ice breakers. Ice is white and reflects heat back into the atmosphere and will accelerate climate warming here. Change the route because we have lots of sun here. Thank you.

TRANSPORTATION - SHIPPING - IMPACT ON WILDLIFE

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 1 reference coded [1.27% Coverage]

Reference 1 - 1.27% Coverage

The ore ships will need to go slowly so that the seals can avoid them and minimize the impacts on the marine mammals. This is a comment only.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 1 reference coded [3.21% Coverage]

Reference 1 - 3.21% Coverage

Ikey Kigitikakjuk – I have a concern about Mary River. What will happen when the ships are being loaded? Will spilled material affect the sea bottom and sea creatures? I'm concerned about the caribou too. The rail line is a concern, but I know the caribou can take that. It's different with the marine mammals. When Nanisivik was operating we had caribou in the area. We would see them from the road. Caribou can get used to man-made things. They can still go over railroad tracks. They can get used to sound. They have more areas to turn to compared to marine mammals. I want more studies done on the marine mammals and the effects the ship would have on them.

GM – Thank you for your comments. The marine mammals that you speak of are assessed in the environmental impact study. We will monitor those mammals and any possible effects on them throughout the Project. This information will be reported back to the communities.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 2 references coded [5.49% Coverage]

Reference 1 - 3.59% Coverage

Q15 (Deputy Mayor David Kalluk) – Going back to Nanisivik experience, we experienced hardship after the mine closed. There are different companies that took over the mine at Nanisivik and we tried to tell the new owners of our concerns. The first owners made agreements but the second owners didn't make good on those commitments. I am glad you are studying the traditional hunting and I expect the Mary River Project will be in a better position in terms of following agreements. You heard that there are lots of arctic char and seals in Steensby. My main concern is that in Labrador the activity in March-April the seals get babies. I know when the ship goes through the seal hole it will run over the breeding grounds. I learned in Labrador they closed for 2 months when the seals were breeding – it would be one way to disrupt the breeding to let the ship go through the breeding ground of the seals. At least in open water they will be able to swim away from the ship. This needs to be planned when you're negotiating these terms. One more item. In Igloolik and Hall Beach, because their hunting grounds will be affected in that they hunt in Steensby ice after they cross over, they thought that there would be provisions in the ship track to let the skidoos across. In our experience it is hard to cross the ship track when it is not frozen yet so if the ship continues to go it will not freeze over so it would be good to let those hunters get to their hunting ground.

Mr. Chubb – To respond to hunting in Igloolik and Hall Beach and the ship track – it will probably not freeze enough to take a snowmobile across. So it will be necessary to go around. We understand that is a longer trip. Baffinland, the Steensby camp will be available for people to stop and for us to provide food. We have raised this with the QIA and is something we will discuss. Thank you.

Reference 2 - 1.90% Coverage

Q17 – I want to make a comment. When we had Nanisivik there was an ice breaker in our hunting area. We tried to tell the ship, if you travel this way, you would avoid the main hunting areas, and we tried to suggest the speed they break the ice. If you would consider Inuit's suggestions for certain speeds when going through the animal areas?

Mr. Chubb – One of the things we do is listen to the concerns. There will be some things we can do and some things we can't do. But we will always consider all of these things. In September we presented two different possible ways the ships can travel in Foxe Basin and we were told that the east side of Rowley Island was the better route. That was to avoid the areas where Igloolik and Hall Beach hunt. So we heard that and we confirmed in our studies that we can do that, and it is our preferred shipping route. I use that as an example of how we use that information. But as I say, not in every case are we able to do everything we hear.

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 4 references coded [23.85% Coverage]

Reference 1 - 6.45% Coverage

Q6 – If the animals are scattered around, are you providing compensation if the animals move away? I've had experience where a ship went through and created open water and I came along afterwards and there were no animals. How will we be compensated for the loss?

Stephen (QIA) – The QIA is working on the project in a number of ways. We are working on the IIBA, including language, employment as well as compensation and harvest rights. The QIA is here because the environmental assessment by NIRB is underway. Last year NIRB came to meet the community. Since then the QIA has been talking with Baffinland about IQ, etc. Baffinland is proposing two projects in Cape Dorset – one is IQ, and the other is a harvest study.

George (QIA) – The use of water and concerns about shipping are issues for Kimmirut, Cape Dorset and Igloolik. We need to collect IQ. The shipping would increase much more than currently if the Project proceeds.

Reference 2 - 1.87% Coverage

Q8 – People in Cape Dorset may not be in favour of the proposed route. Young walrus and bearded seals are a main concern. When ships start traversing, narwhal may disappear. Breeding areas for seals and mammals are in the same open water areas where the ships want to go.

Reference 3 - 9.97% Coverage

Q12 (HTA Chairperson) – There were ships traveling currently through the strait – are the ships currently operating disturbing the wildlife?

Richard – We have reports from the ship operator, Fednav that they observe whales from the MV Arctic periodically as it transits in and out of Deception Bay, suggesting they are not bothered by the ship. We have carried out monitoring of narwhal in response to ships traveling in and out of Milne Inlet and could not detect any change in behaviour or movements as a result of the ships. Studies have been done on the response of narwhal and beluga to ice breaking in Lancaster Sound and they show a response, detect the ship, from some distance away and exhibited an avoidance behaviour. However, there are beluga in the Nelson estuary near the Port of Churchill, and in the St. Lawrence Seaway, which are accustomed to the ship traffic.

Q12 – The reason I'm asking is we know what animals are traveling; hunters know where wildlife is located at all times, where they travel in winter; towards the land at certain times of year. It's possible to know which way wildlife is traveling. Perhaps the ship route should be taken further from the community. Our ancestors have been able to survive. The only way to gain knowledge of wildlife is to hunt not for pleasure but for necessity. If the ship interferes with wildlife, it will be a problem. Moving the shipping route away from the land would be best.

Reference 4 - 5.55% Coverage

Q13 – The HTA Chairman said what I wanted to say. Away from the land. We hunt by boat 12 months a year. The ship route seems to me a bit too close to the land.

Matthew – To clarify, we are in the process, we'll draft an EIS, which will describe what we will plan to do and what measures we will take. We want to submit the draft EIS by the end of the year. The final EIS would be submitted in mid-2011. Even though it is proposed now, it doesn't mean our plans can't change in some ways. Something the IQ study and harvest study will give us is more information. Concerns and comments can be brought up at this meeting, tonight's and future public meetings, and with the QIA or Baffinland. There is still 1.5 years before our plans are finalized. When I was here last time, we heard the same thing.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 3 references coded [5.93% Coverage]

Reference 1 - 2.22% Coverage

Q6 – I have two questions. First, I don't understand Baffinland. When you read it, it says Nuluujaak. Are you using Baffinland to get more approval with that fancy name? And the shipping route, Igloolik and Hall Beach walrus will be affected. Will they be compensated if there is disruption?

Mr. Chubb - With respect to the name, I don't think it gives us any extra permission. It is just the name of our company. We are certainly studying the marine environment with respect to shipping, and the studies and information will be presented in an Environmental Impact Statement at the end of the year, we'll talk much more about the potential impacts. It will talk about our plans to reduce the risk of any negative effects. The NLCA makes provisions for, and our IIBA discussion will include, potential compensation for impacts to wildlife. These things will be discussed.

Reference 2 - 2.74% Coverage

Q7 – That shipping route, I regret that the ship will come in but know you still need a way to ship the ore. Are you aware of Cape Dorset? Because the ship will go right in front of their community, and I think they need to be consulted, and they may not agree. And the government is talking about traffic through Lancaster Sound and waters all around will be affected and the animals won't be peaceful. Some say the animals will move away, and especially marine mammals will be affected. What I am asking is that you include Cape Dorset in your discussions.

Mr. Chubb – Thank you for those questions. Regarding Cape Dorset, our focus has been the five communities thus far. These are the communities that have a direct tie to the Mary River area and these are the communities we are currently hiring from at Mary River. You're right, the ship goes through Hudson Strait, and on this trip we have heard the same comment you have raised. This is a new comment for us, but as I said, our focus has been the communities in the north. But these are the things we are thinking about.

Reference 3 - 0.96% Coverage

Q11 – [Shipping figure] – Looking at this, there are two routes, near Hall Beach and Igloolik on the west side they are concerned about walrus, but the east side is the preferred. You need to plan for the east side instead to support the concern of Igloolik, because they live on walrus and even send walrus here.

Mr. Chubb – That is what we have heard and what we plan to do.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 1 reference coded [4.14% Coverage]

Reference 1 - 4.14% Coverage

Q3 – Personally, I am a beneficiaries of Nunavut, I've been living here forever. You live in a warm climate, is that true? Personally I've been living in the north all my life and I am perfectly aware of Milne Inlet and I've had the occasion to hunt there. Last year when there was a ship there, there was a lack of seals and narwhal. The sea is quite different from the railway. I've spent time in Quebec City, and I have observed a train. You can see a train even when you can't see it. Ice breakers are very noisy. The sea mammals are very good at hearing. If I walk on ice the seal will hear me. If there was a narwhal there, it would hear me immediately because they hear much better than I do. I want you to be aware of these – there is definitely a concern of the noise an ice breaker will make through ice. You'll also be traveling through Foxe Basin. It is assumed it will disrupt the walrus. I have lived in Igloolik and hunted walrus.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 1 reference coded [3.99% Coverage]

Reference 1 - 3.99% Coverage

Q – Maybe you can stop the ship during the winter? The Americans are saying the polar bears and seals endangered and that they will run out of things to eat. Maybe Baffinland could be informed about that. I just want this to be checked.

GM – Thank you for the comments. The plan included in the Project Description is for the mining and ore hauling to happen 12 months of the year. We need to mine and transport a large volume of ore, because it is what is called a 'bulk commodity'. In terms of the wildlife, many different types of wildlife are assessed in our environmental assessment. Polar bear, seals, and many others will be assessed. Thank you.

<Documents\Public Consultation\Hall Beach\April 2009 Working Group Minutes - Hall Beach> - § 1 reference coded [3.03% Coverage]

Reference 1 - 3.03% Coverage

Percy – I don't mind the shipping route. The hunters say the whales go through there. The whales will probably come closer to Hall Beach because of this – so I don't mind [laughter].

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council - March 26, 2008> - § 1 reference coded [2.30% Coverage]

Reference 1 - 2.30% Coverage

Councilor Kadlutsiak – The shipping route in winter – it's one item that keeps coming up, the animals living around – perhaps that shipping route will be mentioned again in the meetings tonight.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - March 26, 2008> - § 2 references coded [8.74% Coverage]

Reference 1 - 5.30% Coverage

Q4 – I am Jonah, the airport maintainer currently. First question, that airstrip, is it going to be used or contracted to be maintained by anyone? And second, the shipping fuel tankers that you mentioned in Milne Inlet, will that fuel tanker be dangerous to the sea in case of spills? Third question, I think the shipping will go year round to Steensby Inlet so I am thinking about the seals, because they have lairs in the ice when they are breeding, and are there any comments or concerns mentioned, because I want the seals to be considered. Do you have plans to study the seal lairs?

Mr. Chubb – With respect to the airstrip, we'll have an airstrip built at Steensby and existing ones at Mary River and Milne Inlet already in place. The airstrip at Mary River will be upgraded so it can handle jets. Like all of the infrastructure required to support mining operations, these will be managed under large design-build contracts. Once built, the commercial arrangements for operations will be a different issue.

With respect to fueling in Milne Inlet, here is a photo from Milne Inlet and a fuel spill exercise that was conducted, to make sure that people on the ship and on shore are ready in case of a spill. One of the things in place is a plan dealing with just fuel planning.

With seals, we've been conducting many studies including seal studies, and when we submitted a project description, we also submitted information on a shipping study, and what should be considered in an environmental review. Seals, as well as other marine life, was included in the scope of what should be considered.

Reference 2 - 3.44% Coverage

Q6 - I have a concern about the shipping route. They said they will pass through once a day. There are walrus and bowhead whales that will hear noise from the ship. Even as humans, when I hear too much noise I try to go away from the noise. Even animals are sensitive to the noise. Especially the bowhead whales, in the spring time and the numbers are increasing and same with the walrus. They need to be closely studied.

Mr. Chubb – ships and noise are on our list of the things that need to be studied. The opportunity we have had with the bulk sampling program has allowed us to study how narwhal at Milne Inlet respond to the ships that come in. We conducted studies last year, and as you would expect, the narwhal moved out of the way of the ship, but our scientists tell us they didn't see any changes in the way the narwhal reacted the ships. So it was very helpful in the short term. We are looking at the response of whales to noise, and we are also looking at the ship itself and the ship design. It is something we are looking at.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 4 references coded [18.64% Coverage]

Reference 1 - 2.91% Coverage

Mr. Angutirjuaq – I'll never be 100% satisfied until the shipping route is not to Steensby Inlet. I know we talked today about Inuit not eating as much country food, but you know that when someone is ill and they are asking for a particular food, that people will go at great lengths to find that food. Just like what we go through when we go through what we just said, if a mine opens at Mary River and someone from the outside does things outside of the rules, the mine will be affected the same way we will be affected. I know I will keep saying this about the shipping route in Steensby and we will not be happy with that port and shipping route. I know you say it costs too much for others, but we know other railways go through mountains and everything, and we know it is possible.

Reference 2 - 2.30% Coverage

Mr. Awa – The reason I want to speak out on this issue is a number of reasons. We are Inuit, and in the past white people called us Eskimo because we eat raw meat. All of our food comes from the ocean and the land. We can eat meat year round.

Where you ship is the source of our food. Further, we Inuit who have been eating from the land and sea, we wash our hands after. White people, after they eat they pull their wallet out and pay cash. Our biggest concern is where our daily bread comes from. The younger generation do eat food, but the older generation is very concerned about where our food is coming from.

Reference 3 - 8.39% Coverage

Mr. Ittusardjuat – To me, the Mary River Project itself we all support as you also heard. But the biggest concern is the routing of the ore and going to Steensby is the biggest concern we have. I cannot imagine how big it is until I see it. After discovering these are the ships that will be going into Steensby year-round, for us it is impossible to grasp, and furthermore it is something we cannot accept for the reasons mentioned by Peter. It is also hard to accept that. In the beginning when you talked about the route we thought it would be only in the summer. I would support 2 ships going into the summer, but I cannot accept what is proposed because of the animals that are around us. In the past, I have been working with various exploration companies for the past few years, riding in helicopter and working with these people, and looking at the vastness of the land and how much material is available, and after that it is impossible to imagine the ships coming in, and I think a lot of the Inuit in here are feeling the same way. Is it not that we don't have a choice because it will cost too much go to another way? Is it just because of the money that you don't take another route?

Mr. Chubb – We looked at different ways of where a port could be for ships to get to. In looking at those options, it isn't just about cost, sometimes it isn't cost that makes an option not work. There are many things to consider, and we don't believe there is another option to putting a port at Steensby for this project to go forward. If it was just about cost, that is one thing, but there are technical and environmental factors as well.

Mr. Cooper – We brought people who operate these ships to Mary River, and we showed them Steensby and Milne Inlet and flew around the area, and we asked their advice on how the ships could operate in different places. Then we brought some experts in ice breaking for ships and we asked them to study the ice and how the ships and ice would behave together, and they have told us that Steensby is the only port in which the ships can operate. All the other places where you could build the port are too narrow, it would create ice chaos and they wouldn't be able to move, and Steensby is the only one that is available.

Reference 4 - 5.04% Coverage

Mr. Awa – Yes, we are glad to see this kind of project because it will provide jobs for younger people who are unemployed. But with Foxe Basin is a very small area and it is very important. Yes, there are caribou and arctic char being affected on the land, but it is the sea mammals that are closest to our heart. It won't be just ore carriers but also tankers. What if there is an oil spill or grounding, are there contingency plans developed?

Mr. Chubb – There will be other ships but most of the fuel will come in on the ore carriers. Last year we had a tanker come into Milne Inlet. Those ships need to have established spill response plans, and before the fuel came to shore, we did an exercise to make sure that we are ready in the instance of a spill. The federal government and QIA were there when we did that exercise. A big part of the job is to make sure we have the plans, equipment and training all ready. Refueling from tankers to shore is a common activity that goes on every day, but we agree, it is very important to have our plans in place.

Mr. Cooper – We'll also design the ships to be very modern, so the ore carriers will have two hulls.

Mr. Awa – It's not that we are totally trying to stop the project in the tracks, its just that we see big accidents in the news every day – ships, trucks, etc. and we see it as a possibility here.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [4.12% Coverage]

Reference 1 - 4.12% Coverage

We are concerned about Steensby Inlet and the shipping route. It's going to have an impact on the animals. Each captain will have a different route. Are people going to be given gas since they need to go around the port?

Greg - Yes fuel and a meal will be given to people who need to go around Steensby Port.

That will take a lot more time and it will cost us more gas.

Greg - We understand that but Steensby Port is the only practical option and we had experts determine this for us. The rail line to and port location are both not feasible south of Steensby Port.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting May 17 2011> - § 2 references coded [23.97% Coverage]

Reference 1 - 12.20% Coverage

Louie : Thank you for arranging this public meeting. There are concerns regarding the proposed port – the elders have these concerns. We know that area specifically as we have been going there all our lives. We know these animals as we eat them; we need to protect them. We eat country food – walrus, caribou, fish – We have an instinct to protect the food we eat. Also I have a working life that is needed to support my family and supply for their needs. I have a working life and a cultural life. What would we do if the wildlife is damaged? How could we live? We cannot buy store bought food to meet all our needs.

Matthew – Goal is not to hurt the environment. The Environmental Assessment process is focused on finding ways to minimize the impacts. Some of impacts are beneficial and some are not beneficial. What if we started shipping and found a serious impact on walrus? We would need to change in some way and if we cannot at all change we would need to compensate. We chose to eliminate the western shipping route due to the higher risk of impacts to walrus. If there is a catastrophic event like a spill and there was damage there would need to be compensation. However, the project is designed to prevent serious accidents. It is not in the best interests of the company to risk serious problems. We design for minimizing risks and potential impacts

Reference 2 - 11.77% Coverage

Comment from community– We would want to know more about railroads? Do they work in these climates? Are you sure they will work? Will they get stuck and impact wildlife?
Concerned about ice breakers going back and forth, will they change currents permanently.
Need to consult with us. We know about the animals. And they react to noise even of a person walking on crunchy snow. You haven't consulted us on all the important aspects….

Carolyne: There is one railway line that runs in Canada in temperatures nearly as cold as Pond Inlet but the temperatures do not last as long. These trains will be designed to minus 49. There are challenges running trains in very cold climates but many of the problems have been resolved and eliminated in working railroads. We do have experience with these conditions.

Matthew – I will respond to the concern of ships and noise. During the bulk sample experience we monitored narwals and marine mammals on the noise generated by the ships. They move away from the ship but came back very quickly. As well, we have some work on the effects of the ship on the formation of land-fast ice. Depending on how cold it is there could be a delay in the formation of the ice but only by a few days.Once the ice is formed there is little change in ice formation due to the ship track.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 1 reference coded [4.88% Coverage]

Reference 1 - 4.88% Coverage

Mayor Quassa – My question is – the shipping route you mentioned the land and marine mammals will be studied, and our Deputy Mayor went from Iqaluit to Igloolik and through the east side of Spicer Islands. We found another island. We used 22' canoe, but there is walrus there, that will be probably closely studied. So the proposed shipping land will be studied. My question is walrus, seals, bearded seals - they will probably be studied? The ship will be noisy and they will they be studied? When will you be studying the marine environment?

Mr. Chubb – We've already started studying the marine environment. Both the physical environment; the habitat for marine mammals, and part of that involves marine mammal surveys, and we are continuing those. We are incorporating that information from the scientists with focus group sessions to incorporate Inuit knowledge as well. We're also studying marine mammals on the north side in Milne Inlet, to understand how marine mammals respond to ships. Last year we watched what narwhal did when ships came into Milne Inlet, and the scientists observed that they move out of the way of the ship, but overall there weren't any big changes in the way the narwhal behaved in the inlet. We have and continue to study the environment.

<Documents\Public Consultation\Igloolik\Igloolik HTO Meeting May 17 2011> - § 2 references coded [15.77% Coverage]

Reference 1 - 11.26% Coverage

Q: Considering the many small islands through the area we know that this in an important area for migratory birds and that the ship path may impact them especially in the time when they are flightless after eggs are laid. We have seen ships affect these birds. I also have concerns of other wildlife near Steensby like walrus and seals. How will we know what impacts really are? Also what about the exchange of water from the ships at port or the discharge of dirty waters from the ship?

R: there will be a need to monitor the situation and the best placed for this monitoring are those from the local area who know the land and the wildlife best

On the ballast water question Tim explained the exchange process and confirmed that no untreated wastewaters would be discharged from the ship

Reference 2 - 4.51% Coverage

Comment: we disagree with the plans for the port at Steensby but we can agree now to disagree. We remain concerned about seal dens and we need to negotiate better compensation. We need to include these aspects in the negotiation of the IIBA.

QIA responded that these are being considered and negotiations are ongoing

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 1 reference coded [1.65% Coverage]

Reference 1 - 1.65% Coverage

Louis Tapardjuk – Did your IQ study indicate areas where walrus are calving? Will the ships stop during this time?

JP – Yes, the IQ study contains information on this. I can show you the maps we generated with walrus information at the break.

GM – Right now the ships will run 12 moths per year.

Louis – Even when they are calving operations will continue?

GM – That's correct.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 4 references coded [7.33% Coverage]

Reference 1 - 0.83% Coverage

Q2 – In Steensby, I don't want any activity from Steensby. If we stop eating marine mammals you can go ahead and disrupt the marine mammals, but I don't want any disruption so I don't want any activity from Mary River to Steensby. I am afraid that with freezing a fuel barge, we want to go hunting walrus and we don't want photographers taking picture of walrus. We went hunting in Mary River for caribou and didn't see any and we are already seeing impacts. I don't want the barges frozen, it is my land and I don't want to see it disrupted. Thank you.

Reference 2 - 2.34% Coverage

Q4 – Since you are inviting me to express my concern, I will do my best to express it. Here in Igloolik, the ship will go through Foxe Basin. As long as they go on the east of the islands we will agree with it, not to the west. As long as it is to the east. We heard that it would be on the west side because the east side is too shallow. If you decide to go with the route. Archaeology is the same. Since as a child I have lived in the area and next month I'll be 80. Walrus live in that area and the ships will go through that area and Steensby will lose the walrus as they will be disrupted. In Hall Beach area when they start the mining there, there will be no walrus in the area. So the ship to Steensby - stop that and go somewhere else. After that, the next generation will grow up without any walrus. If you decide to go on the east side, keep that, because I am going to ask for funding or compensation for the community to purchase meat and food because they will not be able to get the walrus, because even in winter they are always moving, and we know that when noise is going on around them they move out. That is my concern.

Mr. Chubb – In the package you received, there are two routes shown on a drawing. When we were here in September we didn't know which route east or west of the islands would work. We didn't have updated maps about how deep the water was. But we've now confirmed that the east side does work – it is feasible to use. And we have heard Igloolik and it is our preferred route to stay on the east side of the islands.

Reference 3 - 1.60% Coverage

Q8 – The activity going on, I like them because activity in the land I like those because we still need some activity on earth to do. We need something to keep our hands busy and we need money. I heard on the radio people selling their personal goods because they don't have any money. Young people are very active and if you offered jobs to young people, they have nothing to do and they are just carrying babies around. We need something to keep us busy. We went through Steensby on ice breakers and we didn't see any walrus scattering. If the ship didn't go directly to the walrus hole they wouldn't move. There are some very shallow areas on the east side, if the fuel tanker was grounded and spilled . We as Inuit are afraid of development, but we are worried about our young people and they have no jobs. And sometimes we are wrong in that we don't like the jobs. If the Inuit want to work, they could be productive people when they have a job sometimes they just quit. Some are good workers and keep going on. I don't want to live without any jobs. Thank you.

Reference 4 - 2.55% Coverage

Q17 – We know that anything and everything, even jobs or employment, I know in the past Inuit are being asked now for input into activity, and I know we have representatives say for QIA is representing us, and MLAs, and they represent us and need to know how we think. I believe we are being represented and our concerns need to be considered by our representatives. Any activity – everyone can not agree and be happy, so tonight we heard all different opinions and concerns. I know animals get used to a noise, even airplanes. Caribous for example, can get used to the machines. In the past, they didn't want to hear anything or even footsteps that smell like humans, but I think they changed in that caribou in a migration will go there even no matter what noise. So Mary River will go – even without noise, have moved on. Hunters haven't seen evidence of caribou, as caribou go to areas where they can feed, even when it is noisy. But it is a concern in that we don't know for sure if shipping in winter, the ships coming in will be really noisy ice breaking, so it needs to be considered more, because we don't know for sure how it will be. In winter there is walrus year round. In Steensby the walrus go out but the seals stay in the area. In summer it won't be a real concern with shipping but my concern is winter shipping. And to make a comment on IQ – I have that personal knowledge and the animals – when you fight over animals they can disappear. If you have no fights over the animals, they will always be around. So we Inuit can be responsible because we are not looking after them whether we don't listen to IQ we can be blamed for their disappearance. We were told to be friendly to animals.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 5 references coded [19.78% Coverage]

Reference 1 - 1.17% Coverage

Q1 [Igloolik HTA Representative - David] – I have a comment on the two shipping locations – I would like you to use Alternative 2, as there will be less interruption to marine mammals.

Mr. Chubb – OK. They are checking water depths this summer/fall and are still waiting for data.

Reference 2 - 1.99% Coverage

Q5 [His Worship, Mr. Paul Quassa] – I know recently a study was done on the seabed and there are quite a bit of creatures on the seabed – as with other places [referring to marine environmental studies at the Steensby port]. How is the dock going to be installed not to destroy the seabed?

Mr. Cooper – our current thinking is to blast a flat space on the rock on the island. To do this without damaging the seabed we need to blast carefully and control fly rock from the blast.

Reference 3 - 1.25% Coverage

Q2 [again] – I don't agree with the proposal to have a dock in Steensby Inlet. A Pond Inlet resident has been in Igloolik and says that the marine mammals have changed in Nanisivik – the marine mammals have come back after a while after closure. Walrus will be disrupted – so no, do not use our waters.

Reference 4 - 2.64% Coverage

Q16 – I am not in disagreement – I had an understanding that were talking about routes. He believes the westerly route is better – the other route has a lot of ice. I was in Mary River today and it was very clean; no garbage; and the wildlife was not disturbed. What about in the future, will people in the future replacing you always be as concerned about the environment?

Mr. Chubb – Thanks, I am glad you had a chance to see the site and are pleased. The framework for environmental protection is set up and will set the stage for the future. We recognize we are working on Inuit Owned Land and plan to work closely with the QIA.

Reference 5 - 12.73% Coverage

Q18 [Mr. George Qallaut] – Igloolik is recognized as a cultural community, inhabited for more than 4,000 years. Everyday, we are extremely thankful they we are here today, and are grateful and respect our ancestors. Baffinland is interested in Inuit Qaujimajatuqangit (IQ), have employed people; as a number of people have asked the question – will you respect and take it [IQ] seriously? Igloolik and Hall Beach are the ones who will be affected by this project. Going back to Mary River, people of Igloolik and Pond Inlet have for centuries met at Mary River during summer hunting caribou. An elder present at this meeting got his first caribou at Mary River. Two mountains will be gone [from mining] in 25 years. Part of their identity will disappear – how can you compensate for this? There are a lot of social issues – in the 1960s the federal government arrived and built schools and other buildings but nothing for Inuit. His grandfather asked "Where is Canada? Who are Canadians?" in 1962. The Canadian Government didn't arrive until 1960 – before that the church was from Belgium, the Hudson Bay post people were from Scotland, and at Hall Beach there were Americans. The social impact of these events was huge and we don't want another big social impact. We are a Third World, we have one of the highest rates of suicide, high levels of drug abuse. Your interest is only the material. How come no one from Baffinland has asked the communities of Igloolik and Hall Beach if they can use Foxe Basin as a route? Foxe Basin is shallow, and noise travels far in shallow water, with a high impact on marine mammals. Alternative 1 [the westerly shipping route] is the birthplace of bearded seal and walrus. Some hunters say Alternative 2 [the easterly shipping route] and some say no; there should be better public consultation on the route. We haven't seen any studies in Foxe Basin on the marine mammals or on using it for shipping. Those are some of my questions, thank you.

Mr. Chubb – We'll try to answer your questions, but if we miss anything let me know. regarding IQ, I think the comment as whether or not they are a "cover up" or will it be taken seriously? No, we fully plan to use the information to influence the project. I am told that already the work helped influence the work at Milne to avoid important areas. Regarding change and impacts, and the loss of Nuluujaak [Deposit No. 1 which will be mined], there are some things that can't be compensated and mines do result in change. The opportunity is to balance those changes with benefits like social benefits. There is real opportunity with youth to assist with some of the challenges that do exist. The use of Foxe Basin – we are seeking permission and that's why we are here. It is early in the process and we are looking to discuss the project with Igloolik. It will be the end of the year to submit the Project Description and applications and by the end of next year the information on sea mammals, etc. will be presented, and that's why you haven't seen anything. Have I missed anything?

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting Aug 16 10 Notes_revised> - § 2 references coded [12.63% Coverage]

Reference 1 - 4.75% Coverage

Q5 – What will be the long term affect on sea mammals due to the shipping in Steensby Inlet and Foxe Basin?

A – Such topics will be part of the EIS review process as well as the Company's plans for mitigation and management of such potential affects.

Reference 2 - 7.88% Coverage

Q11 – I am just providing this as a comment. I really don't like the idea of ships in Foxe basin as I am afraid that it will scare the walrus away.

A – If the company is able to move forward with constructing the Mary River Project it will be required to use bulk shipping. The Company has examined a number of potential shipping routes and the route through Steensby Inlet is the route that makes the most sense.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 2 references coded [10.84% Coverage]

Reference 1 - 5.25% Coverage

Councilor Simon Nattaq – Originally I am from Hall Beach, and like anywhere in Nunavut I travel and I've been traveling to Coral Harbour and Northern Quebec, and I think John mentioned the questions that I have. Although it impacts my personal life, if there is impact on the environment I would expect there would be an agreement in place. That area - the shipping route is a breeding ground for marine mammals. Polar bears are also living in the area. From my understanding, the ice never used to melt, but I think now polar bears are moving away compared with the past. We already have impacts in our lives. I am not sure Nunavik but Cape Dorset they will also be impacted, and they will also be impacted (Kimmirut?). Nanisivik had ice breakers come in winter. Compared to the past, I didn't see real negative impacts to marine mammals, narwhal, and seals are still there. But the Inuit travel route and losing equipment and so on. In Iqaluit although we have ice the ships still come in and the beluga still come naturally. So although they may be impacted, personally, the ships cannot deter the animals in their activities. We heard a big proposal, although I am Nunavut Beneficiary. I don't want to interfere in the communities but I can say you should add Cape Dorset. If you decide to go the eastern route, you may be able to bring equipment. I don't think they asked to bring big items to the port – part of the benefits package – that they can always go to collect equipment delivered to Steensby. I can't really say on behalf of those communities, but…thank you for considering Iqaluit in your proposal.

Reference 2 - 5.59% Coverage

Councilor Williams - Yes it is much appreciated. A couple of comments I'd like to make, I have a bit of experience with the impact of shipping and ice, with Arctic Bay. I went before they were shipping, and then saw the impact of ice breakers through landfast ice on harvesters. In that area, I'd like to point out that the area in Foxe Basin is a well known area by walrus occupied year-round, because of the moving ice. I think one of the things people don't assume is that walrus are big tough animals but they are actually quite sensitive – one of the animals with a sense of smell – whales don't but seals do. The one thing that I will share is that my experience with shipping - the habituation of mammals to Arctic Bay – the CD Howe – those vessels, they can see the animals respond days before the ship arrive. They don't any more – there is an initial flee behaviour. If you look at Bay of Fundy, ships have become habituated to ship traffic. I found it interesting you're going to ship and dock in landfast ice throughout winter. One of the hardest things was to dock in landfast ice at Nanisivik with landfast ice. With the continual growth of ice, especially coming off the steel head that go into the water, it will be a challenge over the winter. There will be a lot of focus on shipping but the rail line given the 6 trips will be a substantial barrier to caribou, wolves, any terrestrial mammals. Something to leave with you – I can see that the railway may be a substantial consideration. If you have an area of substantial snow, and you create new snow, they will get onto highways, - Cantung and other remote areas – they will not get off the road into the deep snow and will run until they are exhausted.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - April 2, 2008> - § 1 reference coded [3.47% Coverage]

Reference 1 - 3.47% Coverage

Q1 (Anthony) – no one has asked about wildlife so I will. The shipping route in Foxe Basin, that is an area that is typically not navigated, what are the impacts and what will you do? And the railway and caribou? Trying to cross the tracks – one out of every I was wonder if there is any preliminary work done on how work will impact wildlife. It will be a big change for wildlife.

Mr. Chubb – The discussion on that and impacts, and mitigation will be subject of the next two years of dialogue. The work that we are doing, if we start with the shipping and navigation, we've spent time mapping the bathymetry to be sure we have viable shipping routes. On the map on the back, there are shown two locations route and we've since confirmed that both routes are feasible. From a mitigating measure, one of the first things we were told is to go the eastern route. We are already looking at means to influence the operations. The baseline work we are doing is ensuring we have an appreciation for the wildlife. With caribou, we are doing similar things as well in terms of looking at caribou use by the land users from a harvest standpoint, and caribou use in the area. We've been studying for several years. Right now there are not a lot of caribou in the area and we understand they have been in larger numbers. We're doing trail mapping, etc. This will influence the project. You've hit on the two key areas that we feel will be the focus of discussion for the next two years in the draft EIS.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - Sept 27, 2007> - § 1 reference coded [1.55% Coverage]

Reference 1 - 1.55% Coverage

Q1 (Simon Nattaq) – There is an area close to Foxe Basin with walrus habitat – I like the eastern route to be used.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 2 references coded [8.64% Coverage]

Reference 1 - 3.07% Coverage

Q – Would Kimmirut be compensated in case something happened to the wildlife in the area?

GM – The effects the Project will have on marine mammals and the marine environment are covered in the environmental impact assessment. In terms of compensation, this would be negotiated in the IIBA with the QIA. The IIBA has not yet been completed.

Reference 2 - 5.57% Coverage

Q – What impacts will the Project have on marine mammals? Would we be able to be compensated if we started to see fewer animals? Fishermen were compensated with the Gulf of Mexico oil spill.

GM – The impacts the Project will have on animals will be covered in the EIS. There will also be a monitoring program in place as the Project moves forward. The results of this program will be made available to local communities. Our goal is to have as little impact as possible. In terms of compensation, a great deal of that will be covered in the IIBA. It will be up to the QIA to decide how those funds will be distributed.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 1 reference coded [2.65% Coverage]

Reference 1 - 2.65% Coverage

Jesse: Environment question; we all know there will be impacts - habitats there and we know about other mining projects impacts and global warming, are we looking at impacts of global warming on animals?

Mike: Spoke about impacts of shipping on marine mammals. Richard spoke about Project wildlife and the surveys and studies that were being undertaken, and that this included looking at the work of others on climate change effects.

<Documents\Public Consultation\Pond Inlet\BIM Notes on GN Development Workshop - November 13, 2007> - § 1 reference coded [3.57% Coverage]

Reference 1 - 3.57% Coverage

Several issues related to impact and benefits surrounding disruption to wild life by rail and sea and the form of compensation related to this .

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 1 reference coded [0.45% Coverage]

Reference 1 - 0.45% Coverage

Nick asked how BIMC will deal with disruption caused by ship tracks/leads. Sean indicated that the IIBA negotiations will deal with this issue.

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 1 reference coded [5.15% Coverage]

Reference 1 - 5.15% Coverage

Sipporah Peterloosie [community nurse] – indicated concerns about increased air traffic as she lives near the airport. She asked about the impact of air and ship traffic on the animals.

Rod Cooper responded that the proposed bulk sampling program is as small as possible to limit the traffic and only 6 ships are proposed.

Sipporah Peterloosie asked if this was during the life of a future mine and Rod Cooper indicated that he was referring to the bulk sampling program only. Richard Cook added that studies are being conducted on the wildlife, and that it is recognized that the current exploration activities have a localized effect on the people as well as animals. As well, permits are required to conduct the existing activities as well as any proposed activities such as the bulk sampling program.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Community Meeting - Mach 1, 2011> - § 2 references coded [10.75% Coverage]

Reference 1 - 2.98% Coverage

Ikee – You used Milne Inlet as a point to load ore. Milne Inlet is a breeding ground for Narwhal's and we are confused as to whether or not you want to use Milne Inlet for shipping ore in the future. Please keep us informed so that we can have a good working relationship.

Greg – Work has been done to determine if shipping from Milne Inlet is a feasible option. But no decision has been made. We have also heard complaints about people being hired from Iqaluit for other company projects.

Reference 2 - 7.78% Coverage

Speaking as a true hunter I need to share our observations. Navy Board Inlet use to have lots of Narwhal in the 1980's. Now the Narwhals have not returned because of some marine noise and sonar equipment. There use to be lots of seals basking, lots of seals including harp seals. This past summer it was reported that there were no marine life in that area. We speculate that equipment that is being used is scaring animals away. We also observed lots of dead cod in that area. We don't know why, but we can see it. We have a lot of concern for these animals. Last week there were 19 of us travelling by snow mobile in that area and we did not see any caribou tracks at all and there use to be a lot of caribou. All of your alternative port sites have caribou and this is because it is far from Mary River. Caribou used to breed in Milne Inlet. We need to be more concerned about what we are observing. We don't want any markers or devices put in our waters. We need to work together.

Greg – caribou are no doubt in a low cycle on Baffin Island. This is what IQ tells us and this information is reflected in the DEIS. It is unlikely that low caribou numbers on North Baffin is not a result of the Mary River project. As for the devices, they were tidal gages and do not transmit sonar.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 4 references coded [29.28% Coverage]

Reference 1 - 7.15% Coverage

Q7 - David Q – There are two new faces from Baffinland. In 2005 when we went to site, and they were flying in drums of fuel. We had our first meeting in 2005. Apparently Baffinland was writing letters. At that time, Mike Z said there would be contracts for logistics, and jobs. The co-op got a foodmail and logistics contract. At that time, he didn't even ask the community if they wanted the exploration to go ahead, but it didn't seem like we have a choice. Then Baffinland decided to do a bulk sample program. And we were trying to negotiate a IIBA. They wanted to do the bulk sample without an IIBA. Then they gave a contract to the Qikiqtaaluk Corporation. Then the Inuit were against them building the road up the mountain in the winter, and they did it anyway. The tote road was washing away. Baffinland doesn't listen to us, when we say not to do this or that. They could have used the money other ways. You're talking about one ship every two days. We're lucky enough to watch Discovery Channel, and we see these ships with a humungous anchor which disturbs the animals on the sea. These things have to be put into consideration. The environmental statement schedule for your project to be approved and accepted by Inuit – seems like a crazy schedule considering what has happened.

Bill - With respect to the EA schedule, the project evolves as we go on, so the plans from 2005 have changed as of 2010. But two things have been taken in account. We are bringing equipment and materials into Milne Inlet during construction. Bringing equipment to build the mine, and to build the railway from both sides. I think that has been pretty consistent that Milne Inlet and the roads will be used.

With respect to the large size of the ship, and the need when ships come to port, the lines that will be used to potentially anchor – that is why we've been studying the seabed and fortunately the seabed is relatively barren in that area. With respect to changes in the company and incidents in the past, I think there are a couple of things to take into account. These sessions are very important. We take these issues, and think of other ways to explain the project. George did a good job explaining the results of these meetings. When we go back to Cape Dorset, hopefully we have either a response to their concerns or a change. Most important is safety. That's why we are going back to the ship designer to see what can be done to address the concerns. Shipping in the north is starting to become more prevalent. George mentioned Raglan where shipping occurs. Another project that started 7 years is the Voisey's Bay. Every time a project starts up they are a chance to learn, and we can design our project better.

Reference 2 - 15.63% Coverage

Jayko – On the last page of your presentation in Inuktitut, there is some wording I don't like. The translation is a bit different from the English. Baffinland and the QIA will be working towards an IIBA agreement. In 2009 an MOU was signed. To ensure there is employment, training, business opportunities, workplace conditions. And in 2010 the goal to reach agreement in principle. I just want to clarify for the Inuit – they are slightly different versions in Inuktitut. In February we had a meeting in Iqaluit in regards to the Foxe Basin walrus working group, and at that time we asked the questions about the large ships. There will be quite a number of them that will be transporting ore. And on the return trip, they contain a liquid in the hold. In the Foxe Basin area, the walrus especially, and we all consume walrus from that area, the ship will be full in German and will come to the Foxe Basin. This needs careful consideration, in order for the walrus not to contract any disease. Will there be shipping after every four days. It might affect the microorganisms. Seawater from down south contains a lot of contaminants. And directed to the QIA, regarding the final agreement in principle, I keep going back to it, because the QIA should ensure that the communities… the QIA is in a tough situation, because they need to reach an agreement. That is a major concern to us. This problem will persist, providing logistics… You should have a joint meeting to discuss – employment opportunities should be given to the communities involved. It is good to hear that Baffinland is coming to the community, and lots of jobs – good to hear. We are the closest community though. You are going to damage our land, and the marine mammals would be bothered. It will not benefit us, which is unfortunate for our future. I wanted to reiterate that employment and business opportunities should be made available. We agree with KP and their wildlife research – we have totally supported them in that regard, but the fact of providing employment, and having business opportunities, if it isn't going to be provided in Pond Inlet, I mentioned earlier, that I was glad BIM are coming here, but there is nothing concrete. You are not mentioning good news about employment or contracts. I will go home disappointed. So how will you affect the

communities? On the IIBA, it is currently being negotiated, but Pond Inlet does not know anything about it. Pond Inlet needs to be involved in these discussions.

Bill – With respect to the water you mentioned in the ships, when the ships leave Steensby they will be filled with iron ore going to Europe. When empty, they need to be filled with water to ballast the ships and make them more stable. There is a concern that exotic species will be in that ship water. To prevent the transfer of species from one location to another, what ships are required by law and also contractual arrangements is to exchange the water in the North Atlantic, to ensure that the water in the ship is similar to the water at Steensby. That's an important question and one that will be addressed in the shipping plan in the EIS. And we are using our experience on other projects.

I am not sure about the comment regarding salt in the water. The difference in salt concentration is very minor between here and Europe it becomes different from northern hemisphere and southern hemisphere. But this is more or less irrelevant given we will be exchanging water.

Regarding communication, we are planning to improve and issue a bulletin quarterly regarding any announcements that the company has made in the past 3 months, and work planned at site. Qav can read this over the radio.

Dave – On the expeditor, you're right, in 2008 there was a QL employee based here doing logistics. And after 2008 when things slowed down, we didn't need the expeditor again. Regarding the co-op we are continuing the food contract again this year, and we'll need additional services with linen services. We plan to come to talk to the co-op board, and to look at other business opportunities for the co-op. The one thing about the co-op is they are one of the biggest organizations in the eastern arctic.

Philip – I have something to say on funding. As a negotiator, I am wondering about how we are going to negotiate

In Pond Inlet and Igloolik, we have been making every effort to hire people…

QIA are not just agreeing with Baffinland, we are making sure the ….

If we had used our own funding, it would have meant we'd need to borrow money. NTI did that and they are still paying back the federal government. If we used our own funding…. we have not used any of our own money for negotiation. We requested funding from Baffinland…. as a result training has not been activated. As a result, the QIA board decided in March to provide its own funding for training. We would have to figure out how much funding we would need in the high arctic. So we've requested funding that was not forthcoming.

We will be working – the HTO and CLARC – will be working together to see how we could support them. So the QIA will be providing the funding for the workshop. Thank you.

Jayko – Yes, I have a clearer understanding now. It is very easy just to make a comment that he made earlier. It sounded very simple regarding the explanation about salt in salt water. I am requesting that in the planning stages that a representative from each of Igloolik and Pond Inlet should go to Europe and look at the condition of the salt water. Baffinland should delegate two people to from Pond Inlet and Igloolik to go to Europe. I want to see a letter in writing about how Pond Inlet will benefit.

Bill – Yes, regarding the management of ballast water, that will be in a management plan. Before we submit that document to the NIRB, we'll have a chance to come back to discuss with the community what is in the plan. May I suggest that we take a 5-10 minute break.

Reference 3 - 2.31% Coverage

Q – I was looking at the maps. Regarding the shipping route, I want to comment. In the past years, we've observed that the mining side and the marine mammals relocate somewhere else. I am thinking that Baffin – the whole surrounding waters – there is going to be a lot of traffic on the ice or ocean.

Even though it appears that our comments are being ignored by the white people who arrived recently, even though we've lived here. We need to ensure wildlife, especially in Foxe Basin, they will definitely be affected. We should look at all of the options, instead of traveling through Foxe Basin in the winter time – use an alternate route. When ships went to Nanisivik they did not disrupt fish habitats. You definitely need to build a road to where the small glacier is. And from there you can go wherever you want. You should not disturb the coastal areas of Baffin Island.

Reference 4 - 4.19% Coverage

Q – Regarding narwhals, when hunting in that area, the plane doing aerial surveys was up there also. They were flying very high up and not monitoring the narwhal very carefully. It was apparent that it wouldn't count all the narwhal. When the ship was approaching, the narwhal moved somewhere else, and when the ship was loading the narwhal they were gone from Milne Inlet and then came back. Residents of Pond Inlet… you assume that you have all the knowledge. You appear very knowledgeable but you are not. In the future, if the ships come in that region, they will all be gone. Thank you.

Jayko – When the big ship that was there in the summer, maybe two years ago, I was involved in an aerial survey, and as you travel to the Milne Inlet area, we criss-crossed with the plane conducting surveys and looking at other marine mammals. In an area in

Milne Inlet called Bruce Head, there is a lot of narwhal. As the ship approached Milne Inlet. As the ship left the other way, the narwhal traveled form Bruce Head and congregated in Koluctoo Bay, And as the ship passed, the narwhal swam somewhere else and did not want to follow the ship and be disturbed by noise. IQ says before ships arrived we would see the ships arrive – only when the ship is really close to they swim away. There are lots of narwhal and when the planes started landing and taking off. We And sometimes the killer whales go after narwhal. We usually have fewer ringed seals as ships frequent the area. Freighters tend to bother marine mammals a lot. That is something we learned. The wildlife is very essential to us.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 2 references coded [18.30% Coverage]

Reference 1 - 10.26% Coverage

James Attagootak – Have you looked at all these different options for the shipping route? I only see the Milne Inlet and Steensby Inlet routes marked on the map. If you've studied them, they should be included. Although they may be expensive, I would like these alternatives be examined. It's hard to know if you've looked at this or not if you don't show us. My second question is in regards to Steensby Inlet. That area is fairly shallow. You will need to dredge to make sure the ships can get in. There are char and other species there. There will be explosions and dynamite that will affect the animals. I've heard discussions about moving the port to Nuvuit. When it's foggy it will be hard for the train to see what is in front of it. What will happen if the train kills caribou when it is foggy? Will there be compensation? You also talked about the shipping in summer from Milne Inlet. A lot of people from Pond Inlet are in complete opposition to this option. You will be impacting their livelihoods and will need to compensate them. If you do this, all the wildlife will leave the area. In Resolute, they said all the animals left when the ships came in for the mine.

MZ – [Discussed various port location options and siting restrictions; shows port alternatives slide]. There will be no blasting at Steensby Inlet; we've changed our port design to make use of steel containers filled with rock. There will be no blasting necessary with this design. We have not chosen the least expensive option; we looked at the best option for the Project. We've always said that if the communities don't want this Project to move forward, it will not move forward. Yes, Steensby Inlet is a shallow basin, but we have done studies and determined that it is deep enough to ship. Building the port at Steensby Inlet is more expensive than Milne Inlet. We looked at the most doable option. We have looked at ways to get this Project moving as quickly as possible. We need to generate revenue; currently we only raise income and don't generate any revenue. We believe the Steensby Inlet option will have the least impact. But, we're looking at both options and studying them as a way to get the Project moving quickly. Compensation will be paid if any animals are killed. This will be part of the IIBA negotiated with the QIA.

Reference 2 - 8.05% Coverage

Caleb Sangoya – All boats irrespective of their size have a depth finder. All animals don't like those because they make a sound. They make a sound like the seismic testing. The whales flee from ice breakers in Lancaster Sound. It seems like every time you guys come in there is a slightly different presentation. You first told us you would be buying supplies from the Co-op for the exploration phase and make use of local businesses, and that the majority of Inuit employment would come from Pond Inlet. After this, the majority of contracts were moved to QC in Iqaluit. You changed our previous agreement after 8 months. The supply and labour contracts were moved to Iqaluit. When you make another presentation we would like know about the impacts of Mary River. We are already seeing impacts. The caribou and narwhal have moved away. We've already seen impacts in this six year period. I don't want to see impacts to the wildlife.

MZ – We're still using the Co-op to purchase our food; this has been going on since 2004. About 55% of the beneficiaries working on site were from Pond Inlet. We employed through the Co-op from 2004-2006. After this, we moved hiring to QL. As we move forward, Baffinland will be hiring directly. We will do this as soon as we can. [Comments missed]. We believe people are talking about impacts that might not exist. I understand your statements and I'm not sure if they're true; we'll have to see about this moving forward. Please remember there has also been a lot of harvesting going on in Pond Inlet. We only have 65 people that work on site right now; we've been right around 30% Inuit employment. The ships use charts. They do not use active sonar; they use passive measures. The ships (measure bathymetry) mainly use MRI, or, magnetic imaging. There is no pinging involved.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 1 reference coded [2.04% Coverage]

Reference 1 - 2.04% Coverage

Q14 – I am Inuit – don't think of me as white. [Referring to map] – From here (Milne) to there (Steensby) is 180 km (It's about 240 km). From here to there (bottom of Admiralty Inlet) is the same distance. Or even to Nanisivik. Milne is a narwhal area and Steensby / Foxe Basin is walrus and will probably be affected there. I would prefer if you would go west and even to Nanisivik port. But even if you try to go there [don't know where] it is dangerous. And Inuit are being trained but when mine closes down those who are trained will lose jobs. Have you considered Inuit on ships? I had a blind grandmother who …. [didn't record]. Last one, I know Japanese have offered you lots of money, maybe $100 M. Is it more important to compare 20 years from now if I can get caribou or for you to get money? I am going to ask for more compensation for those that are lost.

Mr. Chubb – I appreciate the comments there. Speaking about the shipping opportunities for employment. There are certainly opportunities on the ships for jobs, and we have talked to our shipping partners about this. As we've discussed several times this evening with respect to impacts and benefits, we need to make sure the benefits outweigh the impacts.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 2 references coded [24.44% Coverage]

Reference 1 - 21.95% Coverage

Community Speaker 1 (Mr. Jayko Alooloo, Mittimatilik Hunters and Trappers Organization) – I didn't see any reference to the prevention of oil spills [referring to a photo and email], which raises concerns. I recommend that there be monthly inspections of fuel storage areas. Will there be continuity in Baffinland's representation to the community. I also have a concern about the impact of the operation on caribou in traditional hunting areas. There is less caribou now in the Pond Inlet area and the increased air traffic will bother the caribou even more. Maybe the mine could transport hunters to areas where there are more caribou, to hunt. I also have a concern about narwhal; a hunter has expressed concern that they have left the Milne Inlet area because of the increased ship and aircraft noise in the area. I want to bring up two comments about other Baffinland representatives: we were told Mary River wouldn't have jet service and no town site at the mine; only one side of the coin, the good side, is presented and only now they are hearing the other side. People of Pond Inlet are being treated like children. In summary, if people are going to make statements, they need to present all the facts. Thank you and one more question – I had not heard before about hydro.

Mr. Chubb – thank you for your comments. I am not sure about the first question and reference to a spill incident but I can speak to Baffinland's approach to spills. Baffinland has a spill management plan which is updated and submitted to government for approval. Fuel is stored properly in lined facilities, and the company continues to develop training materials and program to train staff to respond to spills – recently we held training on site and spill response training during fuel off-loading from the ship at Milne Inlet. I agree that regular inspections are necessary and the company has inspection forms for this purpose. If there are specific questions or issues, they can be discussed further. I hope that helps to describe how fuels are managed on-site.

Community Speaker 1 (Mr. Alooloo) – The particular incident I am referring to occurred at Steensby Inlet.

Mr. Chubb – perhaps we can take a look at those pictures. There was a comment regarding continuity of representation to Pond Inlet. We've been coming to Pond Inlet for several years and hope to continue to build relationship. We are doing several things to address representation: at the request of Council, Baffinland senior management are coming to meet with the Hamlet every two months; some of Council is going to Mary River tomorrow; the company is meeting others while in town. We have a full-time CLO available every day- so if there is ever a need for more information or questions, people can go to the office and if Jamie doesn't have the answer he can get it. Dave McCann, who is Assistant Operations Manager, is now based in Pond Inlet and his door is always open. Regarding caribou, we are continuing studies and we understand the concerns. As an example of studies underway, we were studying the movements of narwhal in relation to ship movements this summer. We will use this information and other information to assess operations. Two other comments were regarding jet service and hydro power.

Mr. Cooper – One concern he heard was with respect to jet service and a permanent settlement at Mary River. We've consulted the land use plan and the plan specifically states that mine townsites are not permitted, so we are proposing a camp and not a permanent settlement like Nanisivik. With respect to the jet strip at Pond Inlet, I believe we are considering their might be many possible benefits that come to Pond Inlet. Some benefits include direct employment and business; some indirect benefits are through government spending of the tax revenue in the communities. At the moment, Baffinland and the QIA are discussing these sorts of benefits as part of the IIBA negotiations. We hope over the next year to have an agreement in place to deal with impacts and benefits. Regarding power generation, they have reported in the community in the past that they are studying wind and hydro power. Last year and this year they installed a gauge in a stream near Steensby Inlet to measure flow to see if hydro is viable. We are installing a wind tower this month, and next year we will conduct a feasibility study on the wind and hydro; the study will be completed by 2009. The benefit of hydro and wind is using less diesel. Currently our thinking is to start with diesel, but if the alternative energies are feasible, they would be implemented later in the mine life. We hope these answers address your questions.

Reference 2 - 2.49% Coverage

Q11 – I want to relate a personal experience as Inuit here. We never had snowmobiles, and when the snowmobiles arrived it took three years for the seals to adapt. Narwhal are disturbed by snowmobiles and don't come this way anymore; they go by Bylot Island. This is something we've observed – behavioural changes. What will happen with huge ships? This will make things worse.

Mr. Kutchaw – thank you for the comments. Any other comments or concerns – people can fill out comment forms at the back of the room, or go see Jamie.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 2 references coded [12.13% Coverage]

Reference 1 - 3.88% Coverage

Jayko Alooloo – It will have a great impact on us, the people of Pond Inlet. I will explain the reasons why:
Shipping – For the bulk sample, you will have a big impact
Hiring – You said that people are working and that is good, but once you're hiring people out of Iqaluit , with QC (Qiqiktaaluk Corp) this will be difficult.
Waters, animals – If you are going to be having an impact on our waters, caribou, whales, seals, I want to be compensated: [lists the following figures]
For one year's harvest:
Caribou x 200 = $506,800
Char $2.25/lb x 10, 632 = $23, 922

Ring Seal Pelt cost $80 each, meat $30 x 2,436 = $267, 960
Narwhal Tusk $102 per foot + meat x 176 = $284, 064
Grand Total, based on 1197 Harvest Study and today's cost = $1,082,746
[receives loud applause]

Reference 2 - 8.25% Coverage

Ikey Milton – Looking at the shipping routes, I laughed – are these routes being chosen based on it being far from Baffin Island so that people will approve? You mentioned earlier that the ships make low sounds. Last year there was a ship at Milne Inlet and we people caribou hunting could hear them, and I believe the animals were disturbed by the sound of the ship running. Animals are our only means of survival, so compensation will have to be paid.
Suppose the ship were to have an accident – would you compensate the community? Have you considered this? What are the unforeseen dangers? What is the emergency plan?
Helicopters are also disturbing caribou. If the helicopters hadn't come, we would have harvested them, but they were scared away.
For the past three years, the people of Pond Inlet have been told nice things [about the project] but then the office was moved away to Iqaluit.
Negotiate WITH the people of Pond Inlet, don't just court them.

MZ – Explains the rationale of shipping along Greenland – based on ice conditions, environmental impacts, technical factors. Also emphasizes that Steensby Inlet is the main route under consideration.
Re: helicopters. I understand that there were issues regarding helicopters towards Borden Peninsula – these were not ours.
MZ – regarding Jayko's comments about wildlife – if there is an impact, compensation will be paid, but we first need to monitor and understand.

Ikey Milton – The helicopter was when we were hunting right around Nuluujaak.

MZ – When?

Ikey Milton – September

MZ – We used NNSI – the ones who do sealift for the Co-op, and it did break down. They do have an emergency plan.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 6 references coded [7.14% Coverage]

Reference 1 - 1.13% Coverage

Q. Why does the route stay towards Nunavut and is not more southerly? Marine mammal migration is a concern. The proposed route could keep animals from using their migration route.

A. The route is a proposal only. The company is seeking comments on the route. The one indicated was selected based on shipping requirements. Note, the route will not go south of the red line (demarcation between Nunavut and Quebec).

Reference 2 - 1.37% Coverage

Q. The preferred route would be between the islands. This is preferred due to marine mammal migration. Baffinland was to bring the Captain here for meetings. We would like them to come here and consult.

A. We will advise Baffinland.

Q. Igloolik and Hall Beach have asked that the route not go too close to their communities. If we ask to go more south, this should be accommodated.

A. Yes, the route through Foxe Basin was moved further east based on community input from Igloolik and Hall Beach.

Reference 3 - 1.66% Coverage

Q. The route near the site is being addressed by the adjacent communities; however, the route near Cape Dorset does not seem right. The area includes walrus habitat and migration routes. After the feeding season, the animals go south for three days and spend that time in the area of the proposed route. Narwhals occur along the route. Seals occur in the fall and pup in the area. In the 50's and 60's there were hardly any seals, now there are many and they are travelling to the west. A more ideal route would be between the islands. Ships would affect animals and cause them to find another migration route.

Reference 4 - 1.03% Coverage

Q. I don't agree with the route. I don't approve of it. We would like to recommend a route that would avoid feeding areas.

A. Note that the company will be back to answer the questions that you have asked. As well, we apologize if we have asked for the same information as you gave to the Department of Fisheries and Oceans when they were here, but we didn't know of their meeting.

Reference 5 - 0.72% Coverage

Q. You have to listen to the recommendations of the people. Be sure you tell Baffinland that we have recommended a different route. The chosen one is too close. The route near Salluit has had an effect. If a ship gets too close to Cape Dorset, it would affect seals.

Reference 6 - 1.23% Coverage

Q. Lets provide information on the route. If we don't want the route where it is proposed, our knowledge could help affect the route selection.

Q. I am concerned that the route is not where we want it. It should be more southerly, south of Mill Island.

Q. We do not want the proposed route. It is located along the migration route and habitat for marine mammals. There will be lots of marks on the map to show the impacts (referring to IQ study maps).

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 16 references coded [9.48% Coverage]

Reference 1 - 0.17% Coverage

Q: Will there be any other studies done on the Project's impacts on marine mammals?

A: We have done a number of studies and flown transects. In the future there will be continued monitoring. There could be compensation offered if there was an impact to the marine mammals. This will be discussed further on Wednesday when Warren is present.

Reference 2 - 0.38% Coverage

Question: James Atagootak/Pond Inlet – Has there been much study done on the proposed Milne shipping route regarding polar bears, walrus, marine mammals, depths etc.?

MTP: We have done numerous scientific studies and collected IQ information.

James: From Steensby to Foxe Basin - were there studies there too?

MTP: Yes, the same scientific studies and IQ studies were completed specific to that area. There was also a GN study in the 90's.We've completed all required scientific studies.

James: The reason I asked this is because the ship area is huge. Is the route deep enough?

MTP: Yes it is. The ship needs a few meters of water of draft. Our studies show the ships can move through with no issues. Fednav will be here to answer questions on shipping tomorrow.

Reference 3 - 0.31% Coverage

Olayuk/Arctic Bay – When we leave, they will be dealing with shipping. Maybe that's why we are leaving today. The work is not done. They will be dealing with walrus and the shipping route. Because we don't live there that's why we are going home. We eat walrus and visit each other when routes are open and we eat their food. We are to leave while they deal with shipping routes and sea mammals. I would have liked to be part of this but we will not be given our opportunity to speak and hear the presentations. This would have been an opportunity here to work together. We won't be able to give our input. [Unrecorded comments].

Reference 4 - 0.39% Coverage

Question: Koonoo/Arctic Bay - How will we be dealing with ships? Eclipse Sound is very deep. Be aware of this. We are going to have to study ships going through the ice. When ships arrived in Nanisivik, the whales went towards shore and ran away from the ship. Now when they are in deep water they are accustomed to the boats, but in shallower water they cannot move away. In summer when there is no ice they are accustomed to ships. But when they started the ships, they ran to the shore and we started hunting them. We know their reactions from our experience with Nanisivik, but you are dealing with the Milne Inlet area. We have to be vocal about this.

MTP: To be clear, this option means that shipping will all be conducted during open water. There will be no shipping during winter.

Reference 5 - 0.78% Coverage

Question: Ikey/Pond Inlet – The study conducted in 2007 - I believe there were many whales in the area back then. On August 12, 2010 there were hardly any narwhals when the ships started coming. It has already impacted the whales. There is a family that camps here [points on map] and can hardly see whales now. There used to be whales and fish here. When you talk of ships going back and forth once production begins, there will be less whales for sure. Pond Inlet people are really defensive and protective of this area. You are trying to make money from iron and we want to keep this area for the marine mammals. You have to think about this thoroughly. Whales and the seals all have to be studied. They are out in the open water and staying away. It has changed a lot already because of the ship. That's what I want to speak of. Thank you

Question: Louis/Igloolik - The Pond Inlet people are really protective. It is their livelihood because we are Inuit. We survive on that. I want an answer. Between Pond and Clyde River, I asked this question 3 years ago, the ship is so big that it cannot go into the inlets there? The mountains will make it impossible? Is that true? Were there studies conducted on this? That is my question.

MTP: The answer is no, we cannot go that way. We cannot build a rail or road between Pond Inlet and Clyde River. Current Project economics mean it cannot be done, because the coast is too rocky and mountainous. There are also lots of ice issues in this area and it would be too far to build a rail line. That is why we are not presenting it as an option.

Reference 6 - 0.46% Coverage

Question: Solomon/Hall Beach – If I were a white man and the boss of Baffinland I would try to stop at Foxe Basin, reduce the ships and take this Baffin Route. There are seal pups on the far side. I can still go hunting at Pond Inlet. There are seal pups. The people of Pond Inlet live on the seals. They must be aware of them by ongoing monitoring [meaning unclear]. We don't like you handling the animals. Please just observe them. Can the biologists make sure they notify the people if they are going to be handling the seals? And notify the HTOs?. Our support and agreement will be apparent and we can deal with these [meaning unclear]. Thank you.

MTP: I have two comments. First, you don't have to be white to run Baffinland, I'd be more than happy to work for an Inuk. Second, there is a lot of scientific monitoring that needs to be done. We are not proposing any direct animal interaction for this, like having to touch them.

Reference 7 - 0.54% Coverage

Question: Levi /Arctic Bay - Regarding the proposed shipping through Foxe Basin - it is lengthy from Steensby Inlet. Sometimes there is low ice and an abundance of ice. When the ships go into our inlet the HTO has requested we be notified of the route. This is a long inlet. We will not be doing this in Foxe Basin [meaning unclear]. The sea bed will have to be deepened in some areas. The route will have to be planned out thoroughly to make sure they have their country foods. The mammals over there should not be impacted too much. Is that the route that will be used?

MTP: [Points to the proposed shipping route on the map]. We cannot guarantee the path of the ship, but this is the likely path. The ship's captain will ultimately make the decision of where it go. The path could vary.

We have confirmed the route is deep enough for the ship. There will be no blasting along the currently proposed shipping route. This location [points to the right of an island] does require some blasting under the water. Does this answer the depth question? We know the ship can travel this route safely.

Reference 8 - 0.51% Coverage

Question: Nigel/QIA - Back to narwhal - Is there a map of when the narwhal is in that area and has there been a study of what happens when the ship goes through? Narwhal sensitivity is part of the question. We're also concerned about the temporal and spatial distribution of narwhal.

Warren: We will take the information we have collected through our studies and those of others. We have information on noise, from various vessels, which based on ships moving through certain areas. Regarding narwhal sensitivity, we need to know how well they hear. We also need to know about the frequency of noise and how sensitive they are too it. Some of this information is available for similar species like beluga, so we use the information from that literature for understanding disturbances on narwhal. We also focus on sensitivities during different parts of their life. We focus on the summer open water season. Not shown on the narwhal slide was where we flew. I will show where we flew on that day [Aug. 10th] and explain what areas we covered.

Reference 9 - 0.20% Coverage

Question: Nigel/QIA - Do we have information on Tay Sound?

Warren – We tried to capture information from when the ships moved in, in our study, but the study did not show consistent patterns.

Nigel – How many ships were coming in when you were monitoring?

Warren – In 2007 there were two ships. We monitored before the ship came in and afterwards. There were six passages in 2008, for a total of ten ships.

Reference 10 - 0.46% Coverage

George: Lakes around Steensby Inlet will be impacted by the port and the ships once Mary River is operating. Therefore, the river and the lakes, and sea mammals will be impacted. The HTO is currently planning to find locations where they could do commercial fishing. I am sure that the sea will be impacted by the Project. Up to now we haven't heard all the concerns that people had.. As for the water license you have indicated you have not completed your work…[unrecorded comments].

MTP: This is the first I have heard of this. We have a lot of data and knowledge of the area and have no issue sharing it and helping out. Maybe when we visit the communities we could talk further about this.

Bill: – Jim, anything else to add?

Jim: – No everything has been explained fairly well. For those here tonight, I am offering a site tour with explanations on how we manage our water. We'll meet at say 6:30 for the walkabout tour?

Reference 11 - 0.49% Coverage

Question: David Irngaut/Igloolik – We have noticed this too. Animals are more scared of steel boats. Is the location of the port locked in now? Will it be on the island in Steensby Inlet?

MTP: Yes, based on our studies this is the most appropriate location for the port. This option will be presented in our Project Description. However, our consideration of alternatives will also be described.

David Irngaut – I'm representing my community, the HTO, and the CLARC committee. There is not complete agreement in my community about the location of the port and route. We will need to talk about this further. They still use the route for caribou hunts in winter time. Is it possible for the port to be moved further out into Foxe Basin? The animals are our livelihood. We live on them. When we go hunting we share our food with the community. Community members will need to go to different locations to go hunting.

MTP: Thank you. We will continue to work with the communities to remedy concerns.

Reference 12 - 0.89% Coverage

Question: Simeonie Aqpik/Kimmirut – The shipping route has marine mammals there. Have there been studies done on the animals that live in the area? To look into if there will be any effects from the shipping on the animals? Will there be monitoring? We will want to hear if there are any impacts on the animals. You want the iron ore. We don't necessarily care about the iron ore. We are concerned about the animals. [Comments missed]… The animals are never gone. They always come back. We're looking at ways to make money in our communities. We have been making soapstone carvings. There is a soapstone quarry in between Cape Dorset and Kimmirut. When the animals hear the ships, they will move away. It won't be every animal that moves away, but there will be impacts.

MTP: There are baseline studies that have been conducted for the shipping route. Monitoring will be proposed in the EIS. Monitoring is an important component of our plans. We intend to have community members participate in this monitoring, just as community members have participated in our baseline studies in the past.

Warren Bernhardt – I will talk about this more during my presentation, but we have conducted studies along various parts of the shipping route, at the Steensby Inlet port site, and at the Milne Inlet port site.

Simeonie Aqpik/Kimmrut – The shipping route between Cape Dorset and Kimmirut – The marine mammals also use this route. It's a migration route used by the animals. We don't need to survive on marine mammal fat anymore. We use the white man's fuel. It is easier now. Country food is the best food for us. We don't want to eat contaminated meat. We will see what happens once the Project is operating.

MTP: We are going to do whatever we can to avoid making impacts and to monitor during the Project.

Reference 13 - 1.57% Coverage

MTP: There was a question about moving the port facility to a point southeast of the currently proposed port [Nuvuit]. This option would cost an extra $300-500 million to build. This is just my quick estimate. It would likely also delay everything by at least two years. There may be other environmental reasons this port is not feasible that I would need to look into. We have now finished the baseline studies for the Project. We are in the process of completing the Project Description. NIRB requires that we only present one option for the Project. This is only partially complete. We aren't able to discuss changes to the Project Description, but we can talk about the baseline work we did. The Project Description cannot change. We also still need to complete our analysis of potential Project impacts and work out the details of our monitoring and follow-up programs. We can talk about the details of our monitoring program. Your suggestions are all very good. But it is extremely difficult for us now to talk about changing the port

location. We have already made adjustments to our Project. For example, we have moved the shipping route further east in Foxe Basin, and made adjustments to other Project infrastructure.

Nigel Qaumariaq – What Levi and the elders have said is very important. You have said the Project Description is not complete because you are still considering the road option. This shows that you have the flexibility to make changes. We have heard that people from Igloolik still use the Steensby Inlet area. Your IQ work even shows there are lots of seals in Steensby Inlet. I think it would be very welcomed by people in Igloolik if you consider moving the port site.

MTP: Thank you.

Mathew Akavak/QIA – If your port site was built at that point [Nuvuit] there would be less impact on the ice and seals. Another issue of concern is the ability of travelers to cross over the ship track.

David Irngaut/Igloolik – If the port was built on that point [Nuvuit], we would definitely have more room to travel. We are only now coming together to talk, only after the decisions have been made. It is too bad we didn't meet earlier and we could have suggested a different port site.

Solomon Qanatsiaq – I've see the iron ore here and it is great. You should look at building the port site at Nuvuit Point. It is not much farther than the proposed port. It is closer to the floe edge and it would be easier to turn around. This is the first time we have heard all of this. When they build products of iron ore in the south, make sure they know it came from here.

MTP: I will need to go back and find out what we know about this area and why we chose the port site to be where we did. We will have to look at all the environmental, archaeological, and financial considerations. This option you suggest would add approximately 60km of rail.

Mathew Akavak – If your current route is not changed it will have an impact on fish and seals.

Stephen Bathory – I came in a bit late. I'm sorry. I want to clarify with some of the people who have already spoken. The Nuvuit site would be a more appropriate site for a port? David, is that correct?

David Irngaut – [Nods yes].

Reference 14 - 0.89% Coverage

Question: Louis Uttak – Thank you for a great presentation. I thought these ships were dangerous. Apparently I was wrong. The fish and the seals – what was their response to the ship?

Leroy Metcalfe – We conducted a seal whelping study and used a helicopter to fly around the shipping route area. We looked for collapsing seal dens. We tried to see if the seals stopped giving birth in the area after the ship had passed. There were a number of reasons why it was hard to come to definite conclusions on the matter. The weather was very warm when we conducted our study which affected our ability to find dens. Seal densities in the area are also typically very low. We've also seen seals using the ship's track area after crossing, in the open water. The area around Nain is different from here though, as there aren't as many seals. There were no dedicated studies on the condition of the seals, but we have not heard any stories about changes to the seals from local hunters. There is no cod in the area. But we do have char and they frequent the bay where the shipping route is. There are at least two major char rivers nearby. DFO has been doing tagging studies in these and we have not heard reports of reductions in char. When they designed the environmental effects monitoring program for the mine they selected different animals to monitor. However, larger animals were not used. This is because it can take a very long time for an effect to show up in a larger animal like a char or a seal. The other problem is that char and seal move around a lot more. We wanted to make sure we were measuring effects around the mine area. The monitoring program for this mine looked at sediments in the water, the water itself, and mussels. If we don't see effects in those things, we shouldn't see effects in other things.

Reference 15 - 0.56% Coverage

Simeonie Aqpik – I'm not a hunter of polar bears. I will use caribou as an example. You can tell if it is a female caribou by looking at the fur. Polar bears are the same. The females have different fur. Certain parts of the fur are longer. The shape of a polar bear's head is different depending if they are males or females. Males have longer haired fur. They have whiter fur that you see when they are running away. I haven't seen a bearded seal on the floe edge. I once put a cup down on the solid ice and I could listen to the seals making noise underwater. The ship will make noise underwater. The noise will go far and be heard by the animals. I want you to have this information. The Inuit will notice the animals are not there anymore. I'm not asking you not to use the route. But, the animals will move away from the route.

MTP: The shipping route through Steensby Inlet will likely be a barrier to hunters travelling through the area. We originally wanted to discuss different options for dealing with this barrier, but now we don't have enough time. We'll have to have this conversation next time in the management planning meetings.

Reference 16 - 0.89% Coverage

Nigel Qaumariaq – I'm very happy to be here. I have southern experience, and I've learned from my grandfather. I used to spend half of my summer on the land with my grandfather outside of Iqaluit and the other half with my other grandparents down south. My grandfather taught me to observe the land. He also taught me to observe the white man. Matthew and Bill both observe a lot. They take it all in. I work for QIA but I'm also a beneficiary. Talking as a beneficiary now, there are a lot of issues that still need to be discussed. We still need more information. There are lots of issues to be addressed, like training. It is possible there will be 50-60 summer passages of boats by Pond Inlet in three years. The company wants to start shipping by then. Pond Inlet residents harvest whales in Eclipse Sound. When this starts in three years, we will need to look at employment. Will Baffinland have Inuit-friendly employment practices? Two weeks in / two weeks out doesn't necessarily work. Spring hunting is an important time. Will Baffinland accommodate this? This is the type of information we need to work out now, if a mine is to start in three years. One more thing, speaking as a beneficiary, I will talk about IBAs. I went to law school and studied IBAs. Companies want them to be confidential and not open to the public. Companies don't want other organizations that are negotiating IBAs to have information. This is unfortunate because IIBAs are ways we can talk about employment and training. All this information needs to be presented to us and we need time to absorb everything. This Project will impact generations, because it is multi-generational. The NIRB proposal is only for Deposit 1. There are five other deposits. It can change our communities. We need to be a part of it. I look forward to the future.

<Documents\Public Consultation\Workshops\Kimmirut IQ Workshop Minutes (PC) - June 21, 2010> - § 10 references coded [8.90% Coverage]

Reference 1 - 0.40% Coverage

Q: How will that affect our marine mammals?

A: (Jason) That is one of the reasons why we are here; to collect information to help us try and understand that question.

Reference 2 - 0.92% Coverage

Q: I think there will be a slow motion effect to marine mammals, and that effects will take a long time. Does Baffinland have a compensation plan in place for Kimmirut, Cape Dorset, Igloolik, Hall Beach and other communities if something happens?

A: (Jason) The issue of compensation will be addressed in the Inuit Impact and Benefit Agreement being negotiated between Baffinland and the QIA.

Reference 3 - 2.07% Coverage

Q: The transportation route seems to be too close to Baffin Island. Can you re-route the ships farther south to the Nunavik border? I ask this because marine mammals are close to the coastal areas. We have been told this is where the ships will go. Can we re-route them so that we cannot see them from Big Island? This is a migration route for all marine mammals in spring and fall. We do not want any impacts to the ocean or our animals. It is too bad that you did not plan well ahead; it is too bad that we do not have translations of documents.

A: (Jason) Are you referring to the questions that we will be asking?

A: Yes.

A: (Jason) That was my mistake, I apologize. We are trying to get a translation of the questions for the group by tomorrow morning. In past workshops we have simply asked the questions to the group, without a translated copy of the questionnaire.

Reference 4 - 1.08% Coverage

Q: I believe that the route shown before showed the ship moving close to the community. Is it that they will dredge the ship route? Will there be explosions in the water that will destroy sea mammals? Will it be destroying sea life?

A: (Warren) To the best of my knowledge, there will be no blasting or digging along the ship route in this area [specifies area on map to the east of Rowley Island], although some small amount may occur at the port site.

Reference 5 - 0.24% Coverage

Q: We are very concerned about explosions and dredging. We are concerned about wildlife in that area.

Reference 6 - 1.76% Coverage

Q: The bulk sample went to the north. It would be easier to go to the north. Our main concern is the hunting, year-round shipping, and the probability of shipping accidents. I am telling you my thoughts. If there is an accident, then our wildlife will be impacted. We do not want to eat diseased sea mammals. If you eat plants, and your plants are gone, what do you eat?

We want to make sure our wildlife is not chased from where we hunt them. I tell you that some years are different than others with respect to sea ice. The effect may last until well after I am gone. We would like to see this project work with Inuit. Keep in mind that this land is the home of the Inuit. Thank you for giving me a chance to speak.

A: (Jason) Thank you

Reference 7 - 0.66% Coverage

Q: Ships are coming every day. Ships are loud underwater. Seals and other marine animals will be chased away by noise and we will have no food. We will have to eat store food. When the animals are gone, our diets will be shifted. How will this be replaced? This is my comment.

Reference 8 - 0.26% Coverage

Q: When ships start going through that area, I am concerned what the results will be.

A: (Jason) Thank you.

Reference 9 - 0.31% Coverage

Q: Please move the ship route to the south of Nottingham Island so that Inuit have satisfaction and also for the sake of the wildlife.

Reference 10 - 1.19% Coverage

Q: We have to deal with the maps and we also have to indicate where the animals are. I want to say something. People of Igloolik seem to be agreed on the route now. Last year, there seemed to be more disagreement. The people from Igloolik did not approve the route; they are worried about walrus.

A: (Jason) Yes, there are still some concerns and disagreement regarding the project amongst some people in Igloolik.

Q: We also think that walrus move from Igloolik as well. Let's go to the map now.

TRANSPORTATION – SHIPPING - IMPACTS TO TRAVEL ROUTES

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 1 reference coded [4.71% Coverage]

Reference 1 - 4.71% Coverage

(New Person) When the Nanasivik project was in operation, hunters lost their equipment on the ice. If there are ships passing every 2 days, do you have any plans to compensate hunters for this situation.

Greg – There is the option for hunters to pass around Steensby Port to avoid the ship track which will allow better safety and avoid loss of equipment. As for direct compensation we would need to look at this on a case by case basis.

Levi – This will be mentioned in the IIBA negotiations and HTO will be fully engaged.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 1 reference coded [3.59% Coverage]

Reference 1 - 3.59% Coverage

Q15 (Deputy Mayor David Kalluk) – Going back to Nanisivik experience, we experienced hardship after the mine closed. There are different companies that took over the mine at Nanisivik and we tried to tell the new owners of our concerns. The first owners made agreements but the second owners didn't make good on those commitments. I am glad you are studying the traditional hunting and I expect the Mary River Project will be in a better position in terms of following agreements. You heard that there are lots of arctic char and seals in Steensby. My main concern is that in Labrador the activity in March-April the seals get babies. I know when the ship goes through the seal hole it will run over the breeding grounds. I learned in Labrador they closed for 2 months when the seals were breeding – it would be one way to disrupt the breeding to let the ship go through the breeding ground of the seals. At least in open water they will be able to swim away from the ship. This needs to be planned when you're negotiating these terms. One more item. In Igloolik and Hall Beach, because their hunting grounds will be affected in that they hunt in Steensby ice after they cross over, they thought that there would be provisions in the ship track to let the skidoos across. In our experience it is hard to cross the ship track when it is not frozen yet so if the ship continues to go it will not freeze over so it would be good to let those hunters get to their hunting ground.

Mr. Chubb – To respond to hunting in Igloolik and Hall Beach and the ship track – it will probably not freeze enough to take a snowmobile across. So it will be necessary to go around. We understand that is a longer trip. Baffinland, the Steensby camp will be available for people to stop and for us to provide food. We have raised this with the QIA and is something we will discuss. Thank you.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet Council - April 1, 2008> - § 1 reference coded [5.55% Coverage]

Reference 1 - 5.55% Coverage

Mr. Billy Palluq – When will you ship?

Mr. Chubb – 12 months a year.

All year round you'll have ice breakers through there and you'll have ships going through.

I thought you'd be bringing ice breakers?

Have your consultants already considered the impacts on the Inuit in the area?

Mr. Chubb – we've been collecting information on the area on where people hunt. What we understand is that most of the hunting is over here, removed from the project. We know that some people come over and hunt on the land, traveling over the land fast ice. The ships are likely to be frequent enough that it won't heal. There will be a ship a little less than once a day. People wanting to travel will have to go around, so we've said the Steensby camp is a place to stop and to get fuel. We've already identified that it will change land use, and we've flagged it with the QIA as something to discuss in the IIBA.

That's a physical description of the project; there is more information in the package. We've just submitted this with applications to seek permission to build the project, and we estimate it will take about 2 years to obtain permission to do this work. Can we take additional Questions?

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 2 references coded [3.46% Coverage]

Reference 1 - 2.44% Coverage

Q3 – My question is in Clyde River we go hunting to different communities, travel to each other from community to community. We try to go the shortest route to take to another community. We travel from community to community – Igloolik, Hall Beach and Clyde River, they go through the area. If there will be open water due to the ships, it's my only concern that they'll cut off that trail route.

Mr. Chubb – It is our understanding that there is travel in the north part of the route across the landfast ice [In Steensby, showing on map]. You're right, in the landfast ice it is unlikely to freeze solid enough to cross in there. We know that it will mean more gas and more time, because travelers and hunters will have to go up and around Steensby. We have said that the Steensby camp will be a place to stop and a place for us to provide you with gas, and we have expressed this to the QIA as well so we will talk about those kinds of things in negotiation.

Reference 2 - 1.02% Coverage

Q10 – The rail line, it is a long distance. The shipping route, can you put a bridge over the shipping route on land? Looking at the plan, it is an awesome plan to see. Have you ever considered hauling over the ice instead of breaking the ice?

Mr. Chubb – That would not be possible with this project with the amount of ore, plus it has to go over the ocean to Europe. So it would not be possible.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 3 references coded [15.28% Coverage]

Reference 1 - 7.66% Coverage

James – With the use of Steensby Inlet, the travel route from Clyde River to Igloolik will be blocked. How will you deal with that?

GM – Thank you for your question James. People traveling could come through the mine site area. We would have a special route for people coming through the mine. People would be welcome to fuel up and have a meal and, in special conditions, stay the night.

LB – The question referred to the ships cutting off the route. How will you manage people not being able to get across the shipping route?

GM – People would have to travel a bit off course and come to the mine site.

LB – What about the shipping route? The ship is going to be so huge they won't be able to cross. How will they get across the shipping lane?

GM – People traveling from Clyde River and Igloolik will have to travel to the Steensby Port. If they came to Steensby Port they would be able to travel around the shipping route.

Sam – I didn't understand.

GM – [Describes the detour around Steensby Port site].

Sam – I have travelled that route more than once. It takes almost all of our gas supply to get there. I want to make sure we will have enough gas.

GM – Thanks. We will let you fuel up at site to be able to continue on to Igloolik.

Reference 2 - 2.58% Coverage

Jayko – The ship will make a crack in the ice in the winter. As a hunter, I might not see that crack and loose my ski doo and equipment. If this were to happen, would I be compensated?

GM – We will be devising a way to notify community members of ship traffic. Of primary importance is people's safety. The ski doo would be our secondary concern. That is why we would like people to take the detour at the Steensby Port.

Reference 3 - 5.04% Coverage

James – We will have to take a long detour. We normally cross much farther south than the port site [crossing would normally occur near Nuvuit point]. It would be an extra day of travel. 5 or 6 people may travel that route every year.

Looseosie – In some years when there is a dog team race there could be many more people travelling that route. Close to 100 people would use that area sometimes.

MA – I would like them to talk more about the possible detour routes at Steensby Inlet.

GM – [Shows Steensby Inlet port slide and describes detour route]. Do you think it would be helpful if the Clyde Rive HTO knew when the ships were travelling, or if hunters who were travelling checked in with the HTO before they left?

Joesie – I think the best thing would be to let the Hamlet know of when the ships will be travelling.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council - Sept 26, 2007> - § 2 references coded [6.45% Coverage]

Reference 1 - 3.47% Coverage

Councillor: Have you looked at the crossing of the ship track in Steensby Inlet?

Bob: Due to the frequency of transits it is not likely the ship track will re-freeze to allow crossing. We will be looking at mitigating measures on how to cross the ship track and this may include a crossing area at the port site.

Reference 2 - 2.98% Coverage

Deputy Mayor Enoki: What is the opinion of the people from Igloolik about the ship track through the fast ice?

Derek: We had a public meeting last night in Igloolik and received a lot of questions about walrus but no specific questions about the ship track in fast ice.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [4.12% Coverage]

Reference 1 - 4.12% Coverage

We are concerned about Steensby Inlet and the shipping route. It's going to have an impact on the animals. Each captain will have a different route. Are people going to be given gas since they need to go around the port?

Greg - Yes fuel and a meal will be given to people who need to go around Steensby Port.

That will take a lot more time and it will cost us more gas.

Greg - We understand that but Steensby Port is the only practical option and we had experts determine this for us. The rail line to and port location are both not feasible south of Steensby Port.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting May 17 2011> - § 1 reference coded [2.79% Coverage]

Reference 1 - 2.79% Coverage

Question – What if we are out on the water and was interacting with the ship

Response (Tim Keane) Radio contact with the ship on normal VHF possible. In the south large ships and small boats interact everyday. There are some "rules of the road" and we will be working with you to ensure safety is maintained.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 2 references coded [5.13% Coverage]

Reference 1 - 2.72% Coverage

Mayor Quassa – Access for people going out hunting; as you know, this is an area people go and people have traditional camps everywhere. I'm sure Knight Piesold's working group is collecting this information. What about access for campers and people going to their traditional camps. How will this be accessed?

Mr. Chubb – We are collecting that information, and how the land is used. With the mine there will be change, but providing access is still important. We understand that through the landfast ice there will be some impacts to access. So people will need to go around that area, around the Steensby camp. So the Steensby camp would be a place to stop en route, to get fuel and a place to stop over.

Reference 2 - 2.41% Coverage

Mayor Quassa – Just looking at the shipping route, people still travel across, even as we speak. Rangers were down at Rowley Island, and people go there even in mid-winter.

Mr. Chubb - Because of the frequency of the ships, the track is not likely to get solid enough, so people will have to go around. This is one of the issues we're going to be talking to the QIA about in the IIBA, that this will be a result of the project, and we need to provide some mechanism.

Mayor Quassa – More gas and supplies will be needed.

Mr. Chubb – We would welcome people to stop and provide people with fuel, meals and a place to stay.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 3 references coded [10.91% Coverage]

Reference 1 - 7.21% Coverage

Louis Tapardjuk – Thank you for your clear presentation. No one seems to notice the ice here. It is a major part of our life. I was born on ice. The ships will be running 12 months a year. People cross over to Baffin Island for caribou hunting. Of course you are looking at the cheapest way to extract that ore. Our descendants will need employment. There is no concern for the environment; only to get the ore. I heard Baffinland say it is too expensive to move the port location. This will be a main point for me and one I make to NIRB. I am not in support of this proposed route.

GM – I would like to address Louis' concern about the environment. Mining is in a different time now. There is much more concern about the environment than there was in the past. The NLCA requires mining companies to look at and assess environmental issues. I think the company has done a very good job on addressing environmental concerns. In regards to the shipping route, over 20 routes were looked at for the Project. It was very difficult to find what mix of rail and shipping routes would work. For example, if the rail line were to become longer the cost of the Project would go up. If it becomes too expensive, the Project may not get built. Other port locations have been suggested, but it is not even known if those other locations are even possible from an engineering perspective. There has been a lot of planning, work, and money put into identifying a location that satisfies the needs of the Project. There are lots of things we can do to work with Igloolik and Hall Beach. For example, we will be looking at creating a detour around the Steensby port for hunters travelling through the area.

Reference 2 - 1.91% Coverage

Q – The proposed shipping route will be open water year-round. We won't be able to cross over to Baffin Island, unless in a boat. What are your thoughts on that?

GM – Thank you for your question. There would be some sort of notification made to the communities when the ships are coming. The ships will be traveling 7 miles an hour. People should be able to avoid the ships at this speed but would still need to pay attention for safety purposes.

Reference 3 - 1.79% Coverage

Q – Have you considered how we would cross the shipping lane?

GM – There are a few different methods that could be considered. In the case of Raglan and Voisey's Bay mines, the shipping doesn't occur that often. In our case, of course, shipping will be much more frequent than that. We've looked at asking travelers to detour around Steensby Inlet to the north, to avoid any danger around the shipping lane and port site.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 1 reference coded [2.83% Coverage]

Reference 1 - 2.83% Coverage

Q7 – Who approved in Igloolik the shipping route?

Mr. Chubb – The shipping route in the project – we are seeking approval – we don't have approval yet.

Q7 – Because the hunters and HTO we were not even aware of the Hamlet, but the HTO is dealing with outside the Hamlet, so the shipping route and caribou area we go to Steensby to go caribou hunting and they may even go further south past the islands, if we get caribou in that area they would start hunting there. How will we be able to go there, use our skidoos to go hunting? The rail has a route and the shipping has a route, how are we going to go past those. I need an answer for that.

Mr. Chubb – With the ship traffic through the landfast ice, it is likely that ice won't heal enough during that frequency, you are correct. Where the snowmobiles go across in the landfast ice, it is likely that we would need to set up a detour, so up onto the land at the Steensby camp to get to the other side. We recognize that this is an impact that makes a longer trip to get to the other side. That's something we need to talk about how to mitigate or compensate for that. The Steensby camp would be a place to stop and a place to provide food. This is one of the things that we will be talking to the QIA about as part of the IIBA.

Q7 – Some of us don't agree about the shipping route and railway going to Steensby. It was occupied by Inuit first, and if the caribou comes back we still need caribou for clothing and would go hunting. We'll have caribou only if we have no activity, and the airstrip is somehow in the area too. I feel that we are being deceived that if the Inuit don't agree they can stop it. Those of us that live here, you don't consider our needs. Are you going to avoid our needs or continue without considering our needs by having the ship go through every two days and prevent us from getting across?

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 1 reference coded [0.27% Coverage]

Reference 1 - 0.27% Coverage

David Q. wondered how we assist harvesters who need to travel around the ship tracks.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 4 references coded [2.62% Coverage]

Reference 1 - 0.28% Coverage

James/Clyde River – We will be impacted too by shipping. Traveling by plane is expensive. We travel to other communities by going up through that way on snowmobile, so we will also be impacted. I am happy to be here, but there will be impacts. Problems will arise because we are trying to use the most efficient route. We need to work together, with the surrounding communities. Also, I want to thank you for giving us the opportunity to be here. If some of our thoughts are documented perhaps the routes will be altered. I wanted to speak of these two things. Thank you.

Reference 2 - 0.30% Coverage

David Irngaut – I'm representing my community, the HTO, and the CLARC committee. There is not complete agreement in my community about the location of the port and route. We will need to talk about this further. They still use the route for caribou hunts in winter time. Is it possible for the port to be moved further out into Foxe Basin? The animals are our livelihood. We live on them. When we go hunting we share our food with the community. Community members will need to go to different locations to go hunting.

MTP: Thank you. We will continue to work with the communities to remedy concerns.

Reference 3 - 0.48% Coverage

Levi Barnabas/Arctic Bay – There was one time we had early shipping in Arctic Bay, in May. This was for Nanisivik. The HTO was asked about this and they agreed to it. The ship track was frozen over right away. The ship caused long cracks and leads – 15 kilometers long. The ship track from this proposed route will be wider than a lead. The ice will be affected by the proposed route. The ice will come off a lot sooner in the spring. There are travel routes between Arctic Bay, Igloolik and Pond Inlet. Travel will be affected. They won't be able to cross the shipping route. The ice will come off a lot earlier in spring. The elders know more than us younger people. They are our source of information. Hunting activities will eventually need to be replaced by this project.

MTP: Thank you. Many of Arctic Bay's experiences are valuable here, because they can tell you about the effects of Nanisivik. It is our intention not to have an effect on the animals and hunters.

Reference 4 - 1.57% Coverage

MTP: There was a question about moving the port facility to a point southeast of the currently proposed port [Nuvuit]. This option would cost an extra $300-500 million to build. This is just my quick estimate. It would likely also delay everything by at least two years. There may be other environmental reasons this port is not feasible that I would need to look into. We have now finished the baseline studies for the Project. We are in the process of completing the Project Description. NIRB requires that we only present one option for the Project. This is only partially complete. We aren't able to discuss changes to the Project Description, but we can talk about the baseline work we did. The Project Description cannot change. We also still need to complete our analysis of potential Project impacts and work out the details of our monitoring and follow-up programs. We can talk about the details of our monitoring program. Your suggestions are all very good. But it is extremely difficult for us now to talk about changing the port location. We have already made adjustments to our Project. For example, we have moved the shipping route further east in Foxe Basin, and made adjustments to other Project infrastructure.

Nigel Qaumariaq – What Levi and the elders have said is very important. You have said the Project Description is not complete because you are still considering the road option. This shows that you have the flexibility to make changes. We have heard that people from Igloolik still use the Steensby Inlet area. Your IQ work even shows there are lots of seals in Steensby Inlet. I think it would be very welcomed by people in Igloolik if you consider moving the port site.

MTP: Thank you.

Mathew Akavak/QIA – If your port site was built at that point [Nuvuit] there would be less impact on the ice and seals. Another issue of concern is the ability of travelers to cross over the ship track.

David Irngaut/Igloolik – If the port was built on that point [Nuvuit], we would definitely have more room to travel. We are only now coming together to talk, only after the decisions have been made. It is too bad we didn't meet earlier and we could have suggested a different port site.

Solomon Qanatsiaq – I've see the iron ore here and it is great. You should look at building the port site at Nuvuit Point. It is not much farther than the proposed port. It is closer to the floe edge and it would be easier to turn around. This is the first time we have heard all of this. When they build products of iron ore in the south, make sure they know it came from here.

MTP: I will need to go back and find out what we know about this area and why we chose the port site to be where we did. We will have to look at all the environmental, archaeological, and financial considerations. This option you suggest would add approximately 60km of rail.

Mathew Akavak – If your current route is not changed it will have an impact on fish and seals.

Stephen Bathory – I came in a bit late. I'm sorry. I want to clarify with some of the people who have already spoken. The Nuvuit site would be a more appropriate site for a port? David, is that correct?

David Irngaut – [Nods yes].

TRANSPORTATION - SHIPPING - ORE SHIPS

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 1 reference coded [2.40% Coverage]

Reference 1 - 2.40% Coverage

HTO Chair – Is your ship going to be a lot more powerful than MV Arctic? We are aware of that ship.

Mr. Cooper – The ship will be considerably more powerful. It will be able to break more ice than MV Arctic, with a more powerful engine about 4 times as big.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 1 reference coded [2.87% Coverage]

Reference 1 - 2.87% Coverage

Q10 – The 18 million tonnes that will be shipped – my question is that one ship – how many metric tonnes can one ship carry?

Bill – In metric tonnes, about 180,000 to 200,000 tonnes.

Q10 - The reason I asked is that at Nanisivik there was carrier they put in 29,000 tonnes in the ship. So it was a big amount. The bigger one was 52,000 tonnes. There was a big storage for concentrate, and the ship made 5-6 trips to empty the storage. For the whole year, that is a big amount, and it looks like it will be none-stop traffic by the ship. So I think you will be hauling a bigger amount compared with Nanisivik.

Bill – That is correct, I think it was the MV Arctic that was used for Nanisivik.

Q10 - Yes, 29,000 tonnes for the MV Arctic. But there were different ships. Looking for comparison, it looks like Baffinland will have a bigger ship.

Bill – Yes. Matthew was talking about diamonds and taking a suitcase out of site in a helicopter. Concentrates like Nanisivik are much larger volume but still less than iron ore.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 4 references coded [4.18% Coverage]

Reference 1 - 0.78% Coverage

Kik Shappa – How many ships would there be in Steensby Inlet?

GM – There is enough space at the dock for two ships at any one time. We would have a ship come about every two days. There would be about 100 voyages every year.

Reference 2 - 0.77% Coverage

Tommy Kilabuk – You don't have the funding to build those ships?

MZ – We would finance the ships by signing long term contracts to provide ore. ArcelorMittal is the largest steel company in the world by a factor of three.

Reference 3 - 2.01% Coverage

Juda Oqituq – The price of iron ore will affect the mining. We will need to downsize the employment levels if the prices go down. If the price of ore goes down, would you continue to operate? How much cargo can your ships load? How many metric tonnes? Would you continue to mine after 21 years if the price of ore went down?

MZ – The current price for iron ore is $140.00/tonne. The price in our Feasibility Study was $55 – $67/tonne. Our ore is high grade and will be sought after. The ships will carry up to 190,000 tonnes of iron ore. We will be looking to have 8 vessels built.

Reference 4 - 0.62% Coverage

Juda Oqituq – We dealt with ore carriers with Nanisivik. For one ship, how much can it load?

MZ – 190,000 tonnes. These ships can carry about 8 times the amount of the MV Arctic.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 3 references coded [6.70% Coverage]

Reference 1 - 0.88% Coverage

Q13 - In regards to the ship, are these ships new or have they been used before?

Bill – These tankers will be new, polar class 4 ships, and dedicated to this project.

Reference 2 - 0.92% Coverage

Q13 – where are the ships being constructed?

Bill – Designed in Canada and likely built in South Korea, where the latest ore carrier for the Voisey's Bay project was built.

Reference 3 - 4.91% Coverage

Q15 - Our previous discussions on the shipping route, it was 2-3 years ago that our representative informed us of this. My question is, those ships, they will be ice breakers. My question is more specific. We need fuel to keep going. The tanker wouldn't be two layered?

Richard – It is probably worth pointing out that most of the shipping for the Project is with ore carriers and not tankers. It seems like most people are referring to tankers in the discussion about ships. There will be tankers delivering fuel for the project, but this is only around 2 to 4 tankers per year and only in the open water shipping season. The year-round shipping, including the ice breaking, is with ore carriers. The ore carriers, unlike tankers which are double-lined and have fuel right next to the haul, have an integral fuel tank in the middle of the ship. Fuel in the ore carriers is not right against the hull as is the case with tankers.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - December 4, 2010> - § 1 reference coded [3.07% Coverage]

Reference 1 - 3.07% Coverage

Q – I don't believe that we won't be able to see the ship.

GM – Thank you for your comment. We have considered the height of the ship and the curvature of the earth in our calculation. As you get further out in the water it makes it harder to see. It is our expectation that not very many, or any, ships will be visible from shore.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 1 reference coded [0.52% Coverage]

Reference 1 - 0.52% Coverage

Q – Is there going to be more than one ship?

GM – There will be 8 or 9 ships total.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council - Sept 26, 2007> - § 3 references coded [6.12% Coverage]

Reference 1 - 1.15% Coverage

Councillor: Are the ships already built?

Rod: No, the ships will be specially built for the project.

Reference 2 - 1.67% Coverage

Councillor: How you considered pressured ice?

Bob: The ships will be designed with enough power to deal with pressured ice that occurs in Foxe Basin.

Reference 3 - 3.31% Coverage

Councillor: How many ships will there be and how much will they cost?

Rod: We are planning on having seven ships and they will be very expensive. We expect the cost of the ships to actually cost more that the development of the mine. We haven't received the cost estimates from the shipyards yet.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 2 references coded [3.13% Coverage]

Reference 1 - 2.41% Coverage

Mr. Taqqaugaq – There are a number of things that puzzle me. One is the ore that we will be bringing down to Steensby; and ships. How can they move so much material so fast? And also, from experience with Nanisivik and Polaris mines, a huge ship would be loaded in not less than 3 days, and from what you are saying a ship will go every second day.

Mr. Cooper – The ships will be larger than the ships at Polaris and Nanisivik. The machine that loads the ship is designed to load the ship in about 12 hours. It's larger equipment than Nanisivik or Polaris, and this type of machine is common in the world, a proven type of machine for this job.

Reference 2 - 0.72% Coverage

Mr. Dean Ittusardjuat – How many ships?

Mr. Chubb – About 10 ships that go back and forth all year round as ice breakers. There will be other ships chartered to haul ore in the summer as well.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [0.75% Coverage]

Reference 1 - 0.75% Coverage

What are the dimensions of the ships?

Mike Z. - 54 meters wide. 20 metre draft, and 330 meters long.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting May 17 2011> - § 2 references coded [3.81% Coverage]

Reference 1 - 2.63% Coverage

Question was raised on the safe movement of ships in severe weather.

Response – Tim Keane : most blizzard conditions would not interfere with a large ship with modern equipment except possibly at the port. The ships will be new and have all the most up to date navigation and safety equipment

Reference 2 - 1.18% Coverage

Questions – how can a ship maneuver in land fast ice?

Matthew – we will have a tug for improving ice management around the port

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 2 references coded [2.74% Coverage]

Reference 1 - 0.84% Coverage

Q – In Milne Inlet, are you able to turn that big 300m+ foot ship?

MZ – I know it looks narrow on a map, but it is more than 3 km in width. That is more than enough width to turn the ship around.

Reference 2 - 1.89% Coverage

MA – The community is concerned about ice conditions in Steensby Inlet. When would the first sailing of the ship be?

MZ – Late 2015, early 2016 at the earliest. We're looking at 3 to 3.5 years of construction. The ships that are coming in would not need to be refuelled by us. They will only be fuelled in Europe.

Levi Barnabas – How big is 4-5 million litres?

MA – The smaller tanker that goes to Iqaluit is just a bit smaller than this.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 1 reference coded [4.26% Coverage]

Reference 1 - 4.26% Coverage

Q22 (Mr. George Qulaut) – My personal comment, I live in Igloolik. We heard from you different things, especially mining activity in Mary River, and I noticed this is the third time you are coming to the community to present your plans. We believe your comments that you respect Inuit concerns. When we heard a commitment or comment, we believe you. You also make mistakes and we also

get heard untrue stories. When you first came here you said that if you go through on the shipping route there will be five ships. Then second time you came you said there will be 7 ships going through for 9 months so we believed that too. But the shipping route we didn't agree with the shipping route, so if there are going to do that much traffic we don't agree with it. We have the preference for the shipping route for 9 months. So we believed that , and you asked us as people representing the community. Now you are saying 10 ships will be build, and the shipping will be every day and we heard in the summer there will be more ships involved. So we're confused now, which one to believe. Most of us here hear different comments, the majority don't want any activities in our waters, especially 365 days a year and it will be used at least 320 days a year, and it is a concern about accidents. We've heard different comments and support as well. Please consider these comments. When we heard you covered the archaeological sites. Please tell us the truth because we believe every word you say.

Mr. Chubb – Thank you for that. Perhaps we can walk through the evolution of the project over time and why the number of ships have changed and the plan sounds different. As we discussed, we've been doing work since 2004, to understand the ore deposit and what the project might look like. As our understanding grows, the plans develop further and the plans become more developed and refined. Initially we looked at Milne Inlet. We looked at a certain level, a smaller amount of mining, and as we considered all of these things the plans developed. So the number of ships has grown because the size of the mine has grown. The plans for shipping through Foxe Basin have always been 12 months, so the apparent changes are growing understanding the changes in the project. We have finished a technical study – a feasibility study – which supports the development of a project proposal. We are continuing to learn more, so there will be still some changes we anticipate as we move forward. But we've got to the point where the big pieces are together, so the changes are to be smaller. This is what happens with every project, as you learn more and understand. So part of that has to do with communicating often to the community, so we are communicating plans that are still under development, so we can use the information we get back in our planning.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - Sept 27, 2007> - § 1 reference coded [1.75% Coverage]

Reference 1 - 1.75% Coverage

Mayor: Will there be 12-month of the year shipping?

Derek: Yes.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - Sept 27, 2007> - § 1 reference coded [3.98% Coverage]

Reference 1 - 3.98% Coverage

Q2 – what kind of shipping season are you looking at?

Mr. Cooper – a 12 month shipping season; there will be an increase in shipping traffic during the open water season using charter ships. There is a fair bit of employment on the ships and QIA is talking with FedNav about this opportunity.

<Documents\Public Consultation\Kimmirut\Kimmirut Hamlet - April 26, 2010> - § 1 reference coded [3.77% Coverage]

Reference 1 - 3.77% Coverage

Q2 – Did you say you wanted to start the shipping in 2017? My concern is the shipping. You need to make sure there is no illicit drug trafficking.

Matthew – Good point. Baffinland already has a zero tolerance policy. There have been occasions that drugs and alcohol have been on-site.

<Documents\Public Consultation\Kimmirut\Kimmirut HTA - April 26, 2010> - § 4 references coded [6.05% Coverage]

Reference 1 - 0.76% Coverage

Sandy – How many ships will you be using starting in 2017?

Matthew – Eight to 10 ships. And then a few supply ships in the open water in the summer.

Reference 2 - 1.97% Coverage

Bill K – Are these specially made ships?

Matthew – Yes, a fleet of polar class 4 ships would be made. Because they are new, they are being designed to be quieter than older ships. And other things like internal fuel tanks.

Chairman – Where are they being constructed?

Matthew – There are two shipyards designed right now under the direction of Fednav, likely to be built in South Korea.

Reference 3 - 1.83% Coverage

Q3 – You were saying that the ships would be different kinds – the ore carriers and summer supply ships? Are the ships up to code and top-notch ships?

Matthew – They all need to be approved for use in Canadian waters.

Richard – the resupply ships will likely be the same ones that come to the communities, and the ore carriers will be new, as Matthew mentioned.

Reference 4 - 1.49% Coverage

Q3 – When the ore ships are being constructed, will there be any Inuit watching how they are being constructed?

Matthew – We don't have any plans currently for that.

Q3 - I would feel better if Inuit were observing how they are constructed, so they could advocate that they are being built well.

<Documents\Public Consultation\Kimmirut\Kimmirut Public - April 26, 2010> - § 2 references coded [16.19% Coverage]

Reference 1 - 15.63% Coverage

Q6 (Woman, Naomi Akavak) – Thank you for coming back, and we are understanding more – information is being provided on the mining project. It was quite useful to have the visuals on the project. My first question is regarding the fact that there is no iron ore in southern regions elsewhere? Second question – regarding the large ships. I know for a fact there will be ballast dumped into the ocean – has there been a study of the impacts of dumping into our oceans? And any study on the impact to the water being dispersed to the ocean – from waste solids from overseas in the ballast water? And any study on the impacts to the environment from other places in Canada? And a long-term study on wildlife impacts?

Matthew – The first one – why would we want to mine this iron deposit – the Mary River deposit is one of the purest iron deposits in the world. Most iron deposits require processing prior to use. But Mary River iron ore is so pure it can go right into the steel miles. It's also one of the largest deposits in the world. So that's why we are focusing on the Mary River deposits. With respect to the size of the ships, I've shown them on the screen – they are very large powerful ships. They are large so we have fewer ship passages. With respect to ballast water from the ships, these ships would be built brand new, so they will include the newest technology on ballast water management. Essentially, any water picked up in the port in Europe would be exchanged for water from the same system half way through its trip back to Canada.

Richard – There are Canadian regulations that require ships to exchange ballast water in the high seas. These regulations exist because the couple of centuries of shipping in and out of the Great Lakes has resulted in invasive species taking over in the lakes. So the issue is well understood, and the regulations are protective to make sure this doesn't happen. It is now standard practice and law that ships exchange their ballast water at sea.

Reference 2 - 0.56% Coverage

Q7 – Is the water at the dock sufficient for the ships?

Matthew – Yes.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 2 references coded [6.33% Coverage]

Reference 1 - 2.99% Coverage

Levi Barnabas – We have been kept informed about the proposed railway. Unfortunately, due to cost considerations, the railway location will remain as is. Igloolik requested the railway be moved. I also want to let you know that the ships Baffinland will be using are going to be huge. They are almost twice the size of the MV Arctic.

Reference 2 - 3.34% Coverage

Q – You indicated the ships will be very large and that there will be two ports. It is difficult to turn a ship in mid-winter. What arrangements have you made so the ships can move freely?

GM – The ships are specially designed for this project. They will be able to move through any ice conditions found in Steensby Inlet. Turning will not be an issue for these ships.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 2 references coded [2.60% Coverage]

Reference 1 - 1.71% Coverage

Q – Will there be another Bulk Sample program this year and will there be more ships going past the Community ?
A – No, the Bulk Sample program was completed last Fall. Baffinland will not have ore freighters going to Milne Inlet this year. We hope to use the Community Sealift ship to do a back haul of equipment out through Milne Inlet. This would be equipment that was supposed to have gone out last year.

Reference 2 - 0.89% Coverage

Q – Will there be ore ships this year ?
A – No the Bulk Sample project is finished. We hope to make arrangements to use the Community Sealift for a back haul of some of our equipment that did not go out last fall.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 1 reference coded [12.37% Coverage]

Reference 1 - 12.37% Coverage

Q2 – My question – will you still be unloading at Milne Inlet?

Matthew – During construction, yes, we'll have ships coming into Milne Inlet in the open water season. During construction, there will be very few ships into Milne Inlet, more than likely one trip into Milne Inlet every few years.

Elijah – You've indicated that the ships will be traversing every second day. Is that the way it's going to be, a ship every two days? When they first proposed Mary River, there was a plan to get it going. We agreed with the first original plan, but the reason we agreed is when the shipping wouldn't be all year around – it would be only certain months per year.

Matthew – For Milne Inlet, during the four year construction period, there would be anywhere from 3 to 8 ships per year, only in the summer. Those would be carrying materials and supplies in and out. During operations, for 21 years, only large items that can't fit on the railway would be shipped to Milne Inlet. This is likely one ship every few years. For Steensby Inlet, during construction, we'd again have a few to a dozen ships during the open water season. Once operations began, we would have ore carriers and re-supply ships arriving. The ore carriers would come in 12 months a year, and if you stood on the ice next to the ship route, you would have a ship go by every two days. That shipping would be 12 months a year. Resupply to Steensby would only be done in the summer, in the range of 6 to 8 ships.

Richard – Is Elijah referring to the original plan to ship ore out of Milne Inlet 8-9 months a year?

Elijah – Yes. Maybe I should explain. You came specifically to Pond Inlet in the beginning, and came to us, asking if we are in favour of Mary River. At that time, you indicated that once the ore is being excavated. At first they were going to Milne Inlet and then they changed to Steensby Inlet. We were able to agree with Baffinland if they would operate certain months of the year. They agreed then that even though the ship would not be going through here, Pond Inlet would be impacted.

Matthew – That was the plan before any of the assessments were done onsite, including the ability of large ships to access Milne Inlet.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 1 reference coded [3.31% Coverage]

Reference 1 - 3.31% Coverage

Joanna – I didn't quite understand what you discussed regarding the shipping route by Cape Dorset and Kimmirut. You said you might not always be able to use the southern route, but you will have ships stronger than what the Coast Guard uses. Will you be doing an archaeological inventory? Or is this already done? The Steensby Port is an old landslide; there could be archaeological sites there. You might want to move the port if there are too many archaeological sites.

MZ – There are some archaeological sites at the Steensby Port site, but we have made sure there won't be any infrastructure developed on these. During some times of the year ice conditions would make shipping difficult in the southern shipping route by Cape Dorset and Kimmirut.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 1 reference coded [1.13% Coverage]

Reference 1 - 1.13% Coverage

Mr. Merkosak - Thank you. Also, this summer I think they started hauling the ore to Milne Inlet for two years and John explained they have a permit for two years. I think we need to know more. In Milne Inlet they will bring the ore. How often will the trucks be

carrying ore on the road? How close will the vehicles be when they pass on the road? And how many ships will carry the ore from Milne Inlet starting now?

Mr. Chubb – The bulk sample – the ships will take the ore from Milne Inlet this August and September. We just started hauling ore from Mary River to Milne Inlet so we will be hauling everyday all-day until then. There will be 5 ships to take the ore to market.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 1 reference coded [0.28% Coverage]

Reference 1 - 0.28% Coverage

Q. How big is the ship?

A. Slide shown – 190 000 dwt; 330m long; 56m wide; 20m draft; 8 300 hp.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 5 references coded [1.17% Coverage]

Reference 1 - 0.08% Coverage

Question: Olayuk Naqitarvik/Arctic Bay – Do you know how many ships will go in to the Steensby port in winter?

A: One ship will pass a point every two days.

Reference 2 - 0.13% Coverage

David: Can we use the plane for transporting iron ore, rather than a ship?

MTP: That is not possible with 18 million tonne of ore per year being shipped. No plane can handle that amount of ore. There is no option other than what we've discussed. Rail is the most effective.

Reference 3 - 0.34% Coverage

Louis – I have heard here that even in the winter the ship will go back and forth. You say there will be year-round shipping in Foxe Basin and only summertime shipping. I am not clear on this.

Levi – Will shipping occur all year round?

MTP: Yes, for the Steensby Inlet route, there will be year-round shipping. For the Milne Inlet road haulage option, shipping will be in the summer only.

Question: Solomon/Hall Beach – The boat that will carry the iron ore - How many times will it go back and forth to the Inlet?

MTP: There will be three ships every week on average during the open water season to Steensby Inlet.

James/Pond Inlet – I have a shack there. I will stay on the far side.

Reference 4 - 0.34% Coverage

Question: Ikey/Pond Inlet - Which ship went in to Milne Inlet? Was it smaller?

Translator: The question was: "Was the ship that went into Milne Inlet for the bulk sampling bigger?"

Tim: It was smaller but wider.

MTP: [Showed slides of the bulk sample ship and barge]

Question: Ikey/Pond Inlet – How come that operation couldn't continue? Is it because it's deeper and that boat is too big?

MTP: There are a number of reasons. It is much too slow and much too loud. Also, there is a lot more handling of the ore, which can cause problems. If we pull the boat into deep water we can load the ore straight in. It's quicker, quieter, and there is less likelihood of spilling ore.

Reference 5 - 0.28% Coverage

Question: Simeonie Aqpik/Kimmirut – You want to design a ship with quieter engines? The noise of the engines is not our concern. Right now people have steel boats. The animals are really scared of these and run away. I don't know why. The noise really

reverberates off steel boats. The fiberglass boats don't seem to have as much an effect. What will the boats be made of? The noise of the engines is not our only concern. It is the reverberations from the ship too.

MTP: The ships will be made of steel and we will look to minimize engine noise where possible.

TRANSPORTATION - SHIPPING - ROUTING

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 1 reference coded [3.87% Coverage]

Reference 1 - 3.87% Coverage

Moses - For the fuel tankers delivering fuel it will be a requirement for them to avoid shallow waters to avoid running aground. Will the tankers follow the same path of the ore ships?

Greg – We have done studies to determine the depth of the water so we know that these are safe routes for the fuel ships.

Are they going to be bigger tankers than those that service our communities?

Greg – They will likely be larger ships.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet - April 22, 2010> - § 1 reference coded [16.82% Coverage]

Reference 1 - 16.82% Coverage

David – concerned – according to Inuit knowledge, they say caribou move to another area, because their vegetation. Concerned about the noise created by the mine development – the caribou might be not going to the area, because our diet mainly consists of the animals in the area. We really need to be careful. We want to know the results of the studies. Also, we are also trying to improve our economic conditions, so we need the mine development too. The Steensby Port – Igloolik and the other communities who need marine life to sustain them – the shipping lane might disrupt the animals. So have you looked at other options or is that your only option?

Bill – We first considered Milne Inlet but too narrow, so started to look at other locations and it is the preferred option. We were in Cape Dorset, Hall Beach and Igloolik earlier this week. Unfortunately some of our meetings were cancelled, but we hope to work with the communities to get a better understanding of marine mammal behaviour for when the ships start operating. Regarding caribou, we are aware that the noise from the mining and the lights can have a temporary effect on the caribou, and we are relying on the experience of the other mines in Labrador who have railways and caribou to look at how they've dealt with protecting the caribou on the railway and roads.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 1 reference coded [3.74% Coverage]

Reference 1 - 3.74% Coverage

HTO Member 2 – Did Igloolik residents have any concerns on the shipping route? If I was from Igloolik I would be concerned because it is a hunting ground for walrus and bearded seals, and we get walrus from Igloolik as well.

Mr. Chubb – We did hear some concerns from Igloolik. Some people are more concerned than others. We understand the importance of the area and expect that people would be concerned.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 2 references coded [4.10% Coverage]

Reference 1 - 1.35% Coverage

Tommy – My question is related to the first picture. The shipping lane and the rail line – Why is it closer to here than to the other side of the island? Is it more difficult to go other ways?

GM – We took many different things into consideration when choosing a location for the routes. We looked at the environmental conditions, land and marine mammals, bathymetry, ground conditions, etc.

Reference 2 - 2.76% Coverage

Q – We expressed our concerns in earlier meetings. It seems like plans were already laid out. It seems like you don't want to change your plan to go east, towards Bylot Island. It seems like our concerns are never even considered. There are small islands inside Steensby Inlet. Which side of the islands will the shipping route travel through?

GM – It's a little bit difficult to see this level of detail on these maps. If you look on page 17 of the handout there is some better detail provided. After the break, perhaps you could come up and look at the map a little more with us. Regarding the shipping route, there was a great deal of thought and consideration put into the location of the shipping route. Our experts looked at a number of options. The current route was determined to be the best.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 1 reference coded [2.08% Coverage]

Reference 1 - 2.08% Coverage

Q1 – The map again, that previous map. My concern. we're not familiar with this map, although we live in the area, but this map. Thinking of the shipping routes, there are islands there in this area (Rowley, etc.). I would like the ship to go on the eastern side of the island, because it has open water year round. When ice breakers come into Nanisivik, just to turn around it took 3 days to turn around the dock. When they move along the ice they are really noisy. This area has birds and is a breeding ground, and the land has caribou. If I was from Igloolik, I would try to mention my concern to the QIA. As Arctic Bay residents we are not too concerned about the Steensby Bay area. There are lots of arctic char too, along the shore everywhere in Steensby Inlet. There's a place called Pingaruk a mountain, where they have caribou. I would prefer the dock to be on the east side between Clyde and Pond Inlet, because Steensby may have shallow water that is too shallow for the ships. It might be risky to have the big ships going through shallow water. That is only a concern.

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 4 references coded [19.87% Coverage]

Reference 1 - 2.96% Coverage

Q4 – We have different views on Mary River. Some people know more or less about the project. I haven't seen yet what will be happening, where the ship tracks will be. In the dark. If the waters of Cape Dorset will be used, how? All year-round? I don't know what's happening.

MTP – The ships will pass by the community about 20 km away, year-round, with one ship passing by in either one direction or the other every 2 days.

Reference 2 - 9.97% Coverage

Q12 (HTA Chairperson) – There were ships traveling currently through the strait – are the ships currently operating disturbing the wildlife?

Richard – We have reports from the ship operator, Fednav that they observe whales from the MV Arctic periodically as it transits in and out of Deception Bay, suggesting they are not bothered by the ship. We have carried out monitoring of narwhal in response to ships traveling in and out of Milne Inlet and could not detect any change in behaviour or movements as a result of the ships. Studies have been done on the response of narwhal and beluga to ice breaking in Lancaster Sound and they show a response, detect the ship, from some distance away and exhibited an avoidance behaviour. However, there are beluga in the Nelson estuary near the Port of Churchill, and in the St. Lawrence Seaway, which are accustomed to the ship traffic.

Q12 – The reason I'm asking is we know what animals are traveling; hunters know where wildlife is located at all times, where they travel in winter; towards the land at certain times of year. It's possible to know which way wildlife is traveling. Perhaps the ship route should be taken further from the community. Our ancestors have been able to survive. The only way to gain knowledge of wildlife is to hunt not for pleasure but for necessity. If the ship interferes with wildlife, it will be a problem. Moving the shipping route away from the land would be best.

Reference 3 - 5.55% Coverage

Q13 – The HTA Chairman said what I wanted to say. Away from the land. We hunt by boat 12 months a year. The ship route seems to me a bit too close to the land.

Matthew – To clarify, we are in the process, we'll draft an EIS, which will describe what we will plan to do and what measures we will take. We want to submit the draft EIS by the end of the year. The final EIS would be submitted in mid-2011. Even though it is proposed now, it doesn't mean our plans can't change in some ways. Something the IQ study and harvest study will give us is more information. Concerns and comments can be brought up at this meeting, tonight's and future public meetings, and with the QIA or Baffinland. There is still 1.5 years before our plans are finalized. When I was here last time, we heard the same thing.

Reference 4 - 1.39% Coverage

Q16 – Would it include Igloolik, Hall Beach, Cape Dorset and Kimmirut? What if the communities objected [to the Project]?

Matthew – There are no viable alternatives to shipping out of Steensby Inlet.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 12 references coded [64.10% Coverage]

Reference 1 - 3.63% Coverage

Q1 - The proposed shipping route shown – why is it turning at Cape Dorset?

Richard – The route shown was identified by the shipping company, Fednav, as their preferred shipping route in winter based on ice conditions. The route would be more direct and not as close to Cape Dorset during the open water period.

Q2 - Igloolik and Hall Beach – are they in full agreement with the proposed route?

Matthew – two shipping routes were originally considered and proposed to pass through Foxe Basin, and IG and HB opposed the western shipping route because of the area's importance to walrus. Baffinland selecting the eastern shipping route has reduced concerns in this communities greatly.

Reference 2 - 17.56% Coverage

Q2 - You indicated that Hall Beach and Igloolik objected to the first route. Since then you have altered the route. I wonder if at this time you could alter your route for the benefit of the Cape Dorset people. It seems a bit too close to the community.

Matthew – today we met with the HTA, Baffinland and QIA proposed two studies to be conducted in Cape Dorset. The first is an IQ study where we would get the opportunity to sit down with HTA members, elders and others in the community, to better understand how they use the surrounding waters. The second part of the discussion today was on a harvest study proposal, which we would engage the HTA members to help collect data on harvests of marine mammals, as a monitoring tool. The green line shows the preferred route, which will vary depending on various conditions, such as community concerns, ice conditions, and other things like that. We'll come back in about two months, and we're going to sit down with the HTA and elders to better understand that area of use, and then following that and based on potential impacts, we'll look at other options for shipping route. So the route shown is only proposed and not final.

Bill – pointed out that the shipping route on the map isn't as close as it appears. The ship would be about 20 km from the shore. The ship needs 20 m of water depth, so typically the ship captains avoid land, and they want to avoid islands to avoid grounding. So typically the ship goes in deeper water.

Q2 - Supposing that after the meeting the people in the community come to a consensus that they prefer you to be further from the land. If the majority people would recommend a new route or distance from land, would you consider it?

Bill – The route shown is the safest route. If we can find a route that protects the ship, avoids contact with marine mammals, and is out of line of sight of Cape Dorset, then we would look at that option. So if the same community has the same interest as us, then I think we can identify a mutually acceptable route.

Q2 – Have you also observed how deep the water is around Cape Dorset?

Bill – we haven't done any surveys but we're using the surveys that have already been done, and the shipping company uses most of this route to go to the Nickel mine in Northern Quebec. The captain is the one that selects the route and they look for deep water away from the landfast ice and away from islands, because the ship is fairly large, about 50 m wide.

Stephen – Thanks for your question. These are the questions we will be looking at in the assessment. How deep the water is, and what alternatives have been looked at.

So that is a question we could return to when in the environmental assessment.

Q2 - This is indeed a concern. You indicated you are in the planning process – you mentioned you will be coming back – we can look at the best alternate – to accommodate the Dorset people.

Bill – That's definitely what we want to do. Perhaps next time when we come back we can bring a ship captain. What we are hearing is to keep the ship away from the community and where people hunt. So unless there is a safety concern, we will look at a means of either moving the shipping route further south, or to answer the previous question, to come around. It is a very valid question, and one we need to answer.

Reference 3 - 2.26% Coverage

Q3 - The shipping route shown is very close to the community. If there is no wildlife in the waters, you have to do a very careful harvest study. I wonder why you didn't take the Greenland – Baffin Bay route, instead of Steensby.

Bill – Why didn't we go in via Milne Inlet? [Yes]. We will need to go in there during construction. The reason why we didn't go to Milne Inlet is it is too narrow for the large ice breaking ships.

Reference 4 - 1.70% Coverage

Q5 - Between Clyde River and Pond Inlet, there is no way you can take the Greenland-Baffin Bay route?

Matthew – When we started to look, we considered Arctic Bay, Milne Inlet, this area you are suggesting, and various routes to Steensby Inlet and Foxe Basin. The area you are suggesting – the terrain is very difficult,

Reference 5 - 5.38% Coverage

Q6 - Unfortunately we aren't informed of what is happening now. We are not being informed ahead of time of these proposed routes. We were never told about this route shown. We didn't know that there were ships going through this area. Why weren't we informed when the ship started using that route? Seals are disappearing from close to the land. Those people are dealing with the proposed ship route. Why weren't the Inuit in this community being informed? My preference would be for the route to go beyond the three islands (into Nunavik waters), because the route you are proposing to use is the seal hunting waters. Why did those people in Raglan inform the people of Cape Dorset?

Richard – The ship that goes into the Raglan Mine in Nunavik does turn and head to Deception Bay before it reaches Cape Dorset, so you will likely not have been able to see this ship. It wouldn't come right in front of the Cape Dorset community.

Q7 - The route should be past the islands – would be safer for the hunters. Thank you.

Reference 6 - 0.81% Coverage

Q9 - You did go on the radio station when you were here last time, and there were hunters that were asking to move the shipping route away from Cape Dorset.

Reference 7 - 3.43% Coverage

Q11 - This is strictly for your information, with regard to your route, the hunters are in that area where the hunters go all year round. The question was just to you – if the people of Cape Dorset strongly object to the currently proposed route, would you allow for alterations of your route for the Cape Dorset people?

Bill – The concern is that we're also worried about (1) ship taking an unsafe passage, so when we go back we'll be asking the ship captains what other routes we can take. (2) is not to have interactions with the community; and (3) to avoid interactions with marine mammals. So if there is something we can do about the route we will.

Reference 8 - 2.62% Coverage

Q14 - With regards to this ship, where will the dock be located in Steensby? [Bill: Yes]. In Milne Inlet, is there anyway to expand the width of the inlet? [No, that would be very difficult, would need to drill and blast] Where is it transporting the ore – to Europe? [Yes, to Rotterdam. They currently receive most of their ore from Brazil, and the ore from Brazil isn't as good as the ore from Mary River, so by the end of the decade, there will be an opportunity for us to ship ore to Rotterdam.]

Reference 9 - 17.12% Coverage

Q14 - You indicated that you want to travel in the area where there is less ice. There is less ice between Greenland and Baffin Island as well. Do you have anyone from Cape Dorset work at Mary River? Greenland and Baffin Island would be safer. There is

wildlife in the proposed route you are intending to take. There is also Milne Inlet road and I have observed Milne Inlet and it isn't too narrow for the ship. This is what I want to say.

Richard – there has been an electrician from Cape Dorset who has worked at Mary River.

Matthew – as the ships would break ice at Milne Inlet, it would be very difficult to maneuver.

George – We in QIA, our lands people will be working closely with Baffinland people. Baffinland has been indicating that there was a mine near Resolute Bay using tankers that were getting stuck. Consequently they had trouble turning. This route, perhaps in 2016 may be in operation, the QIA assume to be working with Baffinland for the benefit of the people they represent. There has been some suggestions made regarding the route between Clyde and Pond Inlet. There are icebergs there. People in Igloolik and Hall Beach, and Pond Inlet, will be concerned about the route. QIA will do its best to represent the people. When the proposed route was publicized, it became immediately evident that Cape Dorset and Kimmirut need to be involved. We have to keep in mind that Baffinland is in the planning stage. There will be people working at Mary River once the operation starts.

We will continue to come to your community, and continue to keep you informed in what is happening. The questions you've raised are very important questions and we'll keep them on the table. however, we must consider the possibility of employment in Nunavut.

Stephen – The lands department of the QIA is… QIA is the owner of Inuit owned lands, and the project is on IOL, so we approve the Company to have the right to work on the land. We're also working on an IIBA, and that agreement is mandated by the NLCA, and forms a contract between the QIA and the Company around jobs, training, use of language, wildlife compensation, water compensation, as well as financial participation. QIA's IIBA team has members from Igloolik (Paul Quassa), as well as from Pond Inlet (Philip Paneak, and David Qamaniq), as well as John Amagoalik and Terry Audla. This year the QIA is going to continue working on the IIBA. And the third way we work on the project is on the environmental assessment. We've been working for almost two years on the EA for this project. When we first became involved in this project, Cape Dorset wasn't identified as an affected community, and QIA convinced NIRB to go to Cape Dorset. These discussions are a starting point for Cape Dorset to get involved in the project, and to see how QIA is working for you.

Nigel – Our ultimate responsibility is to the beneficiaries in the region including you, and to uphold the rights and responsibilities assigned to Inuit in the NLCA.

Bill – One more point on our next visit, Richard and Matthew will be coming back in late June to have discussions with the HTO, and before we submit our EIS we will return to discuss our plans with the community. That will be in November probably.

Reference 10 - 4.35% Coverage

Q16 (Deputy Mayor) - You indicated that Hall Beach and Igloolik were against the original route and you changed. Will you do that for Cape Dorset?

Bill – We looked at alternatives for the rail route, and for shipping in Foxe Basin. Now based on feedback today we realize there are alternatives to look at for Hudson Strait near Cape Dorset. When we come back we will be in a position to discuss the alternatives.

Q16 (D/Mayor) – If you altered the route, and made it further from Cape Dorset, I would like to see an alternate route that was proposed earlier. Would it be good to go south of the big islands (into Nunavik)?

Bill – The suggestion coming out of this meeting is if we can ship south of the islands. It is something we have to go back and discuss with the shipping captains and bring back to you a conclusion.

Reference 11 - 3.18% Coverage

Q17 - It is very dangerous to show the route as shown. Lots of wildlife – whales, belugas, and walrus. I'm sure you can change as been suggested earlier. Also, this area earlier – why is there no map. We should be able to observe the rest of the map. [Larger scale map shown]. Other things should have been taken into consideration, like global warming. He would also like to see the route not too close to the land, but as suggested past the islands. You must give consideration to the wildlife. This needs to be looked at very seriously. We have to consider future generations as well. Thank you.

Reference 12 - 2.05% Coverage

Q18 – I am also concerned about future generations. Even though we are encouraging working but we need to give serious consideration to future generations. It will be wonderful for the community if the route could be altered. You should also consider

the IQ aspect of this project as well. You seem to put emphasis on IQ, but this is just a saying without being taken seriously. Thank you.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - December 4, 2010> - § 7 references coded [23.69% Coverage]

Reference 1 - 3.22% Coverage

Q – When would the first ships start traveling on the shipping route?

GM – There are about 3 years of permitting left, to be followed by three years of construction. In late 2016 or early 2017 the first ships would start traveling. Some ships would visit the site during construction, but ship traffic wouldn't be as frequent as during operations.

Reference 2 - 3.27% Coverage

Q – That seems like a rather long route for the ship to take.

GM – There was a lot of work put into developing the shipping route. For example, bathymetric surveys and port studies were conducted. The route shown here is the best route we've come up with and is the one we plan on using. We've also developed this in consultation with the communities.

Reference 3 - 2.37% Coverage

Q – If the ship will be using that route we would like to be notified when the first ship starts using it.

GM – We would certainly provide notification of that. We are currently devising a plan for how to inform the community every time a ship passes by.

Reference 4 - 2.27% Coverage

Q – You visited our community on Southampton Island [Coral Harbour] previously and we were against that route. What about the comments raised from that community?

GM – We have no other choice than to go between Cape Dorset and Southampton Island

Reference 5 - 5.50% Coverage

Q – It was suggested you go out through Milne Inlet and by Pond Inlet. Why isn't this being looked at?

GM – We evaluated about 12 different shipping routes before determining the best possible route. The northern route presents issues with the port size and water depth available for the ships. There are ice issues that exist in the ocean outside of Pond Inlet which don't allow shipping 12 months a year. We also looked at going northeast of Mary River; the elevation and terrain is too difficult for a railway to operate. There were many considerations we made in selecting the shipping route.

Reference 6 - 5.54% Coverage

Q – Is it possible to have the shipping route a bit further south of Mill Island? Closer to the islands to the south? Is a railroad cheaper than using trucks and a road? Thank you for showing up today.

Q – As an elder I tend to get confused and not fully understand. My question is how is this project going to help us? How are we going to benefit?

LB – We're going to discuss this a bit more after our break. Igloolik has requested a port further south in Steensby Inlet. We will discuss this more with the community of Igloolik. You'll get more information on your question after the break.

Reference 7 - 1.52% Coverage

Q – I think the route that is chosen is the safest route. Some of the other routes that have been discussed have difficult and unsafe ice. I'm glad this is going on.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 3 references coded [5.42% Coverage]

Reference 1 - 2.23% Coverage

Q3 – I have a question – this map….[the rest of the question not recorded].

Mr. Chubb – The question was whether or not this route will be used every year. The ships will travel from the port at Steensby to market every day all year round. In our presentation we noted that 10 ice breaking ships would need to be built. On this map there are two routes that are shown. -These are the alternatives that we looked at. Last year we studied the depth if ships could travel down these routes, and we have confirmed that both routes are possible. In our meetings, mostly with Igloolik and Hall Beach, they preferred the route to the east side of Rowley Island. Because of the areas that those communities use to hunt walrus and looking at that, our preferred route is the one east of Rowley Island. Back to your question, the ships will be traveling 12 months a year each year.

Reference 2 - 2.22% Coverage

Q6 – I have two questions. First, I don't understand Baffinland. When you read it, it says Nuluujaak. Are you using Baffinland to get more approval with that fancy name? And the shipping route, Igloolik and Hall Beach walrus will be affected. Will they be compensated if there is disruption?

Mr. Chubb - With respect to the name, I don't think it gives us any extra permission. It is just the name of our company. We are certainly studying the marine environment with respect to shipping, and the studies and information will be presented in an Environmental Impact Statement at the end of the year, we'll talk much more about the potential impacts. It will talk about our plans to reduce the risk of any negative effects. The NLCA makes provisions for, and our IIBA discussion will include, potential compensation for impacts to wildlife. These things will be discussed.

Reference 3 - 0.96% Coverage

Q11 – [Shipping figure] – Looking at this, there are two routes, near Hall Beach and Igloolik on the west side they are concerned about walrus, but the east side is the preferred. You need to plan for the east side instead to support the concern of Igloolik, because they live on walrus and even send walrus here.

Mr. Chubb – That is what we have heard and what we plan to do.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 1 reference coded [1.48% Coverage]

Reference 1 - 1.48% Coverage

Joesie – Is the water deep enough on the shipping route around Cape Dorset and Kimmirut?

MZ – We have conducted bathymetric studies to make sure our shipping route is deep enough. The shipping route is about 30 - 50 meters in depth on average.

<Documents\Public Consultation\Hall Beach\101204 Hall Beach Public Meeting - December 4, 2010> - § 1 reference coded [4.89% Coverage]

Reference 1 - 4.89% Coverage

LB – One past summer the ship went by Pond Inlet about 3 times. It was a test run for that ship.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council - Sept 26, 2007> - § 4 references coded [20.62% Coverage]

Reference 1 - 7.63% Coverage

Councillor Valerie: Have you studied the shipping routes?

Rod: We have studied the shipping routes through a number of different reports. The first was the study of the ice conditions by Bob. The second study was the study of the distribution of marine mammals. The third study is the bathymetric work to measure the water depth being completed now. Tonight we will present a map of the proposed shipping routes. We are in the process of

gathering IQ now on the routes. From the information we received in Igloolik yesterday there appears to be a preference for the eastern route.

Councillor: The route sounded OK to him, he said that it is better to get more jobs for the community.

Reference 2 - 4.46% Coverage

In the case of Milne Inlet, were there concerns from Pond Inlet on the use of this route?

Rod: In planning the routes we asked Pond Inlet about the practicality of using Milne Inlet and they found the Inlet to be too narrow for the ships we were planning on using. As for jobs, we will need 600 workers but it may peak at 1200. This is why we plan on drawing workers from all of the effected communities.

Reference 3 - 5.55% Coverage

Councillor: The currents are strong along the east side of Rowley Island. It is not too shallow along the eastern route. There may be some people at the meeting tonight who would know more information on this.

Rod: The boat doing the hydrographic work in the area is just finishing now. We had an older hydrographic chart that indicated that the water should be deep enough but we are collecting more data to confirm this. Once we have the data collected we will come to the community to present it.

Reference 4 - 2.98% Coverage

Deputy Mayor Enoki: What is the opinion of the people from Igloolik about the ship track through the fast ice?

Derek: We had a public meeting last night in Igloolik and received a lot of questions about walrus but no specific questions about the ship track in fast ice.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - Sept 26, 2007> - § 2 references coded [4.36% Coverage]

Reference 1 - 2.92% Coverage

Q2 [un-named] – I would like to see the proposed routes again for shipping. [The presentation was returned to the slide showing shipping routes]. I have concern with the western route, as it affects the use of this area by Hall Beach and Igloolik. I have no problem with the eastern route.

Reference 2 - 1.44% Coverage

Q3 [Mr. Pikuyak] – the western shipping route is the hunting ground for Hall Beach and Igloolik so he would like to see the eastern route used.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 4 references coded [18.49% Coverage]

Reference 1 - 3.27% Coverage

Mr. Awa – I was just thinking that even before you start shipping ore you'll need to ship supplies. Can you use the eastern route for that?

Mr. Chubb – Yes, we will.

Mr. Awa – I am just thinking that if you are using that shipping route, we are totally opposed to that shipping route.

Mr. Chubb – We keep hearing this is the preferred shipping route.

Mr. Awa – Also, this is an enclosed area of water, and it is the only area that we get our food from, so we are very protective of this area.

Mr. Chubb – We understand that, and a preference of the eastern route. At our public meeting last night, we were asked if we can take this route (western one) off our maps. Your preferred route is our preferred route as well.

Mr. Awa – We're not saying we approve of any shipping route, we prefer the eastern shipping route if there is one.

Mr. Chubb – We understand.

Reference 2 - 3.93% Coverage

Mr. Angutirjuaq – I just don't want you to ignore those other communities. I know once the first caribou passes through the area, more will follow because that's what happens, as long as the first group makes it. It's not that we're opposed to the actual project itself, it is the shipping route. Even if it costs more, we'd prefer another shipping route to the east of Mary River. We also know there are also archaeology sites that will be affected by the project.

Mr. Chubb – With the work we've done, we know there are only so many options of where to go, and for the project to be build, the port needs to be at Steensby. We understand that there are archeological sites and hunting camps in the area, and we are collecting information about that as well. We know that with any mining proposal, there is always going to be some impacts to the land, but our job together is to figure out how to minimize those impacts, and there are many parts to that, including work continuing on the IIBA. At the end of the day, the benefits have to outweigh the impacts.

Reference 3 - 2.91% Coverage

Mr. Angutirjuaq – I'll never be 100% satisfied until the shipping route is not to Steensby Inlet. I know we talked today about Inuit not eating as much country food, but you know that when someone is ill and they are asking for a particular food, that people will go at great lengths to find that food. Just like what we go through when we go through what we just said, if a mine opens at Mary River and someone from the outside does things outside of the rules, the mine will be affected the same way we will be affected. I know I will keep saying this about the shipping route in Steensby and we will not be happy with that port and shipping route. I know you say it costs too much for others, but we know other railways go through mountains and everything, and we know it is possible.

Reference 4 - 8.39% Coverage

Mr. Ittusardjuat – To me, the Mary River Project itself we all support as you also heard. But the biggest concern is the routing of the ore and going to Steensby is the biggest concern we have. I cannot imagine how big it is until I see it. After discovering these are the ships that will be going into Steensby year-round, for us it is impossible to grasp, and furthermore it is something we cannot accept for the reasons mentioned by Peter. It is also hard to accept that. In the beginning when you talked about the route we thought it would be only in the summer. I would support 2 ships going into the summer, but I cannot accept what is proposed because of the animals that are around us. In the past, I have been working with various exploration companies for the past few years, riding in helicopter and working with these people, and looking at the vastness of the land and how much material is available, and after that it is impossible to imagine the ships coming in, and I think a lot of the Inuit in here are feeling the same way. Is it not that we don't have a choice because it will cost too much go to another way? Is it just because of the money that you don't take another route?

Mr. Chubb – We looked at different ways of where a port could be for ships to get to. In looking at those options, it isn't just about cost, sometimes it isn't cost that makes an option not work. There are many things to consider, and we don't believe there is another option to putting a port at Steensby for this project to go forward. If it was just about cost, that is one thing, but there are technical and environmental factors as well.

Mr. Cooper – We brought people who operate these ships to Mary River, and we showed them Steensby and Milne Inlet and flew around the area, and we asked their advice on how the ships could operate in different places. Then we brought some experts in ice breaking for ships and we asked them to study the ice and how the ships and ice would behave together, and they have told us that Steensby is the only port in which the ships can operate. All the other places where you could build the port are too narrow, it would create ice chaos and they wouldn't be able to move, and Steensby is the only one that is available.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 2 references coded [5.64% Coverage]

Reference 1 - 1.52% Coverage

Why did you change the shipping route and is the new route deep enough?

Mike Z. - People from Igloolik preferred to have the route further to the east so we moved the route. Yes, the new route is deep enough.

Reference 2 - 4.12% Coverage

We are concerned about Steensby Inlet and the shipping route. It's going to have an impact on the animals. Each captain will have a different route. Are people going to be given gas since they need to go around the port?

Greg - Yes fuel and a meal will be given to people who need to go around Steensby Port.

That will take a lot more time and it will cost us more gas.

Greg - We understand that but Steensby Port is the only practical option and we had experts determine this for us. The rail line to and port location are both not feasible south of Steensby Port.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet - April 21, 2010> - § 3 references coded [17.85% Coverage]

Reference 1 - 9.59% Coverage

Paul – Year-round shipping will come up. I can't see any change in the length or route of shipping. Community members will ask if you've looked at the feasibility of other routes. For our community, it is not just about the cost.

Bill – We've almost frozen the project, the guidelines are saying that we need to evaluate alternatives, and we're looking. It is problematic to go east near Clyde River. Milne was our preferred route originally but turned out not to be viable. We will look at what we can do to address concerns. I worked on Voisey's Bay and we can adopt as best practices and mitigation on that project for shipping, including things like Inuit monitors for marine mammals on the ship, radio notification, etc. Today we are meeting with the HTO. Before we finalize our plans, we would like to talk more.

Reference 2 - 6.39% Coverage

Zach – We support the project but are concerned over the hunters. They are big ships – why not use smaller ships that can go into Milne Inlet? We feel you're using too big a ship that can't maneuver in the ice.

Mayor – The concern here is the shipping route. On one hand, employment is good and has made a difference. The only problem we cannot accept right now is the shipping route. If there is a compromise it will be the community that will have to compromise. We hope to work with you, and we're doing our best to get the community ready.

Reference 3 - 1.86% Coverage

Bill – On the shipping route, would it be helpful to bring Inuit from Voisey's Bay to speak about their observations?

Mayor / Paul – It would be very helpful.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 1 reference coded [4.88% Coverage]

Reference 1 - 4.88% Coverage

Mayor Quassa – My question is – the shipping route you mentioned the land and marine mammals will be studied, and our Deputy Mayor went from Iqaluit to Igloolik and through the east side of Spicer Islands. We found another island. We used 22' canoe, but there is walrus there, that will be probably closely studied. So the proposed shipping land will be studied. My question is walrus, seals, bearded seals - they will probably be studied? The ship will be noisy and they will they be studied? When will you be studying the marine environment?

Mr. Chubb – We've already started studying the marine environment. Both the physical environment; the habitat for marine mammals, and part of that involves marine mammal surveys, and we are continuing those. We are incorporating that information from the scientists with focus group sessions to incorporate Inuit knowledge as well. We're also studying marine mammals on the north side in Milne Inlet, to understand how marine mammals respond to ships. Last year we watched what narwhal did when ships came into Milne Inlet, and the scientists observed that they move out of the way of the ship, but overall there weren't any big changes in the way the narwhal behaved in the inlet. We have and continue to study the environment.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - Sept 25, 2007> - § 2 references coded [14.37% Coverage]

Reference 1 - 5.98% Coverage

Councillor: There is a lot of concern in the community about ships and the port.

Mr. Cooper: We had ships this summer measuring the depth of the water for the route to Steensby. Once we have the results of this survey we will share it with the community. We want to plan the shipping so that it has the least impact on your activities. We would like to visit the council every second month to provide an update on the project.

Reference 2 - 8.39% Coverage

Councillor: We would prefer to see the port on the north side of Baffin Island where the water is deeper.

Mr. Cooper: Although the water is deeper to the north, the channel width is very narrow for the size of vessel we will be using. Also, the ice conditions are much more difficult to the north than those found in the route to Steensby. The northern route goes right through the calving grounds for narwhal.

Councillor: Who told you that this area was the calving ground for the narwhal?

Mr. Cooper: We have acquired this information from both scientist as well as with Inuit local knowledge.

<Documents\Public Consultation\Igloolik\Igloolik HTA - April 21, 2010> - § 2 references coded [13.50% Coverage]

Reference 1 - 5.68% Coverage

Solomon – Is there any long-term proposal to use another route?

Matthew – No. If the capital is committed to one option it would be used for the life of project. It would be too expensive to build a second port, even if a viable alternative existed.

Reference 2 - 7.81% Coverage

Q (Joe A) – I understand it would be equivalent to Nanisivik, but the route. There are other minerals at Mary River. If we use this route, have Cape Dorset and Kimmirut, who need to be considered, even Northern Quebec are concerned about this route. So there should be additional study. We need a clear explanation of why you can't go to Nanisivik.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 6 references coded [26.11% Coverage]

Reference 1 - 7.21% Coverage

Louis Tapardjuk – Thank you for your clear presentation. No one seems to notice the ice here. It is a major part of our life. I was born on ice. The ships will be running 12 months a year. People cross over to Baffin Island for caribou hunting. Of course you are looking at the cheapest way to extract that ore. Our descendants will need employment. There is no concern for the environment; only to get the ore. I heard Baffinland say it is too expensive to move the port location. This will be a main point for me and one I make to NIRB. I am not in support of this proposed route.

GM – I would like to address Louis' concern about the environment. Mining is in a different time now. There is much more concern about the environment than there was in the past. The NLCA requires mining companies to look at and assess environmental issues. I think the company has done a very good job on addressing environmental concerns. In regards to the shipping route, over 20 routes were looked at for the Project. It was very difficult to find what mix of rail and shipping routes would work. For example, if the rail line were to become longer the cost of the Project would go up. If it becomes too expensive, the Project may not get built. Other port locations have been suggested, but it is not even known if those other locations are even possible from an engineering perspective. There has been a lot of planning, work, and money put into identifying a location that satisfies the needs of the Project. There are lots of things we can do to work with Igloolik and Hall Beach. For example, we will be looking at creating a detour around the Steensby port for hunters travelling through the area.

Reference 2 - 3.78% Coverage

Mooshi – I wanted to express that I'm happy. At your meeting last year, Steensby Inlet was your only option. Now, Milne Inlet is also being looked at. That is good. I'm happy to see this. It seems like you are listening to us. I understand it is only an option. It

is too narrow for big ships. There will be less impact for the people of Igloolik and this region. I want to thank you for hearing us, although you did not consider our suggestion of going between Pond Inlet and Clyde River. How much would you be making if you went through with this option?

MZ – [Discussed the restrictions and impracticalities of the various routes, using a slide showing route and port alternatives].

GM – We've also had a request from Cape Dorset to alter the route further south in Hudson Strait. We've since made alterations to that route. We are listening to what the communities have to say.

Reference 3 - 3.85% Coverage

Dominic – We don't usually get what we want. With the proposed routes we are not happy. You don't listen to us, but we still come to your consultations. Our traditional routes will be affected. We will need to detour. We're not saying don't go to work at Mary River. We want what we say to be followed.

GM – We have listened to the community about changing the shipping route. There were changes we could make. There are also changes we can't make. We will consider making changes when they are suggested. However, moving the port to a more southerly location would be very, very difficult. We put a lot of effort, time, and money coming up with locations that work. These locations are what we're presenting in this Project proposal. We do care. If we didn't care, we wouldn't be here tonight. We are interested in hearing from the community. We've also worked with the QIA on a number of issues.

Reference 4 - 5.77% Coverage

Q – We would like to move the port further south. This is the view of the HTA. I'm a board member of HTA. This is probably the cheaper option. I would be in favour of that.

Josie – There are many shallow points in Steensby Inlet. Have there been studies done on the proposed shipping route?

GM – We've done studies along the whole shipping route. We know the depth of the route. The route presented on screen looks straight, but it does move a bit. There is enough depth.

Josie – Will the captains have someone lead the way to point out the shallow spots? People of Igloolik prefer the point [Nuvuit] for a port rather than Steensby Inlet.

GM – The big issue there is that it requires the rail line to be substantially longer. That adds significant cost to Project.

MZ – We have looked at that point. It would be an added cost to the rail line. The point does not have deep enough water for a port. We have to look at the rail line, the port, and the shipping route combined. It's all three of those items that make a port site viable. Steensby Inlet is the only truly viable route where all those things work out. Milne Inlet and Steensby Inlet suit those criteria; there is the least amount of impact in those locations. There will be an impact in the shorter term, but we don't believe there will be a substantive impact in the longer term.

Reference 5 - 4.17% Coverage

– The point and in-between the islands around the point are probably deep enough. I'm not sure. What would happen if the ship ran into shallow waters? What would we do then? There are tons of fish over there. Once you start building the rail route, there will be two tunnels. When you are tunnelling there will be explosives used. What if the fish start dying off in those rivers due to your blasting? How would our descendants be compensated if this occurred?

GM – There are a number of special ways blasting can occur. The blasters can make the rock move only in certain ways, for example. There are also blasting products that produce total combustion instead of leaving residues. Blasting impacts will be addressed in the EIS.

MZ – Once a shipping route is established, it is virtually unheard of for a ship to run aground. A ship running aground often occurs when a ship jumps the queue (at the portsite) because they want to get loaded first. That won't happen here.

Reference 6 - 1.34% Coverage

MA – The community is concerned about ice conditions in Steensby Inlet. When would the first sailing of the ship be?

MZ – Late 2015, early 2016 at the earliest. We're looking at 3 to 3.5 years of construction. The ships that are coming in would not need to be refuelled by us. They will only be fuelled in Europe.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 10 references coded [21.12% Coverage]

Reference 1 - 0.83% Coverage

Q2 – In Steensby, I don't want any activity from Steensby. If we stop eating marine mammals you can go ahead and disrupt the marine mammals, but I don't want any disruption so I don't want any activity from Mary River to Steensby. I am afraid that with freezing a fuel barge, we want to go hunting walrus and we don't want photographers taking picture of walrus. We went hunting in Mary River for caribou and didn't see any and we are already seeing impacts. I don't want the barges frozen, it is my land and I don't want to see it disrupted. Thank you.

Reference 2 - 2.34% Coverage

Q4 – Since you are inviting me to express my concern, I will do my best to express it. Here in Igloolik, the ship will go through Foxe Basin. As long as they go on the east of the islands we will agree with it, not to the west. As long as it is to the east. We heard that it would be on the west side because the east side is too shallow. If you decide to go with the route. Archaeology is the same. Since as a child I have lived in the area and next month I'll be 80. Walrus live in that area and the ships will go through that area and Steensby will lose the walrus as they will be disrupted. In Hall Beach area when they start the mining there, there will be no walrus in the area. So the ship to Steensby - stop that and go somewhere else. After that, the next generation will grow up without any walrus. If you decide to go on the east side, keep that, because I am going to ask for funding or compensation for the community to purchase meat and food because they will not be able to get the walrus, because even in winter they are always moving, and we know that when noise is going on around them they move out. That is my concern.

Mr. Chubb – In the package you received, there are two routes shown on a drawing. When we were here in September we didn't know which route east or west of the islands would work. We didn't have updated maps about how deep the water was. But we've now confirmed that the east side does work – it is feasible to use. And we have heard Igloolik and it is our preferred route to stay on the east side of the islands.

Reference 3 - 0.32% Coverage

Q5 (Honorable Louis Tapardjuk) – Either route doesn't work. My question – why do you have the Quallaunt as IQ coordinator?

Mr. Chubb – We have many people working on the project and have to work together.

Reference 4 - 2.78% Coverage

Q5 (Hon. Tapardjuk) - Do you know how many Inuit beneficiaries will be there?

Mr. Chubb - We're working on training…..Our goal is to hire as many people from North Baffin as we can. There are many opportunities that come with a mining development at Mary River, so the more people that we can employ the better.

Q5 (Hon. Tapardjuk) - I just want to understand I don't mind that. But the Inuit need to understand fully. There are many people here that think many jobs will be created, but it isn't true. Many people want the mine to minimize the social assistance. There will be 275 plus 175 people Inuit and Qaullanut working at Steensby. On radio, if you don't like it, there will be many people on income support. People are saying better to go on the east side of the island. You think that just because they said the east side is better that they agreed to that?

Mr. Chubb – Perhaps I'll try to answer your first question regarding the number of jobs. We will have 275 and 175 pp working at Mary River and Steensby. That's the number of workers on-site at any given time, and most will be there only half of the time, so there are more jobs on the ground at Mary River than there is at camps. For every job at the mine there are opportunities in business in spin off jobs. Those are some of the direct opportunities that come from work at the project, and there are many other things that come with the project.

To answer your question on the routing, yes, we believe we've heard there is a preference for the eastern route should the ships go through Foxe Basin. We've explained that for the Mary river project to work the port needs to be at Steensby. But we haven't obtained any approvals yet. We have submitted a proposal for a project, and that proposal needs to be reviewed and we need to continue to talk to the community.

Reference 5 - 1.24% Coverage

Q5 (Hon. Tapardjuk) - Thank you for your comments. I understand more now. So the QIA while they are here I'd like to make a comment. Either direction, it doesn't matter which route, since Igloolik has preference on the east side, they are approving it. You're trying to say that without Steensby there is no project. That is a lie. There are other ways. You are just looking at the cheapest way to do the project. Our waters are shallow and the noise will go very far. The east side of the island is much better for shipping. You're saying Igloolik wants the east side, but it doesn't matter what route. If the fuel tanker spills, you make us think that perhaps through the QIA you are protecting our rights.

Mr. Chubb – I'll reiterate what I've said – for this project we have not found an alternative for the port.

Reference 6 - 2.04% Coverage

Mr. Louis Uttak – We have only two items we are discussing. One, Baffinland or Qallunaat – there is only two we are discussing – there are lots of details attached to these. But you don't understand what I am saying we are arguing about. Inuit knowledge, and Qallunaat knowledge is money and we live on that today. Due to my ancestors I am here today. The archaeological sites are very precious and sacred to me, even the tent rings and bones, it hurts inside to see because our ancestors survived in that area. Without those ancestors we wouldn't be here.

We forgot something here – there shipping routes – Cape Dorset will be impacted too, there are walrus and other marine mammals, and I saw someone today from Cape Dorset and he said they haven't been notified about the project. Lets be friends. My future generation, the IQ if we are arguing about animals with this guy, for example, I want more animals than him, it would interrupt the animal. In Inuit law it is very strong, if you try to change that way. So I am saying I am a greenpeace but if I kill it I want to eat it too. In the future, animals will be disrupted so in that way I am an animal activist in that way, but I like to eat country food as well, and I don't want to go too long. I want to remind you that cape Dorset has walrus too, so I apologize to those communities as well.

Reference 7 - 2.83% Coverage

Q7 – Who approved in Igloolik the shipping route?

Mr. Chubb – The shipping route in the project – we are seeking approval – we don't have approval yet.

Q7 – Because the hunters and HTO we were not even aware of the Hamlet, but the HTO is dealing with outside the Hamlet, so the shipping route and caribou area we go to Steensby to go caribou hunting and they may even go further south past the islands, if we get caribou in that area they would start hunting there. How will we be able to go there, use our skidoos to go hunting? The rail has a route and the shipping has a route, how are we going to go past those. I need an answer for that.

Mr. Chubb – With the ship traffic through the landfast ice, it is likely that ice won't heal enough during that frequency, you are correct. Where the snowmobiles go across in the landfast ice, it is likely that we would need to set up a detour, so up onto the land at the Steensby camp to get to the other side. We recognize that this is an impact that makes a longer trip to get to the other side. That's something we need to talk about how to mitigate or compensate for that. The Steensby camp would be a place to stop and a place to provide food. This is one of the things that we will be talking to the QIA about as part of the IIBA.

Q7 – Some of us don't agree about the shipping route and railway going to Steensby. It was occupied by Inuit first, and if the caribou comes back we still need caribou for clothing and would go hunting. We'll have caribou only if we have no activity, and the airstrip is somehow in the area too. I feel that we are being deceived that if the Inuit don't agree they can stop it. Those of us that live here, you don't consider our needs. Are you going to avoid our needs or continue without considering our needs by having the ship go through every two days and prevent us from getting across?

Reference 8 - 2.96% Coverage

Q21 – I have a question and also a comment. I don't have real concerns about the Mary River being employment but the shipping routes I have a concern. I think of it as a concern because only shipping in the summer time, but now I understand it will go more than 100x a year and because Steensby is shallow you have islands. For that reason, looking at the bigger map, Pond Inlet and Clyde River – in between the shipping route to Steensby – it is about the same distance, but yet you are saying it was the only option to go through Steensby. The only area not occupied by Inuit is closer, but you're saying it…. Airplanes I am not concerned about. We use outboards and snowmobiles to go hunting, which are noisy. We have dog teams but we are not using them to hunt. So those ships if they run all winter I thought they would be gone 3 days. 1 day seems too much. Most not approving shipping routes now, so if you don't get approval, those equipment in Mary River and all other equipment – would they be removed if you don't get permission from Inuit?

Mr. Chubb - At the end of activity at the Mary River site, whether the end of the mine or for some reason Baffinland weren't to continue its work, there would be reclamation that would be undertaken. Certainly we've been listening to the comments tonight and the discussions we've been having. Perhaps I can go back to the comments of the previous speaker. In the work we do onsite we look to involve people in the programs. This year we used a ship from Igloolik to do some depth work, and there were many of the environmental programs that had local assistance from Igloolik and other places. The second question was with regard to hunters in the area and the work that we do. Baffinland of course understands and respects the use of the land and the hunting in the area, and we don't discourage that. The other point on that as well is that we've supported the annual community hunt from Pond Inlet as well.

Reference 9 - 4.26% Coverage

Q22 (Mr. George Qulaut) – My personal comment, I live in Igloolik. We heard from you different things, especially mining activity in Mary River, and I noticed this is the third time you are coming to the community to present your plans. We believe your comments that you respect Inuit concerns. When we heard a commitment or comment, we believe you. You also make mistakes and we also get heard untrue stories. When you first came here you said that if you go through on the shipping route there will be five ships. Then second time you came you said there will be 7 ships going through for 9 months so we believed that too. But the shipping route we didn't agree with the shipping route, so if there are going to do that much traffic we don't agree with it. We have the preference for the shipping route for 9 months. So we believed that , and you asked us as people representing the community. Now you are saying 10 ships will be build, and the shipping will be every day and we heard in the summer there will be more ships involved. So we're confused now, which one to believe. Most of us here hear different comments, the majority don't want any activities in our waters, especially 365 days a year and it will be used at least 320 days a year, and it is a concern about accidents. We've heard different comments and support as well. Please consider these comments. When we heard you covered the archaeological sites. Please tell us the truth because we believe every word you say.

Mr. Chubb – Thank you for that. Perhaps we can walk through the evolution of the project over time and why the number of ships have changed and the plan sounds different. As we discussed, we've been doing work since 2004, to understand the ore deposit and what the project might look like. As our understanding grows, the plans develop further and the plans become more developed and refined. Initially we looked at Milne Inlet. We looked at a certain level, a smaller amount of mining, and as we considered all of these things the plans developed. So the number of ships has grown because the size of the mine has grown. The plans for shipping through Foxe Basin have always been 12 months, so the apparent changes are growing understanding the changes in the project. We have finished a technical study – a feasibility study – which supports the development of a project proposal. We are continuing to learn more, so there will be still some changes we anticipate as we move forward. But we've got to the point where the big pieces are together, so the changes are to be smaller. This is what happens with every project, as you learn more and understand. So part of that has to do with communicating often to the community, so we are communicating plans that are still under development, so we can use the information we get back in our planning.

Reference 10 - 1.53% Coverage

Q24 (Samuelie Ammaq) – We are getting tired, and we will sleep a very little time. I am glad you are here, and I want the employment, but I really want the shipping route from the east from between Pond Inlet and Clyde River. When we get asked for Inuit knowledge we try to as a young person (I am still young inside, and I am only 60 years old). When we are talking IQ, can I ask these representatives a question? Let's say this shipping route is the cheapest way, but the other side costs too much. Are you going to be given money if you go to this side, and get less money to go to the other side. If you are afraid to tell us, is that you are getting more money to go to Steensby? Those of us providing IQ are not getting one dollar for this. …….. I want the mine but I don't want to go to Steensby. I don't care about the land, because I was this tall. If I dig and collect the archaeological items I would be protecting the land but we are not going to make the Inuit artifacts disappear by building the road.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 7 references coded [24.07% Coverage]

Reference 1 - 1.17% Coverage

Q1 [Igloolik HTA Representative - David] – I have a comment on the two shipping locations – I would like you to use Alternative 2, as there will be less interruption to marine mammals.

Mr. Chubb – OK. They are checking water depths this summer/fall and are still waiting for data.

Reference 2 - 0.98% Coverage

Q6 – I have a different opinion as well – related to children. This project brings employment. Kids today can't eat only meat anymore – they need money to buy store food. I will support you to have a route through our region. [applause]

Reference 3 - 1.85% Coverage

Q10 [Mr. David Irngaut] – I am in support of this project, and I would be happy if the route was behind the islands, because I know from way back that humans are the cause of extinction, when you are not hunting the animals. If you do this properly, the animals should not be bothered. I am a hunter, but I have children who need store-bought food. I am in support of employment, but everyone needs to be in agreement so less problems later on.

Reference 4 - 2.38% Coverage

Q14 – as for the route, my preference would be to use the Cape Dorset area for a port; there is less ice and so much technology that you can build a road right across Nunavut. You can do it down south and can do it up here. We were in Steensby this summer and saw four helicopters hovering and making noise, disturbing wildlife.

[A brief break was held at the request of the translator; two door prizes were drawn.]

Mr. Chubb – Regarding the idea of a rail line to Cape Dorset – they still need the same ships. It is not practical to construct a rail line that distance.

Reference 5 - 2.31% Coverage

Q16 [Mr. Samuelie Ammaq] – You come here having made your mind up. Are you here to ask us which to use, or are you asking us about the routes?

Mr. Chubb – Based on the work done to date, Steensby Inlet is the only practical way – Baffinland is still looking at shipping routes, impacts, etc. We are looking to find the balance between benefits of the project with maintaining a healthy environment. We have not come here with the project fully defined and we are looking for input, but there are certain parameters that are required for the project to work.

Reference 6 - 2.64% Coverage

Q16 – I am not in disagreement – I had an understanding that were talking about routes. He believes the westerly route is better – the other route has a lot of ice. I was in Mary River today and it was very clean; no garbage; and the wildlife was not disturbed. What about in the future, will people in the future replacing you always be as concerned about the environment?

Mr. Chubb – Thanks, I am glad you had a chance to see the site and are pleased. The framework for environmental protection is set up and will set the stage for the future. We recognize we are working on Inuit Owned Land and plan to work closely with the QIA.

Reference 7 - 12.73% Coverage

Q18 [Mr. George Qallaut] – Igloolik is recognized as a cultural community, inhabited for more than 4,000 years. Everyday, we are extremely thankful they we are here today, and are grateful and respect our ancestors. Baffinland is interested in Inuit Qaujimajatuqangit (IQ), have employed people; as a number of people have asked the question – will you respect and take it [IQ] seriously? Igloolik and Hall Beach are the ones who will be affected by this project. Going back to Mary River, people of Igloolik and Pond Inlet have for centuries met at Mary River during summer hunting caribou. An elder present at this meeting got his first caribou at Mary River. Two mountains will be gone [from mining] in 25 years. Part of their identity will disappear – how can you compensate for this? There are a lot of social issues – in the 1960s the federal government arrived and built schools and other buildings but nothing for Inuit. His grandfather asked “Where is Canada? Who are Canadians?” in 1962. The Canadian Government didn’t arrive until 1960 – before that the church was from Belgium, the Hudson Bay post people were from Scotland, and at Hall Beach there were Americans. The social impact of these events was huge and we don’t want another big social impact. We are a Third World, we have one of the highest rates of suicide, high levels of drug abuse. Your interest is only the material. How come no one from Baffinland has asked the communities of Igloolik and Hall Beach if they can use Foxe Basin as a route? Foxe Basin is shallow, and noise travels far in shallow water, with a high impact on marine mammals. Alternative 1 [the westerly shipping route] is the birthplace of bearded seal and walrus. Some hunters say Alternative 2 [the easterly shipping route] and some say no; there should be better public consultation on the route. We haven’t seen any studies in Foxe Basin on the marine mammals or on using it for shipping. Those are some of my questions, thank you.

Mr. Chubb – We’ll try to answer your questions, but if we miss anything let me know. regarding IQ, I think the comment as whether or not they are a “cover up” or will it be taken seriously? No, we fully plan to use the information to influence the project. I am told that already the work helped influence the work at Milne to avoid important areas. Regarding change and impacts, and the loss of Nuluujaak [Deposit No. 1 which will be mined], there are some things that can’t be compensated and mines do result in change. The opportunity is to balance those changes with benefits like social benefits. There is real opportunity with youth to assist with some of

the challenges that do exist. The use of Foxe Basin – we are seeking permission and that's why we are here. It is early in the process and we are looking to discuss the project with Igloolik. It will be the end of the year to submit the Project Description and applications and by the end of next year the information on sea mammals, etc. will be presented, and that's why you haven't seen anything. Have I missed anything?

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 1 reference coded [5.25% Coverage]

Reference 1 - 5.25% Coverage

Councilor Simon Nattaq – Originally I am from Hall Beach, and like anywhere in Nunavut I travel and I've been traveling to Coral Harbour and Northern Quebec, and I think John mentioned the questions that I have. Although it impacts my personal life, if there is impact on the environment I would expect there would be an agreement in place. That area - the shipping route is a breeding ground for marine mammals. Polar bears are also living in the area. From my understanding, the ice never used to melt, but I think now polar bears are moving away compared with the past. We already have impacts in our lives. I am not sure Nunavik but Cape Dorset they will also be impacted, and they will also be impacted (Kimmirut?). Nanisivik had ice breakers come in winter. Compared to the past, I didn't see real negative impacts to marine mammals, narwhal, and seals are still there. But the Inuit travel route and losing equipment and so on. In Iqaluit although we have ice the ships still come in and the beluga still come naturally. So although they may be impacted, personally, the ships cannot deter the animals in their activities. We heard a big proposal, although I am Nunavut Beneficiary. I don't want to interfere in the communities but I can say you should add Cape Dorset. If you decide to go the eastern route, you may be able to bring equipment. I don't think they asked to bring big items to the port – part of the benefits package – that they can always go to collect equipment delivered to Steensby. I can't really say on behalf of those communities, but…thank you for considering Iqaluit in your proposal.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - Sept 27, 2007> - § 1 reference coded [1.55% Coverage]

Reference 1 - 1.55% Coverage

Q1 (Simon Nattaq) – There is an area close to Foxe Basin with walrus habitat – I like the eastern route to be used.

<Documents\Public Consultation\Kimmirut\Kimmirut Hamlet - April 26, 2010> - § 2 references coded [18.16% Coverage]

Reference 1 - 3.85% Coverage

Q – Is this the route [in the presentation] for the ships?

Q – Have you thought of any other routes besides that route?

Mathew – Yes, we've looked at routes to Nanisivik and Clyde River. But because of distance, ground conditions and ice conditions, those routes won't work for the Project.

Reference 2 - 14.31% Coverage

Q – The Igloolik waters – are they not shallow in that area?

Matthew – No, the waters are sufficiently deep. We checked.

Q – I have heard that if the water was too shallow, you would dig some more?

Richard – There were a few shallow spots near the ore dock at Steensby.

Q – That was my concern because when the microorganisms there are disturbed it affects the ecosystem. If they smell something different they may die off. Going into IQ – when you disturb the rivers the microorganisms are dispersed and it affects the environment. The shipping route during the winter – if it was used – it would not e frozen over. The shipping route is very close to Kimmirut. What are your plans in the future if the animals are dispersed?

Matthew – We design the project to minimize impacts, and we look monitor impacts, including possibly having Inuit monitors on the ship, or a harvest study which we are going to talk to the HTO about, or possibly a wildlife harvest study. Any compensation for loss of wildlife will be dealt with under the IIBA that the QIA is negotiating with Baffinland.

<Documents\Public Consultation\Kimmirut\Kimmirut HTA - April 26, 2010> - § 3 references coded [12.70% Coverage]

Reference 1 - 6.74% Coverage

Chairman – The proposed route, is this the way it has to be? There was some indication that there was an alternate route proposed at one time? Could it go in the alternate route, or could it go in the current proposed route?

Matthew – We evaluated some overland routes for the railway, including going from Mary River to either Nanisivik or towards Clyde River. And due to the distance, or the terrain, or the ice conditions, none of those are feasible. The Steensby shipping route is the only feasible one. We did look at a couple of options for going through Foxe Basin. We looked at western and eastern shipping routes through Foxe Basin, and based on IQ we opted to proceed with just the eastern shipping route.

Chairman – Was there a ship going through the proposed route at this time?

Matthew – Two ships have traveled this route in open water. One was last year and one was the year before.

Sandy – It's not too shallow? I heard at one time that it might have been too shallow and the bottom of the sea might need to be excavated – is that true?

Matthew – We heard that question at Hamlet Council. We did bathymetric studies throughout the area, and we revised the location of the dock. There may still be one small spot that needs to be lowered [pointing near the port]. But the rest of the shipping route is deep enough.

Reference 2 - 2.24% Coverage

Sandy – Will they follow the exact shipping route all the time?

Matthew – What is shown is what we call the "nominal shipping route" and there could be some variation based on ice conditions or storms or other safety considerations for the ship. In general, it is going to be in that area.

Sandy – My concern is that during winter, there are polar bears en route. Are you going to steer away from the polar bears so you don't run into them?

Reference 3 - 3.72% Coverage

Chairman – We have to eat before the public meeting. We have lots of questions – you are only here for a few days. This is rather important. We do not wish to see an accident happening but irregardless, we are not opposing the project. But if an accident occurs, that is our concern. Our concern is the wildlife – we don't own the wildlife or anyone – but we rely on the wildlife for food. There is no wildlife other than what we have. For that reason we are concerned about the proposed route. We also have stores we can buy food from, and we do, but however, we solely rely on consuming wildlife in this area. So that is the reason we have so many concerns. It isn't about Baffinland – with any company we would have the same concerns.

<Documents\Public Consultation\Kimmirut\Kimmirut Public - April 26, 2010> - § 1 reference coded [14.77% Coverage]

Reference 1 - 14.77% Coverage

Q3 – Simionie – As you know at the current time, there is wildlife to harvest, as well there is plenty of natural resources such as animals in the oceans. This is a route by a number of migratory animals. I have no doubt that wildlife will be impacted, and Hudson Strait is a migratory route for birds and marine mammals. There will be an impact on the harvest area in the region. I am quite certain that the project will have a devastating impact on the wildlife, and I am wondering why the Foxe Basin and Hudson Strait route was selected, with the original route by Davis Inlet. And polar bears will likely move to avoid the noise from the ships. And the government says they're all gone but really they just moved away. I am certain that wildlife will move to another location, even though the government might say they are no longer existing species. But really, they just moved away from the noise to find a sanctuary for themselves.

Matthew – With regard to the shipping route, we did look at other options, including going north. We looked at going towards Nanisivik as well as towards Clyde River. These routes were either too challenging for the railway, or the ice conditions on that side of the island are too harsh for the shipping. We also looked at the option of going through Milne Inlet, but Milne Inlet in the winter is too tight to turn the ship safely. The only option at this point in time is the Steensby route. We pull information from our 2008 sealifts where we did have observers on the ship coming and going out of Milne Inlet, and we also use information from shipping operations at the Raglan Mine in northern Quebec, and the Voisey's Bay nickel mine in Labrador. Both of these operations ship

through ice conditions. We'll design the ships and shipping routes as well as we can and plan for whatever mitigation is reasonable. Does that answer your question? [Yes]

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 3 references coded [12.33% Coverage]

Reference 1 - 3.50% Coverage

Niomie – Did you have any community members help you select the shipping routes? If the communities requested the shipping route to be altered, would you alter it?

GM – There have been two important changes made to the shipping route already due to community feedback. [Explained elimination of western Foxe Basin route and creation of an alternative, southern routing in Hudson Strait].

Reference 2 - 0.96% Coverage

Brian Larson – These ships will also use oscillating screws, making them easier to turn and navigate in ice.

Reference 3 - 7.88% Coverage

Simeonie – We were told we won't be able to see the ship, but I'm sure the ships will make noise. People who hunt at the floe edge will be impacted. I'm sure we'll hear those stories once the Project is in operation. At the workshop at Mary River there were concerns expressed about the port location and it was suggested that the port location should be moved further south to where there would be less landfast ice. There were suggestions made about possibly moving the railway as well.

GM – There were many different options investigated for the location of the port before the current port site was selected. We also had to look at where to site the rail line. We looked at many different things like terrain conditions and steepness. The port site and rail line that were selected are the best possible location for them. The location of the port site is set at this time.

<Documents\Public Consultation\Pond Inlet\BIM Notes on GN Development Workshop - November 13, 2007> - § 1 reference coded [1.91% Coverage]

Reference 1 - 1.91% Coverage

- Concerns regarding shipping routes and communities not supporting the route .

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 2 references coded [1.08% Coverage]

Reference 1 - 0.63% Coverage

David Q. asked if the shipping route has been decided and asked what happens if Igloolik and Hall Beach are not in favour? He also echoed Nick's comments about the hips coming back from Europe empty.

Reference 2 - 0.45% Coverage

Nick asked how BIMC will deal with disruption caused by ship tracks/leads. Sean indicated that the IIBA negotiations will deal with this issue.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 2 references coded [15.50% Coverage]

Reference 1 - 12.37% Coverage

Q2 – My question – will you still be unloading at Milne Inlet?

Matthew – During construction, yes, we'll have ships coming into Milne Inlet in the open water season. During construction, there will be very few ships into Milne Inlet, more than likely one trip into Milne Inlet every few years.

Elijah – You've indicated that the ships will be traversing every second day. Is that the way it's going to be, a ship every two days? When they first proposed Mary River, there was a plan to get it going. We agreed with the first original plan, but the reason we agreed is when the shipping wouldn't be all year around – it would be only certain months per year.

Matthew – For Milne Inlet, during the four year construction period, there would be anywhere from 3 to 8 ships per year, only in the summer. Those would be carrying materials and supplies in and out. During operations, for 21 years, only large items that can't fit on the railway would be shipped to Milne Inlet. This is likely one ship every few years. For Steensby Inlet, during construction, we'd again have a few to a dozen ships during the open water season. Once operations began, we would have ore carriers and re-supply ships arriving. The ore carriers would come in 12 months a year, and if you stood on the ice next to the ship route, you would have a ship go by every two days. That shipping would be 12 months a year. Resupply to Steensby would only be done in the summer, in the range of 6 to 8 ships.

Richard – Is Elijah referring to the original plan to ship ore out of Milne Inlet 8-9 months a year?

Elijah – Yes. Maybe I should explain. You came specifically to Pond Inlet in the beginning, and came to us, asking if we are in favour of Mary River. At that time, you indicated that once the ore is being excavated. At first they were going to Milne Inlet and then they changed to Steensby Inlet. We were able to agree with Baffinland if they would operate certain months of the year. They agreed then that even though the ship would not be going through here, Pond Inlet would be impacted.

Matthew – That was the plan before any of the assessments were done onsite, including the ability of large ships to access Milne Inlet.

Reference 2 - 3.14% Coverage

David Q – In CD and KM, how is the study going to be carried out?

Matthew – Only on marine mammals.

Richard – And land use, focused on marine. We could collect more if they are interested.

Jayko – The Hall Beach and Igloolik residents, have they approved the shipping route from Steensby?

Matthew – Unfortunately both the public sessions in Hall Beach and Igloolik were cancelled due to deaths in the community. We will be returning there in a couple of months. Nothing has been approved and there are specific concerns coming out of those communities.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 4 references coded [9.82% Coverage]

Reference 1 - 2.83% Coverage

Q5 – The shipping route that goes through the Foxe Basin area; is there an agreement that specify that the residents of Igloolik have said yes to this shipping route?

Bill – The shipping route was originally presented two years ago and they indicated that one route was unacceptable so we have agreed to use the other. We are still in discussion with the community – they haven't indicated whether or not they agree or not, nor have we asked at this point.

Q5 – Baffinland wanted a route through the Milne Inlet area and we didn't agree so you decided to use the Steensby Port. What if Igloolik didn't agree with Steensby, would you proceed anyway?

Bill – The key factor is that considering the size of the ships there are some physical constraints going into Milne Inlet. Consequently, that's when we started to look at other locations, and Steensby Port is the best location. We are going through the EA process, and the government will be looking at the project, balancing the current concerns, and giving the approval for the project to proceed, or reject the proposal.

Reference 2 - 1.17% Coverage

Q8 – The railroad, I was wondering is that another way of transporting the iron and supplies, rather than using the ship?

Bill – The railway is our on the land transportation, and the ships are our on the ocean shipping. Trucking is very expensive, and using the railway is more energy efficient. The other way is to put the ore in a pipeline, but the size of the iron ore doesn't work in a pipeline. We could use conveyors but it is too far.

Reference 3 - 2.31% Coverage

Q – I was looking at the maps. Regarding the shipping route, I want to comment. In the past years, we've observed that the mining side and the marine mammals relocate somewhere else. I am thinking that Baffin – the whole surrounding waters – there is going to be a lot of traffic on the ice or ocean.

Even though it appears that our comments are being ignored by the white people who arrived recently, even though we've lived here. We need to ensure wildlife, especially in Foxe Basin, they will definitely be affected. We should look at all of the options, instead of traveling through Foxe Basin in the winter time – use an alternate route. When ships went to Nanisivik they did not disrupt fish habitats. You definitely need to build a road to where the small glacier is. And from there you can go wherever you want. You should not disturb the coastal areas of Baffin Island.

Reference 4 - 3.52% Coverage

Q – Looking at the picture on the wall, I felt uncomfortable after reviewing that map. Maybe the next year or so. I heard about two possible shipping routes, and you are in the planning stages. The shipping route is not cut in stone – we have not approved it – I would prefer if we don't agree on the proposed shipping route an alternate route would have to be selected. If Baffinland thinks it will be too costly to propose a separate site, we can get assistance from Environment Canada. I don't think we should be concerned about the high price – we are concerned about the wildlife. Based on your plans, maybe the HTOs can conduct research to figure out the alternate dock. When there are pros and cons… if we identify where the job would be suited, we could conduct research. We would be able to identify… if you don't listen to what we want then we won't be able to support the project, and Igloolik's concerns should be addressed. You can always replace habitat, but money won't compensate it. If we were closely together cooperatively then we could come up with a solution, and when there is not cooperation among parties. We have to reach an agreement from both sides. Looking at the map, we have not really approved the proposed shipping route. Our concern is about the proposed shipping route. We should look at alternate routes.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 3 references coded [19.52% Coverage]

Reference 1 - 1.21% Coverage

Manasie – I would prefer if you could use that other shipping route, even though I know it will cost a bit more. The impacts on the wildlife will be greater; the southern route will have less impact on Inuit and wildlife. Our most pressing concern is to preserve our wildlife.

Reference 2 - 10.26% Coverage

James Attagootak – Have you looked at all these different options for the shipping route? I only see the Milne Inlet and Steensby Inlet routes marked on the map. If you've studied them, they should be included. Although they may be expensive, I would like these alternatives be examined. It's hard to know if you've looked at this or not if you don't show us. My second question is in regards to Steensby Inlet. That area is fairly shallow. You will need to dredge to make sure the ships can get in. There are char and other species there. There will be explosions and dynamite that will affect the animals. I've heard discussions about moving the port to Nuvuit. When it's foggy it will be hard for the train to see what is in front of it. What will happen if the train kills caribou when it is foggy? Will there be compensation? You also talked about the shipping in summer from Milne Inlet. A lot of people from Pond Inlet are in complete opposition to this option. You will be impacting their livelihoods and will need to compensate them. If you do this, all the wildlife will leave the area. In Resolute, they said all the animals left when the ships came in for the mine.

MZ – [Discussed various port location options and siting restrictions; shows port alternatives slide]. There will be no blasting at Steensby Inlet; we've changed our port design to make use of steel containers filled with rock. There will be no blasting necessary with this design. We have not chosen the least expensive option; we looked at the best option for the Project. We've always said that if the communities don't want this Project to move forward, it will not move forward. Yes, Steensby Inlet is a shallow basin, but we have done studies and determined that it is deep enough to ship. Building the port at Steensby Inlet is more expensive than Milne Inlet. We looked at the most doable option. We have looked at ways to get this Project moving as quickly as possible. We need to generate revenue; currently we only raise income and don't generate any revenue. We believe the Steensby Inlet option will have the least impact. But, we're looking at both options and studying them as a way to get the Project moving quickly. Compensation will be paid if any animals are killed. This will be part of the IIBA negotiated with the QIA.

Reference 3 - 8.05% Coverage

Caleb Sangoya – All boats irrespective of their size have a depth finder. All animals don't like those because they make a sound. They make a sound like the seismic testing. The whales flee from ice breakers in Lancaster Sound. It seems like every time you

guys come in there is a slightly different presentation. You first told us you would be buying supplies from the Co-op for the exploration phase and make use of local businesses, and that the majority of Inuit employment would come from Pond Inlet. After this, the majority of contracts were moved to QC in Iqaluit. You changed our previous agreement after 8 months. The supply and labour contracts were moved to Iqaluit. When you make another presentation we would like know about the impacts of Mary River. We are already seeing impacts. The caribou and narwhal have moved away. We've already seen impacts in this six year period. I don't want to see impacts to the wildlife.

MZ – We're still using the Co-op to purchase our food; this has been going on since 2004. About 55% of the beneficiaries working on site were from Pond Inlet. We employed through the Co-op from 2004-2006. After this, we moved hiring to QL. As we move forward, Baffinland will be hiring directly. We will do this as soon as we can. [Comments missed]. We believe people are talking about impacts that might not exist. I understand your statements and I'm not sure if they're true; we'll have to see about this moving forward. Please remember there has also been a lot of harvesting going on in Pond Inlet. We only have 65 people that work on site right now; we've been right around 30% Inuit employment. The ships use charts. They do not use active sonar; they use passive measures. The ships (measure bathymetry) mainly use MRI, or, magnetic imaging. There is no pinging involved.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 2 references coded [0.86% Coverage]

Reference 1 - 0.30% Coverage

Mr. Merkosak – The question was the ship – when the ship is coming into Milne Inlet, what route will they take?

Mr. Chubb – The ship will go past Pond Inlet and into Milne Inlet.

Reference 2 - 0.56% Coverage

Q4 - I'll leave it at that. I heard by 2020 that the passage is suppose to be open. Reconsideration with ice softening and if it has a possibility.

Mr. Cooper - It is impossible because of the ice but also impossible because of the land.

Q4 - It is a clear route, the most efficient route. It should be looked at still. Thank you.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 3 references coded [11.93% Coverage]

Reference 1 - 1.31% Coverage

Jayko Alooloo – I want to see the agreement with Qiqiktaaluk before the meeting ends. Shipping lanes.
If you are passing Ireland do you have to get their agreement too? What about the other communities you will pass like Igloolik, Cape Dorset, Iqaluit, Greenland.

Reference 2 - 8.25% Coverage

Ikey Milton – Looking at the shipping routes, I laughed – are these routes being chosen based on it being far from Baffin Island so that people will approve? You mentioned earlier that the ships make low sounds. Last year there was a ship at Milne Inlet and we people caribou hunting could hear them, and I believe the animals were disturbed by the sound of the ship running. Animals are our only means of survival, so compensation will have to be paid.
Suppose the ship were to have an accident – would you compensate the community? Have you considered this? What are the unforeseen dangers? What is the emergency plan?
Helicopters are also disturbing caribou. If the helicopters hadn't come, we would have harvested them, but they were scared away.
For the past three years, the people of Pond Inlet have been told nice things [about the project] but then the office was moved away to Iqaluit.
Negotiate WITH the people of Pond Inlet, don't just court them.

MZ – Explains the rationale of shipping along Greenland – based on ice conditions, environmental impacts, technical factors. Also emphasizes that Steensby Inlet is the main route under consideration.
Re: helicopters. I understand that there were issues regarding helicopters towards Borden Peninsula – these were not ours.
MZ – regarding Jayko's comments about wildlife – if there is an impact, compensation will be paid, but we first need to monitor and understand.

Ikey Milton – The helicopter was when we were hunting right around Nuluujaak.

MZ – When?

Ikey Milton – September

MZ – We used NNSI – the ones who do sealift for the Co-op, and it did break down. They do have an emergency plan.

Reference 3 - 2.36% Coverage

Solomon Koonoo – According to my grandfather, uncles and ancestors, the land that the railways will go through, my ancestors used to go to that area, as that area had furs that are good for clothing. I don't want the railway to go through there, and I don't want ships to go by Button Point [SE tip of Bylot Island}. Navy Board Inlet is OK, but much of our food is at Button Point. I want agreement on the route.

MZ – Just to clarify, we will not be going through Milne Inlet.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 16 references coded [18.62% Coverage]

Reference 1 - 1.13% Coverage

Q. Why does the route stay towards Nunavut and is not more southerly? Marine mammal migration is a concern. The proposed route could keep animals from using their migration route.

A. The route is a proposal only. The company is seeking comments on the route. The one indicated was selected based on shipping requirements. Note, the route will not go south of the red line (demarcation between Nunavut and Quebec).

Reference 2 - 1.31% Coverage

Q. Why is the (proposed) route close to our community and Baffin Island ? We know the Project will go ahead. If the ship is too close to land, ice will break from the shore. The reason for the route as shown is that it is the area that has been studied, (but) there is a lot of ice near the proposed route. It would be better to go south. What about the potential for accidents? When DFO was here they didn't deal with the Project (but) we marked on maps where we want to see the route.

Reference 3 - 0.74% Coverage

A. Maybe you can show us those alternate routes?

Q. DFO showed us three alternate routes (i.e. south of Mill Island, south of the next island and south of the third island). This workshop was held by DFO and consultations were encouraged for more information on the route.

Reference 4 - 0.38% Coverage

Q. What about water depth studies near Steensby Inlet?

A. This area has been surveyed and the route was selected based on safe water depth.

Reference 5 - 1.37% Coverage

Q. The preferred route would be between the islands. This is preferred due to marine mammal migration. Baffinland was to bring the Captain here for meetings. We would like them to come here and consult.

A. We will advise Baffinland.

Q. Igloolik and Hall Beach have asked that the route not go too close to their communities. If we ask to go more south, this should be accommodated.

A. Yes, the route through Foxe Basin was moved further east based on community input from Igloolik and Hall Beach.

Reference 6 - 0.19% Coverage

Q. The route can be changed. Can we change it as mentioned earlier?

Reference 7 - 2.52% Coverage

Q. The route near the site is being addressed by the adjacent communities; however, the route near Cape Dorset does not seem right. The area includes walrus habitat and migration routes. After the feeding season, the animals go south for three days and spend that time in the area of the proposed route. Narwhals occur along the route. Seals occur in the fall and pup in the area. In the 50's and 60's there were hardly any seals, now there are many and they are travelling to the west. A more ideal route would be between the islands. Ships would affect animals and cause them to find another migration route.

Q. We requested a change in route before. The one you show is not the most recent one. Is there good communication between the consultants and Baffinland?

A. Yes there is good communication. We are in touch with them regularly. This is the route that is under consideration, but it is presented here for discussion.

Reference 8 - 0.13% Coverage

Q. Note that we want the route to be moved south.

Reference 9 - 1.56% Coverage

Q. Tell the company that the map shows the route is along the migration route for marine mammals. The proposed route is exactly where our land use occurs. It is not an ideal route. Better to use a more southerly route. Baffinland should come and talk to us. As well, there will need to be an IIBA. Use the radio to provide information because not everyone can attend meetings. There could be a lot of benefits to the community, development opportunities. Use Inuit consultants to overcome language barriers. Unilingual people only get some of the information that we provide.

Reference 10 - 1.03% Coverage

Q. I don't agree with the route. I don't approve of it. We would like to recommend a route that would avoid feeding areas.

A. Note that the company will be back to answer the questions that you have asked. As well, we apologize if we have asked for the same information as you gave to the Department of Fisheries and Oceans when they were here, but we didn't know of their meeting.

Reference 11 - 0.72% Coverage

Q. You have to listen to the recommendations of the people. Be sure you tell Baffinland that we have recommended a different route. The chosen one is too close. The route near Salluit has had an effect. If a ship gets too close to Cape Dorset, it would affect seals.

Reference 12 - 0.40% Coverage

Q. What happened to the route in Foxe Basin?

A. The route was shifted further east in response to community concerns in Igloolik and Hall Beach.

Reference 13 - 1.23% Coverage

Q. Lets provide information on the route. If we don't want the route where it is proposed, our knowledge could help affect the route selection.

Q. I am concerned that the route is not where we want it. It should be more southerly, south of Mill Island.

Q. We do not want the proposed route. It is located along the migration route and habitat for marine mammals. There will be lots of marks on the map to show the impacts (referring to IQ study maps).

Reference 14 - 0.99% Coverage

Q. I am sure that not everyone will be happy with the outcome. It was felt that we wouldn't be affected by the Project, but the route will affect us. I am pleased we are having meetings. I know we will need agreement with Quebec. There was a good discussion on mammals; not so much with birds. Thanks for checking with the community; for us, and future generations.

Reference 15 - 0.57% Coverage

Q. Would we be able to establish a committee on the route? Ships tend to go too close to the coastline; it might be good to see committees from the communities to see that ships don't go too close to the coastline.

Reference 16 - 4.34% Coverage

Q. We were told that these are big ships. What if the water is too shallow? Would there be explosions to make the water deep enough? I heard that west of our community is shallow.
Outsiders will control our resources and damage our culture. We don't have enough power to control our future. Especially if explosives are used, we need compensation for damage from mining. I am in support of getting a good plan in place. I think sometimes that Baffinland doesn't care about our community, but thanks for coming.

Jason - Baffinland has surveyed the entire shipping route's depth. It is a viable route. The depth surveys they do don't use explosives. Baffinland has been involving Baffin communities for many years now. While the focus was on North Baffin communities at the beginning of the Project, the South Baffin communities of Cape Dorset and Kimmirut are now also an important focus for the company. The company realized there could be issues with shipping route for Cape Dorset and Kimmirut; this is why they have begun speaking with these two communities All matters of compensation will be dealt with through the IIBA process; this is being negotiated between the QIA and Baffinland.

Bevin LeDrew – Noted that depth surveys use equipment like the sounder on a boat.

Q. People shouldn't speak if they don't know what is going on. This is not a meeting on explosions. This is about a shipping route. This was clarified when the meetings began. This has been a great workshop. It is great to be working on the shipping route. I am glad you are here to hear and learn about our wildlife. Thank you.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 13 references coded [5.37% Coverage]

Reference 1 - 0.19% Coverage

Question: Levi Milton/Arctic Bay – Were there any other studies done for alternate routes?

A: Yes, we evaluated possibilities of going north and going east but they were not technically feasible. There was either too much ice or fjords that would cause problems. The ship needs a kilometer to turn around; therefore ice is a problem. The EIS will provide further details on this matter.

Reference 2 - 0.38% Coverage

Question: James Atagootak/Pond Inlet – Has there been much study done on the proposed Milne shipping route regarding polar bears, walrus, marine mammals, depths etc.?

MTP: We have done numerous scientific studies and collected IQ information.

James: From Steensby to Foxe Basin - were there studies there too?

MTP: Yes, the same scientific studies and IQ studies were completed specific to that area. There was also a GN study in the 90's.We've completed all required scientific studies.

James: The reason I asked this is because the ship area is huge. Is the route deep enough?

MTP: Yes it is. The ship needs a few meters of water of draft. Our studies show the ships can move through with no issues. Fednav will be here to answer questions on shipping tomorrow.

Reference 3 - 0.26% Coverage

Question: Cornelius Nutarak /Pond Inlet – We have heard about the route at Steensby. Igloolik is not in full agreement with it. The Milne option is of concern to us

MTP: Baffinland will be proposing this as an option in the EIS.

Cornelius: Is that the cheapest route? Can we find a port that everybody agrees on and progress to the next stage?

MTP: Anybody can make comments as part of the process. However, this is the project description as going to NIRB. We will continue to listen and enhance the Project where we can.

Reference 4 - 0.28% Coverage

James/Clyde River – We will be impacted too by shipping. Traveling by plane is expensive. We travel to other communities by going up through that way on snowmobile, so we will also be impacted. I am happy to be here, but there will be impacts. Problems will arise because we are trying to use the most efficient route. We need to work together, with the surrounding communities. Also, I want to thank you for giving us the opportunity to be here. If some of our thoughts are documented perhaps the routes will be altered. I wanted to speak of these two things. Thank you.

Reference 5 - 0.80% Coverage

Louis – I have heard here that even in the winter the ship will go back and forth. You say there will be year-round shipping in Foxe Basin and only summertime shipping. I am not clear on this.

Levi – Will shipping occur all year round?

MTP: Yes, for the Steensby Inlet route, there will be year-round shipping. For the Milne Inlet road haulage option, shipping will be in the summer only.

Question: Solomon/Hall Beach – The boat that will carry the iron ore - How many times will it go back and forth to the Inlet?

MTP: There will be three ships every week on average during the open water season to Steensby Inlet.

James/Pond Inlet – I have a shack there. I will stay on the far side.

Question: Solomon/Hall Beach – If I were a white man and the boss of Baffinland I would try to stop at Foxe Basin, reduce the ships and take this Baffin Route. There are seal pups on the far side. I can still go hunting at Pond Inlet. There are seal pups. The people of Pond Inlet live on the seals. They must be aware of them by ongoing monitoring [meaning unclear]. We don't like you handling the animals. Please just observe them. Can the biologists make sure they notify the people if they are going to be handling the seals? And notify the HTOs?. Our support and agreement will be apparent and we can deal with these [meaning unclear]. Thank you.

MTP: I have two comments. First, you don't have to be white to run Baffinland, I'd be more than happy to work for an Inuk. Second, there is a lot of scientific monitoring that needs to be done. We are not proposing any direct animal interaction for this, like having to touch them.

Reference 6 - 0.54% Coverage

Question: Levi /Arctic Bay - Regarding the proposed shipping through Foxe Basin - it is lengthy from Steensby Inlet. Sometimes there is low ice and an abundance of ice. When the ships go into our inlet the HTO has requested we be notified of the route. This is a long inlet. We will not be doing this in Foxe Basin [meaning unclear]. The sea bed will have to be deepened in some areas. The route will have to be planned out thoroughly to make sure they have their country foods. The mammals over there should not be impacted too much. Is that the route that will be used?

MTP: [Points to the proposed shipping route on the map]. We cannot guarantee the path of the ship, but this is the likely path. The ship's captain will ultimately make the decision of where it go. The path could vary.

We have confirmed the route is deep enough for the ship. There will be no blasting along the currently proposed shipping route. This location [points to the right of an island] does require some blasting under the water. Does this answer the depth question? We know the ship can travel this route safely.

Reference 7 - 0.54% Coverage

James –I have heard the ship will only go into the inlet in summertime. If we want the number of ships reduced from three will you listen to the community when they ask for a reduction in ship numbers? Say there is an accident, because of fog. If we asked, could two boats ship together in a group?

MTP: This has been discussed. We could look at it as a mitigation issue. Right now we are only planning on having one boat at a time. Two ships together might be noisy.

James – [Unrecorded comments].

Bill - I think that you are saying that once you are in operations, if a community sees an effect would we be open to discuss the ships travelling in a convoy instead?

MTP: If we observed an impact, yes, we would work with the community to help remedy the impact. It is hard to say right now if we could reduce number of ships travelling. This would be a last resort. We would more likely consider ships travelling in a convoy, slowing down, using different ships, or changing our routing so we would only pass at certain times. We could look at all these options. We would pay attention to your concerns.

Reference 8 - 0.56% Coverage

Question: David/Igloolik - I like Pond Inlet muktuk and would like to see a decrease in the number of ship traffic. This topic keeps popping up even back home. We go back and forth on this item. On the other side of Steensby Inlet where the proposed shipping route is you say it is deep enough. I flew over this area and looked at the islands - the turnaround area. The deeper part is pretty narrow to turn. I don't think they will try to deepen the water next to the port. There is probably a spot near the island where they would increase its depth. It seems better if the ship has to go through Foxe Basin. It is going to cost more money to move the port further down and closer to the open water area. It may be more expensive but once it is done it will pay off. It can be done. The currents are not the same strength as in the north Baffin, but the ship will go through strong currents. Between money and the people, which is more important to you?

MTP: The people are important to us. However, options must be economically feasible. Moving the port further south is an option, but I cannot answer whether it is economically feasible.

Reference 9 - 0.36% Coverage

David – If the shipping companies say it's too shallow, would they use a different route?

MTP: If the shipping company says it is too shallow then we won't go. Fednav will never take their ships into water where they are not comfortable going.

Tim – I couldn't say it any better. We we make our living off the sea and if we make a mistake it will impact us severely. We are very cautious and careful about the routes we choose. We would not go into a situation that would risk the Project and our livelihoods for any reason.

David – We never had any ships before…[unrecorded comments]. The cost of the operations is brought up often, and to use a plane would not be feasible. We have to work together and trust each other. Thank you.

Reference 10 - 0.20% Coverage

Question: Koonoo/Arctic Bay - Will the ships have the same destination for for both the Steensby Inlet and Milne Inlet options?

Bill: The destinations will still remain in Europe. But, because the Milne ships will be smaller, they will have an opportunity to go to different ports. However, the likelihood is that they will go to same port because we will have stock piles ready for the company buying our ore.

Reference 11 - 0.20% Coverage

Question: Koonoo/Arctic Bay – Will there be improved profitability using this option? Or is it just as economical to go through Steensby Inlet?

MTP: For the rail line, Steensby Inlet is the only economical option and that is what we propose. When we go to the communities, Bill or I will need to go over what was looked at for alternatives and why. Most of the other routes we looked at were not viable.

Reference 12 - 0.16% Coverage

Louis Uttak: – The shipping route was closer to the land before [closer to Igloolik]. We couldn't agree to this because whales lived over there. We preferred the eastern route. Sure, there is walrus over there [on the eastern route] too, but we prefer this route. I just wanted to clarify this before we move along too far.

Reference 13 - 0.89% Coverage

Nigel Qaumariaq – I'm very happy to be here. I have southern experience, and I've learned from my grandfather. I used to spend half of my summer on the land with my grandfather outside of Iqaluit and the other half with my other grandparents down south. My grandfather taught me to observe the land. He also taught me to observe the white man. Matthew and Bill both observe a lot. They take it all in. I work for QIA but I'm also a beneficiary. Talking as a beneficiary now, there are a lot of issues that still need to be discussed. We still need more information. There are lots of issues to be addressed, like training. It is possible there will be 50-60 summer passages of boats by Pond Inlet in three years. The company wants to start shipping by then. Pond Inlet residents harvest whales in Eclipse Sound. When this starts in three years, we will need to look at employment. Will Baffinland have Inuit-friendly employment practices? Two weeks in / two weeks out doesn't necessarily work. Spring hunting is an important time. Will Baffinland accommodate this? This is the type of information we need to work out now, if a mine is to start in three years. One more thing, speaking as a beneficiary, I will talk about IBAs. I went to law school and studied IBAs. Companies want them to be confidential and not open to the public. Companies don't want other organizations that are negotiating IBAs to have information. This is unfortunate because IIBAs are ways we can talk about employment and training. All this information needs to be presented to us and we need time to absorb everything. This Project will impact generations, because it is multi-generational. The NIRB proposal is only for Deposit 1. There are five other deposits. It can change our communities. We need to be a part of it. I look forward to the future.

<Documents\Public Consultation\Workshops\Kimmirut IQ Workshop Minutes (PC) - June 21, 2010> - § 13 references coded [12.65% Coverage]

Reference 1 - 0.79% Coverage

Q: Does Baffinland have an alternate to the Hudson Strait route?
A: (Jason) No, they looked at other areas, but none are feasible except for building a port at Steensby Inlet. Other locations such as Nanisivik, Milne Inlet, and Clyde River were looked at, but it would have been much too expensive to build a rail line to those areas.

Reference 2 - 2.07% Coverage

Q: The transportation route seems to be too close to Baffin Island. Can you re-route the ships farther south to the Nunavik border? I ask this because marine mammals are close to the coastal areas. We have been told this is where the ships will go. Can we re-route them so that we cannot see them from Big Island? This is a migration route for all marine mammals in spring and fall. We do not want any impacts to the ocean or our animals. It is too bad that you did not plan well ahead; it is too bad that we do not have translations of documents.
A: (Jason) Are you referring to the questions that we will be asking?
A: Yes.
A: (Jason) That was my mistake, I apologize. We are trying to get a translation of the questions for the group by tomorrow morning. In past workshops we have simply asked the questions to the group, without a translated copy of the questionnaire.

Reference 3 - 1.70% Coverage

Q: As [the previous speaker] stated, she wants to go south of the boundary line. We want ships to go to the south and we want it as far as it can go to the south.
A: (Jason) Nick, Warren, and I cannot answer where the shipping route will go because we do not make the decisions for the Project. However, we will take this comment back to Baffinland. Ships can go to different areas, but it is the ship's captain who decides where it goes, based on ice, water depth, and so on. They also have to keep the ship out of Nunavik territory because that it is a different governing jurisdiction altogether. From the ship captain's perspective, safety for the ship, people, communities and environment are his first priority.

Reference 4 - 0.78% Coverage

Q: I do not believe the ship captain is the real boss of where the ship goes. If Nunavut people want them to stay out, they will. The ship captain will have to listen to us.
A: (Jason) I agree with you, the Nunavut Impact Review Board will have the final say on the Project and if they say no, then the Project will not proceed.

Reference 5 - 0.20% Coverage

Q: Find out if the ship captain is indeed the master.
A: (Jason) Okay, thank you.

Reference 6 - 1.08% Coverage

Q: I believe that the route shown before showed the ship moving close to the community. Is it that they will dredge the ship route? Will there be explosions in the water that will destroy sea mammals? Will it be destroying sea life?
A: (Warren) To the best of my knowledge, there will be no blasting or digging along the ship route in this area [specifies area on map to the east of Rowley Island], although some small amount may occur at the port site.

Reference 7 - 1.31% Coverage

(Jason) – I think there might have been some confusion before, as to the role of the ship's captain. The ship's captain cannot drive the boat anywhere they please. They will have shipping corridors they will remain on. However, minor route changes may be needed in order to avoid ice conditions or to ensure the ship remains safe.

Q: Are the actual routes made by the captain?
A: (Jason) Baffinland, the shipping company, and other experts chose the route. However, this is only what Baffinland has proposed. It is not necessarily the final answer.

Reference 8 - 1.39% Coverage

Q: This route has been used a long time ago. People must be aware of that. The ships travelled that route many years ago. They used to get supplies from that ship. Again, this has been a route for many years. Many people starved years ago when the ships did not get back to the communities. This is the same route that Baffinland wants to use now. This is what I have heard from people from a long time ago. The proposed ship route is not new; it has been used for many years. In the old days the ships were made of wood and I don't know how they knew about that route. Thank you.

Reference 9 - 0.53% Coverage

Q: *Comments missed, but question suggested that the captain will do what he wants in regards to route selection.*
A: (Jason) As discussed before, the ship captains will have rules that they have to follow when choosing a route.

Reference 10 - 0.31% Coverage

Q: Please move the ship route to the south of Nottingham Island so that Inuit have satisfaction and also for the sake of the wildlife.

Reference 11 - 1.19% Coverage

Q: We have to deal with the maps and we also have to indicate where the animals are. I want to say something. People of Igloolik seem to be agreed on the route now. Last year, there seemed to be more disagreement. The people from Igloolik did not approve the route; they are worried about walrus.
A: (Jason) Yes, there are still some concerns and disagreement regarding the project amongst some people in Igloolik.

Q: We also think that walrus move from Igloolik as well. Let's go to the map now.

Reference 12 - 0.31% Coverage

Q: The route is way too close to the community. It might be better to put it farther into the ocean because ships are very noisy.

Reference 13 - 0.98% Coverage

Q: We also talked about the route. There were only three of us at that time. We strongly suggest you move the proposed route farther down. There were only three of us but we have raised this question. Thank you.
A: (Jason) Thank you. Let's move on to the maps. I am sorry that the questions are not translated. We will have that fixed by tomorrow. Let's be careful and mark the map so that it is readable.

TRANSPORTATION - SHIPPING - SUPPLY SHIPS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 1 reference coded [0.91% Coverage]

Reference 1 - 0.91% Coverage

Q7 – You'll be hauling supplies – will they be Canadian ships or supplying from other countries?

Matthew – The majority of supply ships will come from Montreal.

Q7 - My question – how many other ships, besides those 10.

Matthew – Yes, other ships, including tankers. All open water season, and ships originating in Canada.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 1 reference coded [4.91% Coverage]

Reference 1 - 4.91% Coverage

Q15 - Our previous discussions on the shipping route, it was 2-3 years ago that our representative informed us of this. My question is, those ships, they will be ice breakers. My question is more specific. We need fuel to keep going. The tanker wouldn't be two layered?

Richard – It is probably worth pointing out that most of the shipping for the Project is with ore carriers and not tankers. It seems like most people are referring to tankers in the discussion about ships. There will be tankers delivering fuel for the project, but this is only around 2 to 4 tankers per year and only in the open water shipping season. The year-round shipping, including the ice breaking, is with ore carriers. The ore carriers, unlike tankers which are double-lined and have fuel right next to the haul, have an integral fuel tank in the middle of the ship. Fuel in the ore carriers is not right against the hull as is the case with tankers.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - March 26, 2008> - § 1 reference coded [5.30% Coverage]

Reference 1 - 5.30% Coverage

Q4 – I am Jonah, the airport maintainer currently. First question, that airstrip, is it going to be used or contracted to be maintained by anyone? And second, the shipping fuel tankers that you mentioned in Milne Inlet, will that fuel tanker be dangerous to the sea in case of spills? Third question, I think the shipping will go year round to Steensby Inlet so I am thinking about the seals, because they have lairs in the ice when they are breeding, and are there any comments or concerns mentioned, because I want the seals to be considered. Do you have plans to study the seal lairs?

Mr. Chubb – With respect to the airstrip, we'll have an airstrip built at Steensby and existing ones at Mary River and Milne Inlet already in place. The airstrip at Mary River will be upgraded so it can handle jets. Like all of the infrastructure required to support mining operations, these will be managed under large design-build contracts. Once built, the commercial arrangements for operations will be a different issue.

With respect to fueling in Milne Inlet, here is a photo from Milne Inlet and a fuel spill exercise that was conducted, to make sure that people on the ship and on shore are ready in case of a spill. One of the things in place is a plan dealing with just fuel planning.

With seals, we've been conducting many studies including seal studies, and when we submitted a project description, we also submitted information on a shipping study, and what should be considered in an environmental review. Seals, as well as other marine life, was included in the scope of what should be considered.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 3 references coded [9.03% Coverage]

Reference 1 - 3.27% Coverage

Mr. Awa – I was just thinking that even before you start shipping ore you'll need to ship supplies. Can you use the eastern route for that?

Mr. Chubb – Yes, we will.

Mr. Awa – I am just thinking that if you are using that shipping route, we are totally opposed to that shipping route.

Mr. Chubb – We keep hearing this is the preferred shipping route.

Mr. Awa – Also, this is an enclosed area of water, and it is the only area that we get our food from, so we are very protective of this area.

Mr. Chubb – We understand that, and a preference of the eastern route. At our public meeting last night, we were asked if we can take this route (western one) off our maps. Your preferred route is our preferred route as well.

Mr. Awa – We're not saying we approve of any shipping route, we prefer the eastern shipping route if there is one.

Mr. Chubb – We understand.

Reference 2 - 0.72% Coverage

Mr. Dean Ittusardjuat – How many ships?

Mr. Chubb – About 10 ships that go back and forth all year round as ice breakers. There will be other ships chartered to haul ore in the summer as well.

Reference 3 - 5.04% Coverage

Mr. Awa – Yes, we are glad to see this kind of project because it will provide jobs for younger people who are unemployed. But with Foxe Basin is a very small area and it is very important. Yes, there are caribou and arctic char being affected on the land, but it is the sea mammals that are closest to our heart. It won't be just ore carriers but also tankers. What if there is an oil spill or grounding, are there contingency plans developed?

Mr. Chubb – There will be other ships but most of the fuel will come in on the ore carriers. Last year we had a tanker come into Milne Inlet. Those ships need to have established spill response plans, and before the fuel came to shore, we did an exercise to make sure that we are ready in the instance of a spill. The federal government and QIA were there when we did that exercise. A big part of the job is to make sure we have the plans, equipment and training all ready. Refueling from tankers to shore is a common activity that goes on every day, but we agree, it is very important to have our plans in place.

Mr. Cooper – We'll also design the ships to be very modern, so the ore carriers will have two hulls.

Mr. Awa – It's not that we are totally trying to stop the project in the tracks, its just that we see big accidents in the news every day – ships, trucks, etc. and we see it as a possibility here.

<Documents\Public Consultation\Kimmirut\Kimmirut HTA - April 26, 2010> - § 2 references coded [2.58% Coverage]

Reference 1 - 0.76% Coverage

Sandy – How many ships will you be using starting in 2017?

Matthew – Eight to 10 ships. And then a few supply ships in the open water in the summer.

Reference 2 - 1.83% Coverage

Q3 – You were saying that the ships would be different kinds – the ore carriers and summer supply ships? Are the ships up to code and top-notch ships?

Matthew – They all need to be approved for use in Canadian waters.

Richard – the resupply ships will likely be the same ones that come to the communities, and the ore carriers will be new, as Matthew mentioned.

<Documents\Public Consultation\Pond Inlet\BIM Notes on GN Development Workshop - November 13, 2007> - § 1 reference coded [4.69% Coverage]

Reference 1 - 4.69% Coverage

- The utilization of empty cargo ships retuning from Europe – what can be done for communities , such as bringing back bulk supplies and commodities , to be dispersed from the Steensby port .

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 1 reference coded [1.18% Coverage]

Reference 1 - 1.18% Coverage

Nick also wondered about the options for the project to bring goods back from Europe using the empty ore carriers. Sean responded that the carriers would bring materials back for the mine — petroleum products. “But other stuff, don’t know…” Gord McKay suggested it might be possible to tranship stuff at Montreal and that the GN will work with BIMC through the DPA process.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 1 reference coded [12.37% Coverage]

Reference 1 - 12.37% Coverage

Q2 – My question – will you still be unloading at Milne Inlet?

Matthew – During construction, yes, we’ll have ships coming into Milne Inlet in the open water season. During construction, there will be very few ships into Milne Inlet, more than likely one trip into Milne Inlet every few years.

Elijah – You’ve indicated that the ships will be traversing every second day. Is that the way it’s going to be, a ship every two days? When they first proposed Mary River, there was a plan to get it going. We agreed with the first original plan, but the reason we agreed is when the shipping wouldn’t be all year around – it would be only certain months per year.

Matthew – For Milne Inlet, during the four year construction period, there would be anywhere from 3 to 8 ships per year, only in the summer. Those would be carrying materials and supplies in and out. During operations, for 21 years, only large items that can’t fit on the railway would be shipped to Milne Inlet. This is likely one ship every few years. For Steensby Inlet, during construction, we’d again have a few to a dozen ships during the open water season. Once operations began, we would have ore carriers and re-supply ships arriving. The ore carriers would come in 12 months a year, and if you stood on the ice next to the ship route, you would have a ship go by every two days. That shipping would be 12 months a year. Resupply to Steensby would only be done in the summer, in the range of 6 to 8 ships.

Richard – Is Elijah referring to the original plan to ship ore out of Milne Inlet 8-9 months a year?

Elijah – Yes. Maybe I should explain. You came specifically to Pond Inlet in the beginning, and came to us, asking if we are in favour of Mary River. At that time, you indicated that once the ore is being excavated. At first they were going to Milne Inlet and then they changed to Steensby Inlet. We were able to agree with Baffinland if they would operate certain months of the year. They agreed then that even though the ship would not be going through here, Pond Inlet would be impacted.

Matthew – That was the plan before any of the assessments were done onsite, including the ability of large ships to access Milne Inlet.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 1 reference coded [0.38% Coverage]

Reference 1 - 0.38% Coverage

Colin – I want to discuss Milne Inlet. How many ships to Milne Inlet this year?

Dave – One freight ship and one fuel back-haul. Two ships.

TRANSPORTATION - SHIPPING - WILDLIFE MONITORS

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 1 reference coded [2.74% Coverage]

Reference 1 - 2.74% Coverage

Q10 – From the last time the company was here, in regards to the proposed ship route, there was a question some time ago. Will there be wildlife monitors aboard the ships? If that is the case, they'll have first hand knowledge.

Matthew – That could be requested by the QIA in the Inuit Impact and Benefit Agreement (IIBA). The monitors aboard the ship may have to continue on to Europe, though.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 3 references coded [5.50% Coverage]

Reference 1 - 2.55% Coverage

Q2 - Re: shipping route – I'm sure there will be observers on-board. I am asking perhaps if you can get an observer from Cape Dorset on the ship, when in the waters of Cape Dorset.

Bill – I worked on the Voisey's Bay project and shipping was an issue of concern for the Labrador Inuit Association, and we did a number of test runs with observers during the construction phase. So there is an opportunity to have Cape Dorset observers on the test runs to select the best shipping route.

Reference 2 - 1.68% Coverage

Q11 - You'll be coming back once more, you said? [Yes]. How do we know if the ship will slow down if they see whales or walrus?

Bill – The gentleman's suggestion to have monitors during construction is a good one. And we can put into the shipping contract to log wildlife. Ship captains are ultimately responsible….

Reference 3 - 1.27% Coverage

Q13 – Obviously you will be traversing between Cape Dorset and Kimmirut, so it might be a good idea to have observers from Cape Dorset and Kimmirut on the ship when they start traveling.

Bill – We'll work with the QIA to develop those plans.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 1 reference coded [14.73% Coverage]

Reference 1 - 14.73% Coverage

Q1 – You were saying you're going to transport the ore to Europe, and that the ore will be bought by the Europeans? And we will have benefit from this operation? And also, you were saying that every two days there will be a ship passing by and this will be monitored? How are you going to monitor the ship going through the route? Are you going to be monitoring it every day? We know that the winds are prevailing from the east, and that the winds to from east to west towards the Clyde River area. You say you are going to monitor the area, and Clyde River is going to be affected by that, and that this area has to be included for monitoring. And that the employment opportunities are in place. And that the CLO position in Clyde River has been dissolved – why is that position not in place anymore. And no one from this community has gone to Mary River for employment – the workers are from further places. And the community of Clyde River is affected by the CLO not in place anymore. And there are many who are applying for jobs at Mary River. That employment from this community is not going well. We have people here who want to be employed and go forward. We're saying that the contracts should be brought forward. The dust blown around will affect this area. And the infrastructure will only go to the larger communities. Thank you.

Bill – Thank you for your questions and comments. You're correct, the ore will be sold to blast furnaces in Europe – we have two letters of intent from companies in Germany who would like to purchase Mary River iron ore. This is because our ore is very high in iron. Typically operations have 40% iron and we have about 67% iron ore. That's why we don't have to build a concentrator, or mill, at site. The ore will be transferred directly to the markets in Europe. As we showed on the last slide, we are in negotiations with QIA on an IIBA. That will include one component of the benefits given to the communities. There will be other benefits with respect

to the points you mentioned later. With respect to the ships en route, there are two types of monitoring. First is the ship itself. And the second is the environment surrounding the ship. With respect to the ship, we monitor the ship to make sure the safety precautions are in place and it follows the international regulations and those guidelines set by the company. If we use the example of the ship going into Voisey's Bay in winter, we can learn from the monitoring programs they have there for the environment, but we recognize that the environment here is different so we are working to develop site specific monitoring plans. On dust and air emissions, because we don't have secondary processing, the major emissions are from the power supply generators. With respect to the CLOs, as you know last year we only had 20 people onsite. This year we have less than 100 and probably next year will be the same as this year. So it would be too early to have a CLO here now. But I'm sure our CLO in Pond Inlet can help serve this community. With respect with jobs, we had a meeting this afternoon with the Hamlet council and they mentioned the same point you did. And we'll be asking our Director of Human Resources to come here before November to discuss ways to improve and explain the jobs at site. And we'll incorporate that into the environmental impact statement.

<Documents\Public Consultation\Hall Beach\101204 Hall Beach Public Meeting - December 4, 2010> - § 1 reference coded [20.38% Coverage]

Reference 1 - 20.38% Coverage

Q – The ships that would be coming up here – it was said that when they get close to here there would be a local person from Igloolik or Hall Beach as observers on the ship.

GM – That is something that we would do. I think it is important to have community members on board the ship from time to time. That was something we did during the bulk sample in 2008 and was very useful for us at that time.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 1 reference coded [4.14% Coverage]

Reference 1 - 4.14% Coverage

Nigel Qaumariaq – What are the monitoring plans in place right now? I haven't seen any of the plans.

GM – I can't give you all the details right now. They will be part of the DEIS and discussed in detail there.

NQ – Sorry, my question wasn't clear. How will Inuit be included in monitoring?

GM – We will use Inuit to do monitoring on the ground. There may also be opportunities to have Inuit monitors aboard the ships. Community based monitoring groups may also be used to report on the monitoring results

MZ – We're talking with FedNav to put a monitor on every 5th ship. Each monitor would need to stay on the ship for the entire voyage, though. It is not necessarily practical for a monitor to be present for the whole voyage. The ship would take ~31 days for a round-trip.

Paul – Will you be monitoring the land as well?

GM – Yes. Virtually every part of the operation will be monitored and reported on. It is a very standard part of mining operations now.

<Documents\Public Consultation\Kimmirut\Kimmirut HTA - April 26, 2010> - § 4 references coded [7.20% Coverage]

Reference 1 - 2.86% Coverage

Chairman – You're indicating the ballast will be filling in Europe, and once you go half-way, you will empty the ship and once you get to Mary River, you will have to release the ballast again. Will you be monitoring?

Matthew – Yes, we're going to be monitoring right around the port.

Chairman – What about the ballast being emptied at Mary River – would you be monitoring?

Richard – Ballast water exchange is required by Canadian law and it is standard practice, so there are no plans at this point to sample the ballast water from the ships when it is released.

Reference 2 - 1.49% Coverage

Q3 – When the ore ships are being constructed, will there be any Inuit watching how they are being constructed?

Matthew – We don't have any plans currently for that.

Q3 - I would feel better if Inuit were observing how they are constructed, so they could advocate that they are being built well.

Reference 3 - 1.23% Coverage

Q3 – The ships traveling back and forth – is anyone from Inuit organizations be monitoring those ships?

Matthew – There is the option of having Inuit monitors on the ships. That's been done in places like Voisey's Bay. So that is an option.

Reference 4 - 1.62% Coverage

Q3 – The ships will be going through marine mammal areas. When you start using the route, and use the monitoring of wildlife, and if wildlife are abundant when you start, would you use this data?

Matthew – Yes, we will collect this data and use it to help determine if there are any impacts from the Project on wildlife.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 1 reference coded [15.63% Coverage]

Reference 1 - 15.63% Coverage

Jayko – On the last page of your presentation in Inuktitut, there is some wording I don't like. The translation is a bit different from the English. Baffinland and the QIA will be working towards an IIBA agreement. In 2009 an MOU was signed. To ensure there is employment, training, business opportunities, workplace conditions. And in 2010 the goal to reach agreement in principle. I just want to clarify for the Inuit – they are slightly different versions in Inuktitut. In February we had a meeting in Iqaluit in regards to the Foxe Basin walrus working group, and at that time we asked the questions about the large ships. There will be quite a number of them that will be transporting ore. And on the return trip, they contain a liquid in the hold. In the Foxe Basin area, the walrus especially, and we all consume walrus from that area, the ship will be full in German and will come to the Foxe Basin. This needs careful consideration, in order for the walrus not to contract any disease. Will there be shipping after every four days. It might affect the microorganisms. Seawater from down south contains a lot of contaminants. And directed to the QIA, regarding the final agreement in principle, I keep going back to it, because the QIA should ensure that the communities… the QIA is in a tough situation, because they need to reach an agreement. That is a major concern to us. This problem will persist, providing logistics… You should have a joint meeting to discuss – employment opportunities should be given to the communities involved. It is good to hear that Baffinland is coming to the community, and lots of jobs – good to hear. We are the closest community though. You are going to damage our land, and the marine mammals would be bothered. It will not benefit us, which is unfortunate for our future. I wanted to reiterate that employment and business opportunities should be made available. We agree with KP and their wildlife research – we have totally supported them in that regard, but the fact of providing employment, and having business opportunities, if it isn't going to be provided in Pond Inlet, I mentioned earlier, that I was glad BIM are coming here, but there is nothing concrete. You are not mentioning good news about employment or contracts. I will go home disappointed. So how will you affect the communities? On the IIBA, it is currently being negotiated, but Pond Inlet does not know anything about it. Pond Inlet needs to be involved in these discussions.

Bill – With respect to the water you mentioned in the ships, when the ships leave Steensby they will be filled with iron ore going to Europe. When empty, they need to be filled with water to ballast the ships and make them more stable. There is a concern that exotic species will be in that ship water. To prevent the transfer of species from one location to another, what ships are required by law and also contractual arrangements is to exchange the water in the North Atlantic, to ensure that the water in the ship is similar to the water at Steensby. That's an important question and one that will be addressed in the shipping plan in the EIS. And we are using our experience on other projects.

I am not sure about the comment regarding salt in the water. The difference in salt concentration is very minor between here and Europe it becomes different from northern hemisphere and southern hemisphere. But this is more or less irrelevant given we will be exchanging water.

Regarding communication, we are planning to improve and issue a bulletin quarterly regarding any announcements that the company has made in the past 3 months, and work planned at site. Qav can read this over the radio.

Dave – On the expeditor, you're right, in 2008 there was a QL employee based here doing logistics. And after 2008 when things slowed down, we didn't need the expeditor again. Regarding the co-op we are continuing the food contract again this year, and we'll need additional services with linen services. We plan to come to talk to the co-op board, and to look at other business opportunities for the co-op. The one thing about the co-op is they are one of the biggest organizations in the eastern arctic.

Philip – I have something to say on funding. As a negotiator, I am wondering about how we are going to negotiate

In Pond Inlet and Igloolik, we have been making every effort to hire people…

QIA are not just agreeing with Baffinland, we are making sure the ….

If we had used our own funding, it would have meant we'd need to borrow money. NTI did that and they are still paying back the federal government. If we used our own funding…. we have not used any of our own money for negotiation. We requested funding from Baffinland…. as a result training has not been activated. As a result, the QIA board decided in March to provide its own funding for training. We would have to figure out how much funding we would need in the high arctic. So we've requested funding that was not forthcoming.

We will be working – the HTO and CLARC – will be working together to see how we could support them. So the QIA will be providing the funding for the workshop. Thank you.

Jayko – Yes, I have a clearer understanding now. It is very easy just to make a comment that he made earlier. It sounded very simple regarding the explanation about salt in salt water. I am requesting that in the planning stages that a representative from each of Igloolik and Pond Inlet should go to Europe and look at the condition of the salt water. Baffinland should delegate two people to from Pond Inlet and Igloolik to go to Europe. I want to see a letter in writing about how Pond Inlet will benefit.

Bill – Yes, regarding the management of ballast water, that will be in a management plan. Before we submit that document to the NIRB, we'll have a chance to come back to discuss with the community what is in the plan. May I suggest that we take a 5-10 minute break.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 1 reference coded [2.04% Coverage]

Reference 1 - 2.04% Coverage

Q14 – I am Inuit – don't think of me as white. [Referring to map] – From here (Milne) to there (Steensby) is 180 km (It's about 240 km). From here to there (bottom of Admiralty Inlet) is the same distance. Or even to Nanisivik. Milne is a narwhal area and Steensby / Foxe Basin is walrus and will probably be affected there. I would prefer if you would go west and even to Nanisivik port. But even if you try to go there [don't know where] it is dangerous. And Inuit are being trained but when mine closes down those who are trained will lose jobs. Have you considered Inuit on ships? I had a blind grandmother who …. [didn't record]. Last one, I know Japanese have offered you lots of money, maybe $100 M. Is it more important to compare 20 years from now if I can get caribou or for you to get money? I am going to ask for more compensation for those that are lost.

Mr. Chubb – I appreciate the comments there. Speaking about the shipping opportunities for employment. There are certainly opportunities on the ships for jobs, and we have talked to our shipping partners about this. As we've discussed several times this evening with respect to impacts and benefits, we need to make sure the benefits outweigh the impacts.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 1 reference coded [0.57% Coverage]

Reference 1 - 0.57% Coverage

Q. Will there be a watchdog for the ship? Will there be someone there to be a wildlife observer? We suggested having a Cape Dorset person on every ship.

A. These suggestions will be brought to Baffinland.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 6 references coded [2.17% Coverage]

Reference 1 - 0.22% Coverage

Question: Nigel/QIA - Regarding the shipping, will they have a scientist on board? Regarding the railway - will there be an expert coming to participate in meetings? We do not have one here today. Why is there no rail expert here?

MTP: We did not expect to have the detailed level of questions we are getting today. This was a miscall on our part. We did not expect the questions on frequency of inspections, length of ties, etcetera.

Reference 2 - 0.39% Coverage

Question: Koonoo/Arctic Bay - How will we be dealing with ships? Eclipse Sound is very deep. Be aware of this. We are going to have to study ships going through the ice. When ships arrived in Nanisivik, the whales went towards shore and ran away from the ship. Now when they are in deep water they are accustomed to the boats, but in shallower water they cannot move away. In summer when there is no ice they are accustomed to ships. But when they started the ships, they ran to the shore and we started hunting them. We know their reactions from our experience with Nanisivik, but you are dealing with the Milne Inlet area. We have to be vocal about this.

MTP: To be clear, this option means that shipping will all be conducted during open water. There will be no shipping during winter.

Reference 3 - 0.42% Coverage

Question: Cornelius/Pond Inlet - When ships are loading there will have to be monitoring. There was a fuel spillage once and we were not told. We are thinking a third party could be present for loading and unloading. Thank you.

MTP: Gus or Leroy would you like to comment?

Leroy – There are two types of monitoring. One is for regulatory compliance, for things like water and sediments. There are limits set by the federal government and the Canadian Council of Ministers of the Environment that must be met. There may also be environmental monitors at the Project site who are independent of the company. In our case, they worked with the company environmental personnel and provided reports back to LIA. [Provided information on the types of monitoring that is done]. We will provide more information on this during our presentation tomorrow.

Reference 4 - 0.26% Coverage

Question: Levi Barnabas/Arctic Bay – I would like to get a copy of the shipping route. [Comments missed]. Most ships have a pilot that boards a ship while coming into ports. Will you allow community members to be pilots?

Tim Keane – Worldwide, pilots require a master's license. That is, they have to be the captain of a ship. There are opportunities for people to be observers on ships. In this case, our pilots would be in charge. However, there would be opportunities for observers to contribute their knowledge while on board.

Reference 5 - 0.57% Coverage

Simeonie Aqpik/Kimmirut – When there were ships arriving in Kimmirut there used to be a person there to meet the ship and guide them into the harbor. Anyone used to be able to get on board. Inuit welcome non-Inuit people when they come into their communities. They take people out on the land. The non-Inuit can also learn from the Inuit. It sounds like Inuit will need training to go on the ship. My preference would be for the non-Inuit to also welcome the Inuit on board the ship. It should go both ways. The Inuit know a lot about the water. The Search and Rescue Hercules aircraft do not allow Inuit on board, because they do not have training. For example, in Igloolik there was a person who was lost. Searchers were giving up, but Inuit insisted they continue to look. Consequently, that person was found. I would like to see Inuit on board the ships. That is the only way we can learn.

Tim Keane – I apologize if I made it sound like Inuit would not be welcome aboard the ship. We would certainly welcome them about the ship as our guests. What I was referring to was that certain training would be needed for those who wanted to work aboard the ship.

Reference 6 - 0.32% Coverage

George Eckalook – We're happy that we are here meeting with the company. This is the first time that we've met. We want to discuss the following items today:
The road haulage option. This workshop is the first time we've heard about this option.
Polar bear monitoring along the shipping route.
The communities have additional concerns they would like to discuss. The consultation visits don't give out enough information.
Louis Uttak would like to give a presentation concerning walrus and other animals.
There are no representatives from Cape Dorset here. We request that you consult with Cape Dorset.

This workshop has been productive.

WILDLIFE - BIRDS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 2 references coded [6.65% Coverage]

Reference 1 - 4.56% Coverage

Q1 – Can you show the maps on the PowerPoint? I am concerned about this channel (Foxe Basin) and this channel (Hudson Strait). These islands that the ship lets say (near Rowley) if they have an accident, because the iron is heavy, what will happen to the bottom fish? Also, I lived here in this area before (Baffin – Steensby to Piling) and right now the caribou have moved south and the North Baffin have no caribou. The caribou goes through the area. Also, that dust will be created. If it is crushed it will turn into rust and it will turn into rust if it is left on the ground. I am not trying to stop the project, and that dock fuel and supplies, I am concerned if there is a spill in this Steensby Inlet it would be a concern that it needs to be cleaned up because they are dangerous to the environment. I know the communities, although they say we have Nunavut, that we won't be able to get direct benefits in terms of cash payments, so QIA needs to consider that Nunavut, let's say Igloolik, Hall Beach, Clyde River these communities need to have benefits negotiated. Also, my concern I know Baffinland themselves will use their own environmental studies, I want a separate independent environmental studies that are not contracted through Baffinland but through QIA or from the Inuit Beneficiaries organizations to do the environmental studies. If the company will be like Nanisivik they won't inform the communities. They can use their own environmental studies. When we didn't know it was contaminated. When I mentioned earlier the fuel, they spilled it everywhere and didn't report the spills. Those fuel bladders we saw, they used to – I am not against the project, I am just saying the environmental studies should be done by independent companies through QIA or QC. Thank you for coming here and if there is an accident in Igloolik's waters then walrus and migratory birds – these islands there are birds around those islands and are nesting grounds for birds, walrus, and bearded seals are also in the area.

Mr. Amagoalik – Since you mentioned QIA doing environmental studies, we are monitoring every month they go every month to check that there are no environmental concerns. During the operation, there will be a fulltime monitor onsite.

Mr. Chubb – Thank you for those comments, we've certainly taken notes on those and understand your comments.

Reference 2 - 2.09% Coverage

Q1 – The map again, that previous map. My concern. we're not familiar with this map, although we live in the area, but this map. Thinking of the shipping routes, there are islands there in this area (Rowley, etc.). I would like the ship to go on the eastern side of the island, because it has open water year round. When ice breakers come into Nanisivik, just to turn around it took 3 days to turn around the dock. When they move along the ice they are really noisy. This area has birds and is a breeding ground, and the land has caribou. If I was from Igloolik, I would try to mention my concern to the QIA. As Arctic Bay residents we are not too concerned about the Steensby Bay area. There are lots of arctic char too, along the shore everywhere in Steensby Inlet. There's a place called Pingaruk a mountain, where they have caribou. I would prefer the dock to be on the east side between Clyde and Pond Inlet, because Steensby may have shallow water that is too shallow for the ships. It might be risky to have the big ships going through shallow water. That is only a concern.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 1 reference coded [17.79% Coverage]

Reference 1 - 17.79% Coverage

Q2 – Somebody is going to be blaming the hunters that the caribou are going somewhere else. Ever since the mine started, this area used to have a lot of caribou, and when the planes started flying around the caribou are dispersing. And today we are experiencing that the caribou are very far away now. And the blame is going to be on the hunters, and the blame won't be pointing at you, the Company. It's not good when the blame is being directed to the hunters, and it happened recently that the blame was on the hunters, that the polar bear numbers are going down. Maybe someday someone will say the caribou numbers are going down and the blame will be on the hunters. I have gone back and forth between Clyde River and Igloolik, and I have experienced that when I was being employed at Mary River, when the dog team races started in 1999, we experienced that the caribou were abundant, and today the caribou are hard to find. You were saying that you were going to work with Inuit. If you were at the start working with Inuit hunters…. for example in the 1960s and 1970s, when the Nanisivik Mine was opening up, we heard concerns just as today, and the way the operation was going was not as we intended. And the people who were working up here from down south have gone home, and the help was not in place. I heard what you have said before. I heard that the ship had sunk in the waters of the Atlantic. I worked at Nanisivik for 7 years. Those concerns were not at all being used. When Nanisivik was going on, the residents of Arctic Bay were told they could use the ship, and she was never used to benefit the community. And I feel that the same thing will happen with this project. And I know you have a plan for what will happen in the future. Companies come around to ask what we want, and we give our concerns to the companies, and when those concerns are written down and will not be followed,

we don't write anything down on a piece of paper, and we only have our brains and thinking. And we have in place that we can work together, but white people don't listen to Inuit and their concerns. And that's how they are. I have worked with scientists for a long time now. Even though they know the answer is wrong, they would work on that wrong answer, because they want to make profit. Sorry it is like that and we have to agree with each other. I have lived in this area ever since I was a child, and I know the area like the back of my hand. And when the scientists are telling stories of our land, they tend not to give the full answer. You were saying that you are in a hurry and have to go very soon. And now that you will be missing out on the better question and answer session. And maybe that's why you made this short – so you won't be face to face in answering more questions. It has been happening lately when anyone wants to do something and they are in a hurry. And I'm glad that we are face to face and talking about our concerns, and in the future, are those concerns going to be addressed? We go to Igloolik are and the route to Igloolik will be closed. Like for example in Nanisivik the people would have a place to stay and it was not so. Is it going to be like that when the route is plugged? And you will be monitoring the wildlife, and the murres are the most sensitive birds. And on the route to Mary River, there are colonies of Murres at Qikiqtarjuak and near Iqaluit also. And the blame will be on the Inuit, because it happened before and it will happen again. The way this happens is we can't generate any money ourselves. We have to work closely together now. If we agree with each other and the future it will be good. And the next generation will be here and working on this and you guys won't be around then, and we want our next generation to have a good way of life. I have gone down south and seen a lot of dirty places. I have seen animal carcasses on the ground. And I don't want to see in this area where animals are being killed by the train. I have seen a lot of caribou that were killed by trucks and cars. Thank you.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 1 reference coded [2.67% Coverage]

Reference 1 - 2.67% Coverage

Mr. Palluq – We know this area very well, especially Baffin region and Steensby as well. Because of our knowledge and experiences of what we witnessed in the past, it is something we cherish. Starting this month until June, ever sea mammal will be given birth in Foxe Basin. Every sea mammal will take turns giving birth. In any other year that the ships. ……..we want to protect and preserve these animals. Starting in July, it is the birds. Once the animal gives birth, they won't get out of the way of the ship – they will stay there. I have a lot of concerns but I will be able to speak out at the public meeting. One thing I wanted to find out is what is more important to you, thank you for answering seriously.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 1 reference coded [0.49% Coverage]

Reference 1 - 0.49% Coverage

Q11 (Enooki Kunuk) – My feeling that there is a road – there is an existing road from Mary River to Milne Inlet. I thought they would utilize that particular road, because the wildlife like fish and even birds, I am sure if they are going to use the route from Mary River, the wildlife would be disturbed. That is my feeling.

<Documents\Public Consultation\Kimmirut\Kimmirut Public - April 26, 2010> - § 1 reference coded [6.38% Coverage]

Reference 1 - 6.38% Coverage

Q4 – Tommy – We know for a fact that it could have an impact on wildlife, and birds. And there is a possibility for a negative impact, and also I feel that people from Kimmirut must be allowed to work at Mary River, for reasons that wildlife will be impacted in the seas of the Kimmirut people. For example, if the wildlife should dissipate from the proposed route of the ore carrier, chances are that the hunters may have to go out further in the sea. If that should become a reality, there will be need for compensation.

Matthew – There were two questions – one with regard to employment and another regarding compensation. Employment will be covered within the IIBA, and so will wildlife compensation. Baffinland fully anticipates people from Kimmirut working on-site. The specifics of those are part of the IIBA.

WILDLIFE - BOWHEAD WHALES

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 1 reference coded [1.68% Coverage]

Reference 1 - 1.68% Coverage

Q11 - You'll be coming back once more, you said? [Yes]. How do we know if the ship will slow down if they see whales or walrus?

Bill – The gentleman's suggestion to have monitors during construction is a good one. And we can put into the shipping contract to log wildlife. Ship captains are ultimately responsible….

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - March 26, 2008> - § 1 reference coded [3.44% Coverage]

Reference 1 - 3.44% Coverage

Q6 - I have a concern about the shipping route. They said they will pass through once a day. There are walrus and bowhead whales that will hear noise from the ship. Even as humans, when I hear too much noise I try to go away from the noise. Even animals are sensitive to the noise. Especially the bowhead whales, in the spring time and the numbers are increasing and same with the walrus. They need to be closely studied.

Mr. Chubb – ships and noise are on our list of the things that need to be studied. The opportunity we have had with the bulk sampling program has allowed us to study how narwhal at Milne Inlet respond to the ships that come in. We conducted studies last year, and as you would expect, the narwhal moved out of the way of the ship, but our scientists tell us they didn't see any changes in the way the narwhal reacted the ships. So it was very helpful in the short term. We are looking at the response of whales to noise, and we are also looking at the ship itself and the ship design. It is something we are looking at.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 1 reference coded [0.86% Coverage]

Reference 1 - 0.86% Coverage

Louis – Does your IQ study show areas were bowhead whales calve? Can you show this information?

GM – We only have paper copies of our IQ study maps, no digital copies. We can show you these at break.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 1 reference coded [0.24% Coverage]

Reference 1 - 0.24% Coverage

Question: - Koonoo Oyukuluk /Arctic Bay – Marine mammals do not stay in one spot. Igloolik and Hall Beach they eat the walrus. – My concern is with walrus disappearing. We learned from Nanisivik that walrus will disappear. Our descendents need to know there will be no walrus in the future. Whales were hunted to extinction but now they are coming back. We will need to discuss compensation if extinction occurs.

**We will monitor walrus populations and address impacts if they occur.

WILDLIFE - CARIBOU

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 1 reference coded [2.56% Coverage]

Reference 1 - 2.56% Coverage

Thank you. We hear about train collisions on TV and the caribou will not be able to read signs and will get hit. We are the only community that the caribou may not be able to reach if they can't cross.

Greg – The trains will be moving relatively slowly which will limit the impacts.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet - April 22, 2010> - § 3 references coded [22.51% Coverage]

Reference 1 - 2.41% Coverage

David – The caribou study – what's happening with that – do you have preliminary results?

Richard – we have some results in a draft baseline report, that will be included in the draft EIS.

Reference 2 - 16.82% Coverage

David – concerned – according to Inuit knowledge, they say caribou move to another area, because their vegetation. Concerned about the noise created by the mine development – the caribou might be not going to the area, because our diet mainly consists of the animals in the area. We really need to be careful. We want to know the results of the studies. Also, we are also trying to improve our economic conditions, so we need the mine development too. The Steensby Port – Igloolik and the other communities who need marine life to sustain them – the shipping lane might disrupt the animals. So have you looked at other options or is that your only option?

Bill – We first considered Milne Inlet but too narrow, so started to look at other locations and it is the preferred option. We were in Cape Dorset, Hall Beach and Igloolik earlier this week. Unfortunately some of our meetings were cancelled, but we hope to work with the communities to get a better understanding of marine mammal behaviour for when the ships start operating. Regarding caribou, we are aware that the noise from the mining and the lights can have a temporary effect on the caribou, and we are relying on the experience of the other mines in Labrador who have railways and caribou to look at how they've dealt with protecting the caribou on the railway and roads.

Reference 3 - 3.28% Coverage

David – The reason I mentioned Steensby Inlet is that as Inuit, we share our harvest. We get walrus from Igloolik, and provide narwhal. When we weren't getting caribou, we started getting caribou from Igloolik. That is why we are concerned about the wildlife.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 3 references coded [8.66% Coverage]

Reference 1 - 1.58% Coverage

Koonoo – These maps here are stating where the animals are and where the elders go. These maps we had been writing them down where the caribou and fish are, seals, they would ask us questions and we would answer. We were all helping to produce these books.

Reference 2 - 3.02% Coverage

Levi – What's the plan on the railroad to accommodate caribou migration routes?

Matthew – The railway design will include caribou crossings. We actually use on-the-ground signs, and the results of IQ, to tell us where those are. Everywhere in that area we'll make sure they can cross easily. With respect to hunters, it's going to be the same thing – to establish a few crossing locations. Just like at Steensby Inlet we need a way for Igloolik hunters to get around the port site easily.

Reference 3 - 4.06% Coverage

Levi – On migration route of caribou, if Baffinland jeopardized the caribou, would there be compensation? On Nanisivik, will there be plans for reclamation money?

Matthew – If there is impact to caribou migration and access, that would have to be covered under the IIBA. If funds were to be set aside, then those funds would be contained within. Specific to the rail route, we are looking at other mines and railways and their interaction to caribou. The information we have is that those projects did not

Regarding financial assurance, Baffinland already has money set aside, held by QIA, for current operations.

Richard – talked about older mines.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 4 references coded [26.27% Coverage]

Reference 1 - 5.56% Coverage

HTO Member 1 – This rail line going to Steensby from Mary River – it was a concern whether or not the caribou would be cut off from going to Arctic Bay. With that rail line, it won't lay flat on the ground?

Mr. Chubb - It depends on ground conditions. If ground conditions are poor and have ice it needs to be built higher. On stable ground it is 4 feet high. With slopes.

HTO Member 1 - There is nothing on the air? It is all on solid ground? We heard in the beginning you'd provide provisions to provide crossings for rail.

Mr. Chubb – No, we don't' think the railway will be an impediment.

Reference 2 - 8.24% Coverage

HTO Member 1 - So if you find out that you cut off the caribou migration, what about the Inuit's concern about the blockage of the caribou? What are the plans to mitigate and compensate?

Mr. Chubb - In the event that something happened that wasn't expected, there are provisions in the NLCA that the IIBA will consider that we will negotiate. We begin talking to the QIA in 2006 and that issue will be part of that. One thing, as an example, that we've been very clear on. Is that for people who want to go in Steensby to hunt, that the ice probably won't heal fast enough for people to cross track and they'd have to go across by land, which is more travel and fuel, so that is something we need to provide provisions for in this agreement, and we will welcome hunters to stop at our camp and be provided with fuel and food on their way to their destination. That is something we already expect.

Reference 3 - 6.75% Coverage

HTO Member 3 – As Inuit we are not animals. Or animals we try to discuss the animals, there was supposed to be an area where through the rail the animals could go under the rail. Since the caribou need a migration route, it seems if the rail is on solid ground they may turn back. To my knowledge, when caribou come to a snowmobile track, they turn around. They may be blocked. You need to confirm your areas. All the rail line will be on solid ground and not suspended?

Mr. Chubb – The only place it will be suspended is at large crossings.

HTO Member 3 - Looking at the rail line it could go overhead to let caribou to go under seems like a good idea. I want to see one or two areas where the caribou can go under the rail line.

Reference 4 - 5.72% Coverage

HTO Chair – I mentioned my questions on my friend here, I want to know from you the caribou if they impact on caribou, say the rail line or operation and blasting. If you find out that you are preventing the caribou to cross, would you be able to provide us with a plane 2x a year to go hunting when we know there is obviously an impact. We still need to eat the caribou meat, and we know they still migrate to our area periodically. Would you provide flights or monetary compensation?

Mr. Chubb – We will certainly be monitoring, and caribou we know is important and it is on our list of items to discuss with the IIBA.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 5 references coded [11.49% Coverage]

Reference 1 - 3.08% Coverage

Koonoo Oyukuluk – I'm glad. I recognize the Baffinland people from our visit this summer. I want the people to know that this rail line and road to Milne Inlet will block the caribou. When they are migrating towards the west towards Arctic Bay they will be blocked. We met this summer and discussed this. This concern about the caribou needs to be taken seriously. It will effectively block the caribou trail. I want the people here to be aware of that. The caribou will turn back to the east if they see something blocking them.

GM – Thank you. That deserves some further discussion. The angle of the rail bed and the material used to construct the rail line can be built in such a way to allow caribou to cross. Mines in western Nunavut and the NWT have been built to allow caribou to pass through them. We're not expecting the rail line to cause any problems in terms of caribou migration.

Reference 2 - 0.91% Coverage

NQ – We had a caribou expert at the Mary River workshop say large numbers of caribou won't be a problem, but when in smaller numbers they won't cross. At a diamond mine in the NWT they have seen the same thing. At QIA we believe there will be an impact from the mine.

Reference 3 - 4.19% Coverage

Martha Naqitarvik – The Hamlet Council doesn't really do any liaison work with the community. The animals are very sensitive, so they will be affected. We've heard about the rail line blocking the migration route for caribou. It looks like they will be impacted. Can the company provide supplies if it turns out the caribou have turned back? What have the Hamlet Councils of these communities said about compensation? Is it in your plans to compensate the communities? This has to be part of the plan. We haven't heard if this will be included. We know for a fact the caribou will be impacted and affected from all the blasting and noise. We're not guessing there will be impacts from the smoke from the ship; we know there will be impacts. You have to be prepared to compensate the affected communities. Here in the communities, some people rely only on sea mammals for their food. The company needs to have a good plan in place for compensation.

GM – Thanks for your comments. I think all of the items that you mentioned will be monitored and discussed in our environmental impact statement. In terms of compensation, that will be something covered in the IIBA; you can discuss this with the QIA after our meeting.

Reference 4 - 1.85% Coverage

Moses Koonoo – If the Project goes ahead, we will want one person from the community as a CLO. We need better communication. Even today, I went to the wrong airport to pick you up because there wasn't clear communication. That's one area that needs improving. You will use fine gravel on the rail embankment. In Kivaliq there is a mine where they have studied this. This studied showed there was no effect on the caribou. They have a different species of caribou there though. The biologist also only studied a very small herd of caribou.

Reference 5 - 1.47% Coverage

Leah Oqallak – We've heard there will be training programs for our young people. We know that Inuit people are not very good workers; not very good employees. I like the idea of on the job training programs. There are birds and caribou at Mary River. Are there other animals like geese in the area?

MZ – There are geese in that area. Caribou have been harvested down in that area as well. We are in a low caribou cycle now.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 4 references coded [11.68% Coverage]

Reference 1 - 4.56% Coverage

Q1 – Can you show the maps on the PowerPoint? I am concerned about this channel (Foxe Basin) and this channel (Hudson Strait). These islands that the ship lets say (near Rowley) if they have an accident, because the iron is heavy, what will happen to the bottom fish? Also, I lived here in this area before (Baffin – Steensby to Piling) and right now the caribou have moved south and the North Baffin have no caribou. The caribou goes through the area. Also, that dust will be created. If it is crushed it will turn into

rust and it will turn into rust if it is left on the ground. I am not trying to stop the project, and that dock fuel and supplies, I am concerned if there is a spill in this Steensby Inlet it would be a concern that it needs to be cleaned up because they are dangerous to the environment. I know the communities, although they say we have Nunavut, that we won't be able to get direct benefits in terms of cash payments, so QIA needs to consider that Nunavut, let's say Igloolik, Hall Beach, Clyde River these communities need to have benefits negotiated. Also, my concern I know Baffinland themselves will use their own environmental studies, I want a separate independent environmental studies that are not contracted through Baffinland but through QIA or from the Inuit Beneficiaries organizations to do the environmental studies. If the company will be like Nanisivik they won't inform the communities. They can use their own environmental studies. When we didn't know it was contaminated. When I mentioned earlier the fuel, they spilled it everywhere and didn't report the spills. Those fuel bladders we saw, they used to – I am not against the project, I am just saying the environmental studies should be done by independent companies through QIA or QC. Thank you for coming here and if there is an accident in Igloolik's waters then walrus and migratory birds – these islands there are birds around those islands and are nesting grounds for birds, walrus, and bearded seals are also in the area.

Mr. Amagoalik – Since you mentioned QIA doing environmental studies, we are monitoring every month they go every month to check that there are no environmental concerns. During the operation, there will be a fulltime monitor onsite.

Mr. Chubb – Thank you for those comments, we've certainly taken notes on those and understand your comments.

Reference 2 - 3.13% Coverage

Q5 (elder woman) – We have children and it will take so many years to mine, the animals in the area will eventually move out of the area, and if we run out of country food and our children will also want to eat from the country food, what will the people have – will they have an airplane to go someplace that has animals? Say caribou. In the future, for a number of years now it is going to be operating as a mine – will it be possible for the company provide an airplane for the hunters to go get country food for the community? Thank you.

Mr. Chubb – I'm getting behind on the questions. I think it is important for some of the questions to try to answer the best we can. The previous speaker spoke about the Nanisivik experience that this community has had. Some of the things that were discussed, chemicals and those time of things, there are two types of mines and they don't have the same types of issues. But as we continue to move forward and present our studies we'll present some of the possibilities. If I could speak and try to answer the question just made about animals and hunts, as part of our work we are studying caribou and collecting information and build our plans for construction to minimize any potential impacts to animals. If there are areas that there are impacts that is part of the areas we talk about through the IIBA process. There are mechanisms for compensation if there are things that happen that we don't predict. On a more general note, the company has and will continue to be supportive of community initiatives and community programs. For example, we have supported community hunts.

Reference 3 - 2.09% Coverage

Q1 – The map again, that previous map. My concern. we're not familiar with this map, although we live in the area, but this map. Thinking of the shipping routes, there are islands there in this area (Rowley, etc.). I would like the ship to go on the eastern side of the island, because it has open water year round. When ice breakers come into Nanisivik, just to turn around it took 3 days to turn around the dock. When they move along the ice they are really noisy. This area has birds and is a breeding ground, and the land has caribou. If I was from Igloolik, I would try to mention my concern to the QIA. As Arctic Bay residents we are not too concerned about the Steensby Bay area. There are lots of arctic char too, along the shore everywhere in Steensby Inlet. There's a place called Pingaruk a mountain, where they have caribou. I would prefer the dock to be on the east side between Clyde and Pond Inlet, because Steensby may have shallow water that is too shallow for the ships. It might be risky to have the big ships going through shallow water. That is only a concern.

Reference 4 - 1.91% Coverage

Q12 - …..No today, there are probably studies on the caribou in terms of population and the habitat. Are there studies to see what has happened to the caribou, and any more plans to study on the caribou? Through the studies, sometimes the scientist's knowledge and the IQ conflict. What are the results? By helicopters, sometimes the caribou would run away. Are you finding any kind of impacts it has on the caribou?

Mr. Chubb – There are several different studies we are involved in. Scientific studies. There are Inuit knowledge studies that are being conducted with the elders and we are having a focus session here next week on caribou. In terms of overall numbers, the Government of Nunavut has just started a study to monitor caribou movement and Baffinland is participating by signing a Memorandum of Understanding with the Government of Nunavut. Baffinland is providing money and support services, over $400,000 over 3 years. That agreement is signed and the study has started.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 3 references coded [15.78% Coverage]

Reference 1 - 9.45% Coverage

Q5 (Tommy Kilabuk, HTO Chairman) – My question is regarding the plans for the rail – is the final decision to go to Steensby Inlet? Will there be daily trains, because if so the caribou migration is east to the west, and the rail line will cut off the migration of the caribou. And we know no caribou are coming from the north or south; only from the east to the west. Daily haulage will impact the winter and summer caribou migration route. Arctic Bay gets its caribou from the west, through the Mary River area. If Arctic Bay is short on caribou – will there be compensation or any plans to help the communities get their caribou? Since people rely on caribou to sustain livelihood – but if lost caribou in the process – we'd like to see compensation for loss of caribou. It's going to be a concern – the project will have an impact on caribou – and we'll need to see compensation to the community due to the loss of caribou meat.

Mr. Chubb – Baffinland is aware of the importance of caribou to the community. The information from studies are helping understand caribou in the area. Yes, there will be a train every day. The rail embankment will be kept low to the ground as possible to minimize it as a barrier. We are looking at ways to design and operate the rail line, and there will be monitoring programs established; including the communities' experience before and after mining has started. IIBAs typically include compensation for impacts to caribou. The goal is to obtain and learn about caribou to minimize any impacts. I hope this answers your question.

Reference 2 - 2.85% Coverage

Q6 (elder woman) – Even though I don't have any personal knowledge of hunting, I will make a statement on caribou, from my knowledge as an elder woman. The land mammals, people used to slowly follow behind the animals to observe where they are going, and so that the caribou would familiarize themselves with people, so that they could get close enough to hunt. I think when the train will be running, the caribou will get used to the train like they got used to the people.

Reference 3 - 3.48% Coverage

Q9 (Leah Kalluk) – As a supplement, it seems to be clear that there will be a road going to Milne Inlet and a rail to Steensby, linking the north to the south and cutting off the migration route for caribou. I am on the working group and I saw the new road being constructed; containers are being used for crossings. You say the road will be used for only 3 years but it looks like it will be used for much longer. The road and rail will cut off migration, even the road to Milne Inlet will be a hindrance to caribou. The caribou will be impacted for at least the first few years.

<Documents\Public Consultation\Clyde River\April 2009 Working Group Minutes - Clyde River> - § 3 references coded [30.10% Coverage]

Reference 1 - 6.30% Coverage

Nick – When I was in Pond Inlet, an elder and a young man came to see me to discuss the usage of salt at the mine. At night, when the drilling has stopped, the caribou come in and lick the rock for the salt. There are often pollutants in the salt (e.g. oil, gas) that the caribou ingest as a result.

Jason – Thanks for letting me know about this. I will pass on these comments to Baffinland.

- IQ study update
- A. Status of study (maps, transcripts, etc.)
  b. Mapping results
  c. Remaining tasks

Reference 2 - 20.71% Coverage

Isa – There was elder from Arctic Bay on TV last night who said he found a number of dead caribou near Mary River. They had been stuck in the mud. The government didn't even know about this. Nobody reported on it, although the government will now be investigating. Inuit will also like to be told if the mine causes caribou to become sick, so we don't eat contaminated food. Baffinland may not be responsible for the deaths of those caribou, but it would be good to investigate. We would like to be kept informed of any impacts and changes to wildlife around the Mary River area.

Iga – The caribou are easily affected by the most minor changes. They do not have a strong will to live when confronted with adversity and give up quickly. One little change in the environment can cause many of them to die. They are constantly eating. Once they are unable to eat, there is a 'switch' that goes off for them, and they give up.

Ootoova – Caribou are very sensitive when they stop seeing their food on the ground. It makes them give up right away. Once they get stuck, it also makes them give up right away. It makes them go crazy. Mining companies aren't always responsible for caribou deaths; caribou can die in many ways.

Isa – If the caribou aren't being hunted, they loose all fear of humans. You can't leave anything out in the open at the mine that the caribou might be attracted to. At Fox 3 recently, the plane could not land because the caribou would not move off the runway. I believe the mining won't affect the caribou much. They will live where they want and how they want. We still need to be careful about mining impacts on caribou though.

Reference 3 - 3.09% Coverage

Ootoova – The caribou travel by memory, they know where the food is. If you disrupt one part of their ecosystem, they won't be affected as much, as there will be other areas they can go for food. They will move in cycles, depending on their food.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet - April 24, 2010> - § 3 references coded [10.42% Coverage]

Reference 1 - 3.47% Coverage

Q2 – There is one instance – the Dene in Yellowknife - where they can't hunt caribou anymore. So now they go to Nunavut to hunt caribou. And this is a recent mine that started. Whenever there is a mine the caribou disappear, and we'll be told we can't. They sacrifice their way of life.

Richard – Making the correlation doesn't consider natural fluctuations.

Bill – Labrador has been operating iron mines and railways for 50 years, and the caribou herd remains strong.

Reference 2 - 4.39% Coverage

Q4 – You said that there will be a wildlife monitor….. You know that the caribous may have moved to Southern Baffin. The area that we had gone to had lots of caribou and now have none. The caribou when they are grazing, the food is gone from the land and they go to a different area to graze. And whenever the animals are not being disturbed, they would become timid. Animals move around. When you travel around the land, you can tell the animals and the land are changing, and I'm sure the animals know that this land is getting different. And the animals can become "clean" when not disturbed.

Reference 3 - 2.55% Coverage

Q2 – What about the Development Partnership Agreement with the GN?

Bill – I think we have to wait until the IIBA is done, and we can't finalize the IIBA until the EA process is complete.

Have many people from Clyde been hunting caribou at Mary River this year? Because when we were in Pond Inlet yesterday, about 15 caribou had been taken out.

<Documents\Public Consultation\Clyde River\Clyde River HTO - April 24, 2010> - § 1 reference coded [6.19% Coverage]

Reference 1 - 6.19% Coverage

Q5 – Based on IQ, the project will interfere with caribou migration. There is going to be the familiar humans around where the hunters are – caribou will smell the humans. Also, the lifestyle of Igloolik people will be interrupted when the ship travels and they get blocked. There is definitely a need to come up with a benefit to those people.

George – There is going to be a public meeting tonight. We won't have much time here in Clyde River – we need to leave around 9-9:30pm. So therefore look carefully at the document you received so you have ample time to ask questions tonight. We're not trying to rush people, but we want to make sure we make use of the time we have.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 3 references coded [5.61% Coverage]

Reference 1 - 2.15% Coverage

Q5 – The plan for caribou studies – I am still concerned about the animals that we feed on as food. When animals are hearing noise, even machines, they try to stay away from the noise. I envy the hunters that go through the Steensby camp they will get supplies and gas. Those of us in the communities who don't go there won't have any supplies for the hunters. Will you provide some kind of program that can support hunters in each community, to get their equipment and supplies and so on?

Mr. Chubb – That is a very specific question about benefits. How communities may directly benefit is part of the discussions and negotiations of IIBA. What I can tell you is that the company is supportive of various initiatives, and we have supported community hunts before, as an example. That is something we've done on our own for several years.

Reference 2 - 2.75% Coverage

Q5 – I'm not just thinking of Clyde River but Igloolik as well, because they go hunting walrus and it looks like walrus might be affected by the operation. There are not many caribou near Clyde River, but if there is activity going on, the caribou might move out of the area, and the ships might affect the marine animals. We five communities need to be considered, but I am glad you are telling us what you plan to do. Animal meat is what we go after. When we start eating store bought food it is not good for the body. They probably eat better than me, but those people who want to work there, because there is lots of unemployed. How can you train unemployed people before they go to a job? We Inuit keep working towards a goal and keep going at it. It looks like you presented training opportunities earlier. These mining companies who requests employees and training, the Inuit should welcome that.

Mr. Cooper – I just wanted to mention we are sharing our plans with the HTOs and CLARCs in each of the communities. So we welcome the input from the hunters in the communities.

Reference 3 - 0.71% Coverage

Q11 - Also, for caribou I am not afraid what impact it will have on caribou, because there is more than one road going through. I am saying when it becomes operational I am not afraid that caribou will go away even if you are mining, caribou will be around the area. Thank you.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 1 reference coded [17.79% Coverage]

Reference 1 - 17.79% Coverage

Q2 – Somebody is going to be blaming the hunters that the caribou are going somewhere else. Ever since the mine started, this area used to have a lot of caribou, and when the planes started flying around the caribou are dispersing. And today we are experiencing that the caribou are very far away now. And the blame is going to be on the hunters, and the blame won't be pointing at you, the Company. It's not good when the blame is being directed to the hunters, and it happened recently that the blame was on the hunters, that the polar bear numbers are going down. Maybe someday someone will say the caribou numbers are going down and the blame will be on the hunters. I have gone back and forth between Clyde River and Igloolik, and I have experienced that when I was being employed at Mary River, when the dog team races started in 1999, we experienced that the caribou were abundant, and today the caribou are hard to find. You were saying that you were going to work with Inuit. If you were at the start working with Inuit hunters…. for example in the 1960s and 1970s, when the Nanisivik Mine was opening up, we heard concerns just as today, and the way the operation was going was not as we intended. And the people who were working up here from down south have gone home, and the help was not in place. I heard what you have said before. I heard that the ship had sunk in the waters of the Atlantic. I worked at Nanisivik for 7 years. Those concerns were not at all being used. When Nanisivik was going on, the residents of Arctic Bay were told they could use the ship, and she was never used to benefit the community. And I feel that the same thing will happen with this project. And I know you have a plan for what will happen in the future. Companies come around to ask what we want, and we give our concerns to the companies, and when those concerns are written down and will not be followed, we don't write anything down on a piece of paper, and we only have our brains and thinking. And we have in place that we can work together, but white people don't listen to Inuit and their concerns. And that's how they are. I have worked with scientists for a long time now. Even though they know the answer is wrong, they would work on that wrong answer, because they want to make profit. Sorry it is like that and we have to agree with each other. I have lived in this area ever since I was a child, and I know the area like the back of my hand. And when the scientists are telling stories of our land, they tend not to give the full answer. You were saying that you are in a hurry and have to go very soon. And now that you will be missing out on the better question and answer session. And maybe that's why you made this short – so you won't be face to face in answering more questions. It has been happening lately when anyone wants to do something and they are in a hurry. And I'm glad that we are face to face and talking about our concerns, and in the future, are those concerns going to be addressed? We go to Igloolik are and the route to

Igloolik will be closed. Like for example in Nanisivik the people would have a place to stay and it was not so. Is it going to be like that when the route is plugged? And you will be monitoring the wildlife, and the murres are the most sensitive birds. And on the route to Mary River, there are colonies of Murres at Qikiqtarjuak and near Iqaluit also. And the blame will be on the Inuit, because it happened before and it will happen again. The way this happens is we can't generate any money ourselves. We have to work closely together now. If we agree with each other and the future it will be good. And the next generation will be here and working on this and you guys won't be around then, and we want our next generation to have a good way of life. I have gone down south and seen a lot of dirty places. I have seen animal carcasses on the ground. And I don't want to see in this area where animals are being killed by the train. I have seen a lot of caribou that were killed by trucks and cars. Thank you.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 3 references coded [4.30% Coverage]

Reference 1 - 1.90% Coverage

Community Speaker 1 – You mentioned cooperation and teamwork earlier, that's why I asked. From the maps earlier, I am concerned about the caribou migration. Caribou tend to migrate, and the rail will impact our wildlife.

Mr. Cooper – I agree, we need to study local knowledge and caribou very carefully.

Community Speaker 1 – Since the rail line is so long, it will affect the caribou migration.

Reference 2 - 1.42% Coverage

Community Speaker 4 – Currently there are not a lot of caribou. If this mine starts maybe we will have even less. People working at Mary River will have access to caribou but the rest of the people won't have the same access.

Mr. Cooper – Workers can't fish and hunt unless they are a beneficiary.

Reference 3 - 0.98% Coverage

Community Speaker 4 – In our culture the animals are different than down south. The animals are all over. I believe when the mine is operating, the three communities will have an impact on caribou migration.

<Documents\Public Consultation\Hall Beach\April 2009 Working Group Minutes - Hall Beach> - § 1 reference coded [6.50% Coverage]

Reference 1 - 6.50% Coverage

Percy – Is Baffinland still monitoring the wildlife? Will there be monitoring in the future?

Jason – Yes, Baffinland will continue to monitor wildlife in the future.

Timothy – Now would be a good time to do a caribou survey. The caribou are migrating to the northwest. There will probably be slightly less caribou because of all the activity (e.g. Mary River, CAT train to DEW line site).

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council - Sept 26, 2007> - § 2 references coded [16.62% Coverage]

Reference 1 - 7.70% Coverage

Councillor: Where any caribou sighted around Mary River?

Derek: We have been doing caribou studies in the area for several years. We fly and record where caribou are seen. We do it during different seasons of the year. We also look for tracks where caribou have been in the past. We have analysed harvest data from the near-by communities and talk to local hunters to determine where caribou may be seen in relation to the project. Not sure when and where we have seen caribou but the results will be presented as part of our proposal.

Councillor: Just interested, as he really doesn't go there for caribou anyway.

Rod: We haven't seen too many caribou in the area in the last three years.

Reference 2 - 8.93% Coverage

Deputy Mayor Enoki: There are not many people going over that way now because there are few caribou in the area but this may change in the future when the caribou come back. He would like to see a direct benefit to Hall Beach. Although there would be benefits from salaries he would like to see a direct benefit like the building of a breakwater. Hall Beach doesn't have a breakwater now.

Derek: We are in discussions with the QIA on the benefits agreement and it is clear to us that there has to be direct benefits to the communities. On the issue of the ship route, we need to develop a system to notify the communities as to where the ships are located. As for Steensby Inlet, we would like to be a good neighbour and provide food and fuel to those that go to Steensby Inlet so they can keep hunting there.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 2 references coded [8.23% Coverage]

Reference 1 - 3.93% Coverage

Mr. Angutirjuaq – I just don't want you to ignore those other communities. I know once the first caribou passes through the area, more will follow because that's what happens, as long as the first group makes it. It's not that we're opposed to the actual project itself, it is the shipping route. Even if it costs more, we'd prefer another shipping route to the east of Mary River. We also know there are also archaeology sites that will be affected by the project.

Mr. Chubb – With the work we've done, we know there are only so many options of where to go, and for the project to be build, the port needs to be at Steensby. We understand that there are archeological sites and hunting camps in the area, and we are collecting information about that as well. We know that with any mining proposal, there is always going to be some impacts to the land, but our job together is to figure out how to minimize those impacts, and there are many parts to that, including work continuing on the IIBA. At the end of the day, the benefits have to outweigh the impacts.

Reference 2 - 4.30% Coverage

Mr. Awa – Yes, we are glad to see this kind of project because it will provide jobs for younger people who are unemployed. But with Foxe Basin is a very small area and it is very important. Yes, there are caribou and arctic char being affected on the land, but it is the sea mammals that are closest to our heart. It won't be just ore carriers but also tankers. What if there is an oil spill or grounding, are there contingency plans developed?

Mr. Chubb – There will be other ships but most of the fuel will come in on the ore carriers. Last year we had a tanker come into Milne Inlet. Those ships need to have established spill response plans, and before the fuel came to shore, we did an exercise to make sure that we are ready in the instance of a spill. The federal government and QIA were there when we did that exercise. A big part of the job is to make sure we have the plans, equipment and training all ready. Refueling from tankers to shore is a common activity that goes on every day, but we agree, it is very important to have our plans in place.

Mr. Cooper – We'll also design the ships to be very modern, so the ore carriers will have two hulls.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [1.70% Coverage]

Reference 1 - 1.70% Coverage

I'm concerned about the caribou calving areas and your mitigation measures.

Greg - Many years of data have been collected including local knowledge. Monitoring is also very important to provide future knowledge of potential impacts.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 3 references coded [6.22% Coverage]

Reference 1 - 0.83% Coverage

Q2 – In Steensby, I don't want any activity from Steensby. If we stop eating marine mammals you can go ahead and disrupt the marine mammals, but I don't want any disruption so I don't want any activity from Mary River to Steensby. I am afraid that with freezing a fuel barge, we want to go hunting walrus and we don't want photographers taking picture of walrus. We went hunting in Mary River for caribou and didn't see any and we are already seeing impacts. I don't want the barges frozen, it is my land and I don't want to see it disrupted. Thank you.

Reference 2 - 2.83% Coverage

Q7 – Who approved in Igloolik the shipping route?

Mr. Chubb – The shipping route in the project – we are seeking approval – we don't have approval yet.

Q7 – Because the hunters and HTO we were not even aware of the Hamlet, but the HTO is dealing with outside the Hamlet, so the shipping route and caribou area we go to Steensby to go caribou hunting and they may even go further south past the islands, if we get caribou in that area they would start hunting there. How will we be able to go there, use our skidoos to go hunting? The rail has a route and the shipping has a route, how are we going to go past those. I need an answer for that.

Mr. Chubb – With the ship traffic through the landfast ice, it is likely that ice won't heal enough during that frequency, you are correct. Where the snowmobiles go across in the landfast ice, it is likely that we would need to set up a detour, so up onto the land at the Steensby camp to get to the other side. We recognize that this is an impact that makes a longer trip to get to the other side. That's something we need to talk about how to mitigate or compensate for that. The Steensby camp would be a place to stop and a place to provide food. This is one of the things that we will be talking to the QIA about as part of the IIBA.

Q7 – Some of us don't agree about the shipping route and railway going to Steensby. It was occupied by Inuit first, and if the caribou comes back we still need caribou for clothing and would go hunting. We'll have caribou only if we have no activity, and the airstrip is somehow in the area too. I feel that we are being deceived that if the Inuit don't agree they can stop it. Those of us that live here, you don't consider our needs. Are you going to avoid our needs or continue without considering our needs by having the ship go through every two days and prevent us from getting across?

Reference 3 - 2.56% Coverage

Q17 – We know that anything and everything, even jobs or employment, I know in the past Inuit are being asked now for input into activity, and I know we have representatives say for QIA is representing us, and MLAs, and they represent us and need to know how we think. I believe we are being represented and our concerns need to be considered by our representatives. Any activity – everyone can not agree and be happy, so tonight we heard all different opinions and concerns. I know animals get used to a noise, even airplanes. Caribous for example, can get used to the machines. In the past, they didn't want to hear anything or even footsteps that smell like humans, but I think they changed in that caribou in a migration will go there even no matter what noise. So Mary River will go – even without noise, have moved on. Hunters haven't seen evidence of caribou, as caribou go to areas where they can feed, even when it is noisy. But it is a concern in that we don't know for sure if shipping in winter, the ships coming in will be really noisy ice breaking, so it needs to be considered more, because we don't know for sure how it will be. In winter there is walrus year round. In Steensby the walrus go out but the seals stay in the area. In summer it won't be a real concern with shipping but my concern is winter shipping. And to make a comment on IQ – I have that personal knowledge and the animals – when you fight over animals they can disappear. If you have no fights over the animals, they will always be around. So we Inuit can be responsible because we are not looking after them whether we don't listen to IQ we can be blamed for their disappearance. We were told to be friendly to animals.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 3 references coded [17.51% Coverage]

Reference 1 - 2.66% Coverage

Q11 – I may look like a lady but I am a great hunter – in summer and on water. It is easy to travel by water because you're not using your feet. Where the rail will be is a main area for caribou hunting. They go by boat to the beach, then camp and walk in-land to hunt. Sometimes they travel 20 or 30 miles to hunt. Sometimes the helicopters are too loud. If they are yours, please think about our feet as we need to travel further to hunt when the animals are disturbed.

Mr. Chubb – some of our activities involve moving drills and this requires low flights. We have procedures for minimum flight altitude and need to encourage our pilots.

Reference 2 - 12.73% Coverage

Q18 [Mr. George Qallaut] – Igloolik is recognized as a cultural community, inhabited for more than 4,000 years. Everyday, we are extremely thankful they we are here today, and are grateful and respect our ancestors. Baffinland is interested in Inuit Qaujimajatuqangit (IQ), have employed people; as a number of people have asked the question – will you respect and take it [IQ] seriously? Igloolik and Hall Beach are the ones who will be affected by this project. Going back to Mary River, people of Igloolik and Pond Inlet have for centuries met at Mary River during summer hunting caribou. An elder present at this meeting got his first caribou at Mary River. Two mountains will be gone [from mining] in 25 years. Part of their identity will disappear – how can you compensate for this? There are a lot of social issues – in the 1960s the federal government arrived and built schools and other buildings but

nothing for Inuit. His grandfather asked “Where is Canada? Who are Canadians?” in 1962. The Canadian Government didn’t arrive until 1960 – before that the church was from Belgium, the Hudson Bay post people were from Scotland, and at Hall Beach there were Americans. The social impact of these events was huge and we don’t want another big social impact. We are a Third World, we have one of the highest rates of suicide, high levels of drug abuse. Your interest is only the material. How come no one from Baffinland has asked the communities of Igloolik and Hall Beach if they can use Foxe Basin as a route? Foxe Basin is shallow, and noise travels far in shallow water, with a high impact on marine mammals. Alternative 1 [the westerly shipping route] is the birthplace of bearded seal and walrus. Some hunters say Alternative 2 [the easterly shipping route] and some say no; there should be better public consultation on the route. We haven’t seen any studies in Foxe Basin on the marine mammals or on using it for shipping. Those are some of my questions, thank you.

Mr. Chubb – We’ll try to answer your questions, but if we miss anything let me know. regarding IQ, I think the comment as whether or not they are a “cover up” or will it be taken seriously? No, we fully plan to use the information to influence the project. I am told that already the work helped influence the work at Milne to avoid important areas. Regarding change and impacts, and the loss of Nuluujaak [Deposit No. 1 which will be mined], there are some things that can’t be compensated and mines do result in change. The opportunity is to balance those changes with benefits like social benefits. There is real opportunity with youth to assist with some of the challenges that do exist. The use of Foxe Basin – we are seeking permission and that’s why we are here. It is early in the process and we are looking to discuss the project with Igloolik. It will be the end of the year to submit the Project Description and applications and by the end of next year the information on sea mammals, etc. will be presented, and that’s why you haven’t seen anything. Have I missed anything?

Reference 3 - 2.12% Coverage

Q21 [previous commenter – Q6 or Q7] – Thinking about our future, I’m supportive of the project long-term. Thinking about now I would oppose, thinking about the animals and we should be thinking about people. You are talking about working with us and we are starting to believe you. People trying to place collars on 30 caribou – this is what we should really be opposed to. Because of Nunavut we probably get more royalties and benefits. I want my kids to have work, which is why I am supportive of this project.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 1 reference coded [5.59% Coverage]

Reference 1 - 5.59% Coverage

Councilor Williams - Yes it is much appreciated. A couple of comments I’d like to make, I have a bit of experience with the impact of shipping and ice, with Arctic Bay. I went before they were shipping, and then saw the impact of ice breakers through landfast ice on harvesters. In that area, I’d like to point out that the area in Foxe Basin is a well known area by walrus occupied year-round, because of the moving ice. I think one of the things people don’t assume is that walrus are big tough animals but they are actually quite sensitive – one of the animals with a sense of smell – whales don’t but seals do. The one thing that I will share is that my experience with shipping - the habituation of mammals to Arctic Bay – the CD Howe – those vessels, they can see the animals respond days before the ship arrive. They don’t any more – there is an initial flee behaviour. If you look at Bay of Fundy, ships have become habituated to ship traffic. I found it interesting you’re going to ship and dock in landfast ice throughout winter. One of the hardest things was to dock in landfast ice at Nanisivik with landfast ice. With the continual growth of ice, especially coming off the steel head that go into the water, it will be a challenge over the winter. There will be a lot of focus on shipping but the rail line given the 6 trips will be a substantial barrier to caribou, wolves, any terrestrial mammals. Something to leave with you – I can see that the railway may be a substantial consideration. If you have an area of substantial snow, and you create new snow, they will get onto highways, - Cantung and other remote areas – they will not get off the road into the deep snow and will run until they are exhausted.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - April 2, 2008> - § 1 reference coded [3.47% Coverage]

Reference 1 - 3.47% Coverage

Q1 (Anthony) – no one has asked about wildlife so I will. The shipping route in Foxe Basin, that is an area that is typically not navigated, what are the impacts and what will you do? And the railway and caribou? Trying to cross the tracks – one out of every I was wonder if there is any preliminary work done on how work will impact wildlife. It will be a big change for wildlife.

Mr. Chubb – The discussion on that and impacts, and mitigation will be subject of the next two years of dialogue. The work that we are doing, if we start with the shipping and navigation, we’ve spent time mapping the bathymetry to be sure we have viable shipping routes. On the map on the back, there are shown two locations route and we’ve since confirmed that both routes are feasible. From a mitigating measure, one of the first things we were told is to go the eastern route. We are already looking at means to influence the operations. The baseline work we are doing is ensuring we have an appreciation for the wildlife. With caribou, we are doing similar things as well in terms of looking at caribou use by the land users from a harvest standpoint, and caribou use in the area. We’ve been studying for several years. Right now there are not a lot of caribou in the area and we understand they have been in

larger numbers. We're doing trail mapping, etc. This will influence the project. You've hit on the two key areas that we feel will be the focus of discussion for the next two years in the draft EIS.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 1 reference coded [4.52% Coverage]

Reference 1 - 4.52% Coverage

Caleb:
I do not think I will change my mind at all; the Co-op should have had a contract. When it changed, operations should have stopped, as the original agreement was broken. The business was supposed to help the community but it is working against the community. There are other exploration companies around, and he has heard that the caribou migration routes were broken and there is no funding to address this. Since the agreement has been broken we should take legal action.

Mike:
The co-op performed very poorly. You should ask employees today - he has hired if they are happy [working for QC]. Need to move away from Co-op anyways. Co-op was not happy with contract before. If it was working well then it would not have changed.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 1 reference coded [2.09% Coverage]

Reference 1 - 2.09% Coverage

Q – With all the activity at Mary River there is going to be less caribou in the future for Inuit to hunt. We already know there is less caribou.
A – The current information the we have gathered from our IQ studies tell us that the caribou have migrated to the south of the Mary River project. We hope that once the Mine is constructed that the caribou will migrate back to the north. The studies also tell us that there are less caribou herds than in the past and that the mine has not impacted this.

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 1 reference coded [0.54% Coverage]

Reference 1 - 0.54% Coverage

Sakiasie Q (AB) suggested that caribou are easily trained (habituated) — they get used to vehicles. We could hunt them near the road. …But they are scared of helicopters.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 2 references coded [12.29% Coverage]

Reference 1 - 6.49% Coverage

Councilor Kayak - My question, since I heard Mary River is the main migration route and we know that the arctic char, land locked in the area, for that reason we might have concern as Pond Inlet residents about being careful not to disrupt animals including the caribou migration. And a question, there was someone here from INAC environment, I want your assistance from the INAC federal regulations using that, the agreement between Pond Inlet, Igloolik, Arctic Bay – I think we need to come up with an agreement so Baffinland will agree with the communities. I know without a clear indication of what you want to do it will not be approved. My concern is that we need to have a good understanding and agreement in the future, perhaps 2015 I would think. And another question, in Milne Inlet the sewage lagoon was mentioned. I don't have a concern because it is winter but I have a concern that when melting it might go to water. At Mary River it is not a concern now, but to the VP I want recommendations to remove the spill before the land melts. Because there is arctic char there in the ocean and they might eat them. I have more, but I'll withhold them until later.

Mr. Chubb – Mr. Mayor there are two questions there and I am going to speak to them and let David [McCann] to speak to details. The councilor is right a good understanding is required to obtain approval of the project. Over the next several years we'll provide more and more information and ensure that there is a good understanding. In Nunavut before we can begin to build a mine we have to have an IIBA in place. That agreement is like what you're talking about. We began to discuss that agreement with the QIA in 2006, and those discussions will continue as we move forward. so I can't speak with reference to INAC but what I can say is that there will be an agreement, the QIA representing the communities and we know form the QIA that there is a lot of work to come.

The second question with respect to spills in winter, Mr. McCann can speak to existing spills. Dave, why don't you explain?

Mr. McCann – Sorry, I wasn't clear in my earlier response, we also clean up every spill right away and all have been cleaned up except one under a building that will be cleaned up this summer.

Reference 2 - 5.81% Coverage

Councilor Kayak – Another comment – I know that there was an agreement and in NLCA between Nunavut and federal government. QIA or NTI getting royalties from the proceeds of the sale. But my comment or my – Inuit who live close to the work site – Inuit will be impacted. I know Mary River for a number of years some animals will be impacted. And fish at Steensby will be impacted. And caribou for certain I know will be impacted. As Beneficiaries – Inuit living around these five communities, they need to get royalties too. I want them to be part during the actual mining, so I know Mary River it has iron and ask you know and we know there is iron there. There is already royalties being paid. So that my grandchildren and my future generation I want them to be helped just in case there is a disruption to the animals, and there should be a compensation plan. As an example, the company gets a certain portion; the Federal government gets a percentage, so somehow Inuit should be included in the distribution of the royalties. Same as company and fed government is enjoying. I want to see monetary compensation through the mining. I know mining companies never agree to what I am saying, but they don't really know what I thought it was part of the mining process and not part of NLCA. If they refuse to give a certain percentage of the profit, I am going to ask of other ways they can help my future generation must be helped too.

Mr. Chubb - The Mary River Project will generate royalties and taxes. Money will go to the federal government , territorial government and people, and an agreement will be established. Regarding waters, fish and wildlife, the agreement will deal with how to deal with impacts. We also, and do it today, pay rent for permission to work on the land to use the water and to use the gravel. In addition to that, direct benefits to individual people come through employment and wages, training, new business opportunities. So when we look at the picture there are many ways that benefits flow back.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 1 reference coded [8.21% Coverage]

Reference 1 - 8.21% Coverage

Elijah – Also, we have been informed by the hunters when they go hunting past Mary River, there have been helicopters. The helicopter people need to know where the hunt is taken place. The caribou were driven away by helicopters and then the hunter had to go further to hunt for caribou, and they weren't happy about that. Us as the HTO board felt that there could be some working relationship between the site and the hunters. Baffinland has indicated in the beginning that they would help people who go to the mine site. That is the information that we have gained from the hunters. An unwelcoming situation is very uncomfortable.

Dave – Last week we had 5 hunters, 2 groups, and my policy at camp is that anyone that comes by is welcome to come in, multiple times for coffee or a meal, and we're always available to offer help in an emergency. I'd like to think that we are good neighbours. With regard to the helicopters, there are no helicopters right now until June. Last year we didn't start until the very end of May. But in the future we could coordinate helicopters and hunting.

Richard – Was this recently?

Elijah – If the caribou are driven away, then you run into a shortage of gas. I've been informed I think twice, where they ended up having to go further out for caribou.

Jayko – In addition, this is not only this year, for the past number of years that the hunters are being disturbed by the helicopters. It's been going on for some time now.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 3 references coded [12.50% Coverage]

Reference 1 - 1.06% Coverage

Q3 – Regarding caribou – when they are mining, would they be willing to stop for a month or so when they are birthing?

Richard – The caribou protection measures that are contained within the North Baffin Regional Land Use Plan require activities to stop between the period of May 15 to July 15 if caribou move into the area. Baffinland and other industrial land users are required to follow these measures.

Reference 2 - 10.50% Coverage

Q6 – Even though it is in the exploration stage and a drilling program going on, and you probably understand that salt kills lichen which is eaten by caribou. You're still in the exploration stage, and I believe a lot of salt is being used on the land. I am wondering if all the salt products are properly cleaned up. Salt damages everything in the environment. Will you be able to clean up everything in the environment?

Matthew – We use salt in almost every exploration drillhole through 2008, but in 2009 we started to cut back significantly on salt use, as we found that we could use less with the type of holes we were drilling. There is no salt placed on the surface.

Q6 – The IIBA agreement – the use of salt – if the lichen can no longer grow – would that have an impact on the IIBA agreement? Caribou seems to be bothered constantly by research, that's what I'm trying to say. Thank you.

Philip – Yes, in regards to your comments that if the salt is damaging – it should be included in the IIBA agreement, and compensation would come into play. So compensation would be required.

George – In regards to the concerns were from the residents of Igloolik – they didn't like the location of the port at Steensby, so they moved it from the proposed site. They don't like the proposed site, but they had a consultation meeting with Baffinland, and Nanisivik already has a dock – why don't they use the facility. Baffinland replied that it is too costly, and the size of the ship the sound is too narrow. And the residents of Cape Dorset had concerns about the proposed shipping route because it cut through their proposed hunting grounds. And they were wondering if Baffinland could travel closer to N. Quebec. Baffinland indicated that the shipping captain prefers this route. But CD requested they ship further into the ocean. Another question that kept being asked that whether or not a dock could be built between Pond Inlet and Clyde River, but Baffinland stated that the channels are too narrow so it would be impossible to turn the ship around, and the railway would be very very tough to build through the mountainous area. But sometimes they do not answer to all of the questions. But it appears that the proposed route will be used. That I wanted to answer to a question asked earlier. It appears that because of its economic benefits but they don't like the proposed shipping route. It appears that whatever the Inuit want will be implemented. The QIA will address the concerns of our beneficiaries to ensure there are economic spin-offs.

Philip – In addition to Harry's question, I also have concerns about exploration, so perhaps we should ask if they do drilling if they use salt, and where does it go. And if the government does not allow the mine to go, it will not go. I am wondering at this time why he did not mention the Nunavut government.

Bill – As I indicated the environmental process we are going through is mandated to the NIRB. And one of the questions we had in Cape Dorset was who is NIRB, and Stephen gave a very good answer, and perhaps he can share this. There are several decisions to be made – the QIA needs to issue a permit, among other groups.

Matthew – Regarding the salt, it is mixed into a brine. Most of it is re-circulated, and what isn't re-circulated is captured in a sump. The affected area by the salt is very small, and we make sure the salt doesn't run off into fisheries.

Stephen – We are here also discussing the environmental review process and NIRB. NIRB contains board members appointed from different organizations, including the regional Inuit associations and the GN. QIA has one appointed member, Archie. The current chairman is Lucasi …. from Saniqiluak. The board takes letters and submissions from various groups and government representatives, and they weigh this information when making their decision. When they make this decision, they forward this decision to the INAC minister who makes the final say on a project.

Reference 3 - 0.94% Coverage

Colin – I've dealt with a lot of researchers, and there are researchers in Milne Inlet. In 2007 there were over 4000 narwhal counted. In 2008 there were almost no narwhal in Milne Inlet. Can you comment? Will you consider this research in the impact assessment. Also, socio-economic side includes caribou supply food.

Richard – Our researchers did not

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 7 references coded [21.71% Coverage]

Reference 1 - 3.99% Coverage

Q1 (Mr. James Arvaluk, MLA) - I am here without my glasses, it's not written in the map, where is shows the Inuit Owned Land, we were told the road being built from Milne to Mary River, no the rail line to Steensby will be in high ground, and every four hours there

will be a train passing by. When will the caribou migrating – will they have to run across the tracks? Because when the train is running by. How will you know when the caribou are migrating? Why don't you have it from Mary River across to the east, to the other inlets, because they are less impacts too the animals? Why haven't they studied any other routes? [Inuktitut before, then to English]. We have been talking about what project is best for Baffinland. Why aren't we talking about what is most environmentally sound for the communities. For example, you have the road from Milne Inlet to Mary River. These are very environmental sensitive areas, and your railway will be elevated. 6 times a day, that's every 4 hours within 24 hours. How can you have not tried to find the least environmentally sensitive areas like…. [not heard]. Have you considered that, there are no glaciers between there, and you haven't seemed to mark that as a possible railway for loading ships. That is my first question.

Mr. Chubb – To be sure I understand the question; we are looking at this map and what about alternate routes?

Mr. Arvaluk – Only one.

Mr. Chubb – This drawing that has been put together is a reflection of all the work done and our preferred proposal looks like. Just because there is only one railway shown for the project doesn't mean we haven't considered other options for rail or for shipping. In the work that we've done we have looked at other alternatives. We've talked about other alternatives with community groups and with our engineers. For this project, we've only identified Steensby as being able to ship from. The Inlet for example that you've spoken of is narrow and this is a big issue. We brought shippers to site and looked at Milne Inlet, for example, and they felt it was too tight for moving these ships into. So it is not our intention to suggest that we have not looked at other alternatives, because we have. And in fact the environmental impact statement we will submit in December, one of the requirements of that document is to specifically outline how we got to the preferred alternative.

Reference 2 - 1.86% Coverage

Mr. Arvaluk – During the negotiations, Baffinland, QIA and the federal government on the IIBA, it's not going to work if Pond Inlet is excluded. For example if NTI is getting royalties and Pond Inlet is excluded they will not agree. This spring they will study the caribou and let's say I would envy you if you saw a caribou. There was lots of caribou for a long time, but when the caribou are away for many years you may say there are not caribou. If you would go back 20 years, the past needs to be recorded. (Inuktitut before, English after) I think it will be really important to study Inuit knowledge, what it was like 20 years ago, so you will not have a false sense of what is there.

Mr. Chubb – we did a caribou survey last week, and in total we saw 19, so we were lucky. But we are collecting information about the past, and caribou in the area. We're doing that through our working groups and through focus sessions as well, and that information will be in our EIS. To look at the past we are looking at the trails we can still see from the air, to also help understand where caribou travel around the region.

Reference 3 - 4.14% Coverage

Q2 (Ham Kadloo) – About caribou, they are delicious and good food. We talk about caribou because regarding the railway. The marine mammals, the seals, are secondary, but caribou are the primary discussions. The marine mammals, seals, narwhals, should be considered too. The real Inuit, we grew up from that and survived from the fat, and have ancestors who survived using the animals. When we speak of our concerns regarding caribou we mention our concerns. When we live in warm houses now we are not concerned about the fat from seals. I heard earlier about a ship to Milne Inlet being frozen in and Milne has seals and baby seals and these animals might disappear, because I know. What I am saying is that for so many years the ship broken engine was at Milne Inlet for quite a while and noise coming from the engines and the seal population went lower, and there was not much seals and I don't know how long that ship stayed there with a broken engine. For that reason, since they live in the ocean, and the sea is used for anything. Like say I went out tourist and they listen with a microphone and listen to marine mammals making sound. Even though you don't see them you can hear them. Anyone walking on the ice you can hear those. For that reason, water carries noise for a lot longer and stronger. For that reason, I am saying that they should be considered too. When we're gone we need assurance that if I say the proposal I saw, if I am trying to deal with them, they would mention the funding and money involved. Let's say, if there are any activity planned by Inuit, we look at the money side of it too, so I understand that the QIA and IQ need to work closely with IQ regarding animals or how to improve their activities. So these are my comments. We who have lived here, our store costs are getting high. I've been down to Ottawa a few times, the prices are so low! Cheap prices! I have children down there, the whole cart in the store, and I was worried when they loaded the cart it was going to cost a lot, but it was negligible. Also, as Inuit we were treated like Indians as if we are the same as Indians but now I heard now that Indians are getting stronger in terms of being outspoken and getting our way, and same with Inuit we need to be outspoken and more vocal. Thank you.

Mr. Chubb – Thank you for those comments. The marine environment is certainly important and part of the work we are doing. It is all at looking at that balance. Your comments are very well received.

Reference 4 - 3.12% Coverage

Mr. Merkosak – And when it is developing we need to know what you are doing, because it will change the environment too. A last one, not really related to Baffinland but related to my colleagues here. It's true you mentioned that there are Deposits 1, 2 and 3 and they're on IOL and subsurface rights will generate royalties. The fourth one it is surface rights. Somebody said, this was negotiated with the NLCA and allowed the Mary River to be outlined on IOL because we survived on caribou and caribou migrated through the area. The IIBA is being discussed, and the NTI will get the royalties. The IIBA and surface and subsurface rights royalties. NTI are working on it now to negotiate. But Pond Inlet residents need to be considered – what we can get – because it seems that money going to Inuit organizations is towards the whole Inuit (Nunavut). I think it needs to be considered, and Kivalliq is doing that, the most affected community – if the hunting ground is affected, they'll lose that hunting activity. The community needs to get more royalty and NTI will need to consider giving us more than other communities. Say NTI give to other organizations. They're not getting anymore from the Federal government so they need to survive on their own. As business owners, we are not getting any support. The Qikiqtaaluk Corporation for example are under QIA and we compete against Inuit organizations. As Inuit business we are not supported. We need to get bigger royalties. When they start hauling the ore, some people won't be here. We need to think about this in the future, because we own the land. Thank you.

Mr. Paneak – Yes, thank you. The IIBA we are working on started from Pond Inlet because Pond Inlet has outlined the area, and we will be sure that Pond Inlet has the highest benefit in the agreement and then look at other communities. We keep saying that in the QIA.

Reference 5 - 3.94% Coverage

Q7 (Mr. David Qamaniq, QIA Community Liaison Officer) – Welcome Derek, Rod, and Len and QIA; welcome to Pond Inlet. In 2004 I was elected to Mayor in Pond Inlet so in 2005, there was a 4-prop plane carrying equipment and we didn't know what was going on. You brought in a Hercules. During a public meeting, when you wanted to study the iron, you said this quality of the iron you can only determine if you send a sample overseas, it has to go through the factory and from that you can determine the quality after you take the samples out. You have not send any sample overseas and you know right away that it is a good iron and a good demand overseas esp. China. There was no bulk sample sent out and you're already submitting a Development Proposal. Are you going to keep changing your plans that you're going to do this in this year? My comment is mainly a statement. But the railway is a concern as a Nunavut Beneficiary and the caribou migrate and we cannot stop them. So the trails they use – if you make the rail line, can you make the train stop to let the caribou cross? Will you stop the train and let the caribou cross before carrying on?

You also mentioned you're going to leave a tanker frozen in Milne Inlet and at Steensby as well, during construction. I am concerned about that. In Milne Inlet, someone said there are fish there and it is a breeding ground for narwhal. The ships are noisy – your plans I don't want to approve them – because you could store the fuel on land instead of on the ice. The ship carrying the fuel – how many litres are you going to store? Instead of storing on the ice, build a storage tank or bladders on the land. If the communities oppose the tanker, how many bladders would you need? I have other questions but for now I will let other people ask.

Mr. Cooper – Thank you for your comments. I can give you some information about the first questions, samples sent out. We have sent out core samples to a laboratory in Germany for testing, since 2004.

Mr. Chubb - There were two questions as well. One was regarding trains and stopping. The trains will be traveling 6 times a day and 110 cars, so the stopping distance is very long, so the train wouldn't reasonably be able to stop. The second question was about shipping and freezing in, and we talked about that. The number of litres is approximately 5 ML in the ship.

Reference 6 - 2.91% Coverage

Q9 (Mr. Jayko Alooloo, Chair of HTO) – I have two questions. First, and during the planning stages, Baffinland is planning, we already have impacts like caribou. Right now the IIBA negotiators, even before they started, how can we get assistance through compensation before the agreement is in place? How can we get assistance from Baffinland to claim, if the caribou are gone from the area? Last week there was a hunter that got two caribou from the area. Is there a way to compensate for that now? The contracts for two years now Baffinland have contracted the Co-op, they went to Qikiqtaaluk Corporation instead when they didn't agree with Toonoonik Sahoonik. And they hired a contractor instead. More people are opposed to those contractors that are hiring workers. White and Inuit need to work together. ……[missed last sentence]

Mr. Chubb – We're just talking about the first question, and make sure we understand the first question. While we've been at Mary River site, we've been studying caribou and caribou habitat in the area as part of our baseline programs. And as been discussed at this meeting, there are not a lot of caribou in this area today. For the work that we do, while it doesn't appear to be a lot of caribou, we have procedures in place to protect the caribou. I am not sure what you mean by impacts related to us at this point, but perhaps I've misunderstood and Rod will provide some context to the second question.

Mr. Cooper – we have always used the Co-op and we continue to do so and plan to do so. As our activities increase at Mary River we will be looking at ways to work with Inuit companies as much as possible. We are increasing the amount of Inuit companies participating in the project and will continue to.

Reference 7 - 1.74% Coverage

Q13 – In Pond Inlet, I want them to be considered for the Milne Inlet regarding the animals, to think of Pond Inlet people. I went twice caribou hunting in Mary River and first week we didn't see any caribou, and when my snowmobile broke down we left. Another week saw and captured two. Helicopters everywhere and trucks. The railway will be a big issue because it's noisy and will affect the caribou. I know last summer at Milne Inlet I was part of a study of narwhal for two months, we traveled on the ice. There were a lot of marine mammals on the ice when I was young. But last winter didn't see hardly any animals. Because of the noise the animals tried to stay away. When I went where there wasn't any activity there were more noise. You need a lot of supplies to go longer distance. We need to be considered and to have back what we lost.

Mr. Chubb – Thank you for your comments. With our activities we conduct monitoring including narwhal in Milne Inlet, and we will do again this year. I just use that as an example, we do monitoring.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 3 references coded [37.93% Coverage]

Reference 1 - 21.99% Coverage

Break

Community Speaker 1 (Mr. Jayko Alooloo, Mittimatilik Hunters and Trappers Organization) – I didn't see any reference to the prevention of oil spills [referring to a photo and email], which raises concerns. I recommend that there be monthly inspections of fuel storage areas. Will there be continuity in Baffinland's representation to the community. I also have a concern about the impact of the operation on caribou in traditional hunting areas. There is less caribou now in the Pond Inlet area and the increased air traffic will bother the caribou even more. Maybe the mine could transport hunters to areas where there are more caribou, to hunt. I also have a concern about narwhal; a hunter has expressed concern that they have left the Milne Inlet area because of the increased ship and aircraft noise in the area. I want to bring up two comments about other Baffinland representatives: we were told Mary River wouldn't have jet service and no town site at the mine; only one side of the coin, the good side, is presented and only now they are hearing the other side. People of Pond Inlet are being treated like children. In summary, if people are going to make statements, they need to present all the facts. Thank you and one more question – I had not heard before about hydro.

Mr. Chubb – thank you for your comments. I am not sure about the first question and reference to a spill incident but I can speak to Baffinland's approach to spills. Baffinland has a spill management plan which is updated and submitted to government for approval. Fuel is stored properly in lined facilities, and the company continues to develop training materials and program to train staff to respond to spills – recently we held training on site and spill response training during fuel off-loading from the ship at Milne Inlet. I agree that regular inspections are necessary and the company has inspection forms for this purpose. If there are specific questions or issues, they can be discussed further. I hope that helps to describe how fuels are managed on-site.

Community Speaker 1 (Mr. Alooloo) – The particular incident I am referring to occurred at Steensby Inlet.

Mr. Chubb – perhaps we can take a look at those pictures. There was a comment regarding continuity of representation to Pond Inlet. We've been coming to Pond Inlet for several years and hope to continue to build relationship. We are doing several things to address representation: at the request of Council, Baffinland senior management are coming to meet with the Hamlet every two months; some of Council is going to Mary River tomorrow; the company is meeting others while in town. We have a full-time CLO available every day- so if there is ever a need for more information or questions, people can go to the office and if Jamie doesn't have the answer he can get it. Dave McCann, who is Assistant Operations Manager, is now based in Pond Inlet and his door is always open. Regarding caribou, we are continuing studies and we understand the concerns. As an example of studies underway, we were studying the movements of narwhal in relation to ship movements this summer. We will use this information and other information to assess operations. Two other comments were regarding jet service and hydro power.

Mr. Cooper – One concern he heard was with respect to jet service and a permanent settlement at Mary River. We've consulted the land use plan and the plan specifically states that mine townsites are not permitted, so we are proposing a camp and not a permanent settlement like Nanisivik. With respect to the jet strip at Pond Inlet, I believe we are considering their might be many possible benefits that come to Pond Inlet. Some benefits include direct employment and business; some indirect benefits are through government spending of the tax revenue in the communities. At the moment, Baffinland and the QIA are discussing these sorts of benefits as part of the IIBA negotiations. We hope over the next year to have an agreement in place to deal with impacts and benefits. Regarding power generation, they have reported in the community in the past that they are studying wind and hydro power. Last year and this year they installed a gauge in a stream near Steensby Inlet to measure flow to see if hydro is viable. We

are installing a wind tower this month, and next year we will conduct a feasibility study on the wind and hydro; the study will be completed by 2009. The benefit of hydro and wind is using less diesel. Currently our thinking is to start with diesel, but if the alternative energies are feasible, they would be implemented later in the mine life. We hope these answers address your questions.

Reference 2 - 4.74% Coverage

Q5 (Mr. Caleb Sanguya) – I grew up using Milne Inlet and the area interior to Milne Inlet. What we have seen the last couple of years is the airstrip disturbing caribou. No harvests this year. The activities are also impacting narwhal. The biggest issue not discussed is harvest compensation because we are already losing now. For example, one family used to harvest 30 caribou each year. There have been promises that local businesses would be the main contractors, and overnight Iqaluit became the hub. If Iqaluit is the hub then Pond Inlet will not agree. Inuit knowledge is that caribou have always moved through the Mary River area. We have already noticed narwhal changed patterns to avoid noise. Promises were made to Pond Inlet that it would be the hub, but Pond Inlet has been pushed aside. There should be compensation to Pond Inlet businesses for this. There needs to be a better solution for the people of Pond Inlet.

Mr. Chubb – thanks for the comments, which we will take into consideration.

Reference 3 - 11.20% Coverage

Q7 (Mr. Elijah Panipakoocho) – I have three questions and a story to pass along.
First, regarding power generation, if you are looking at wind power, I would like to know the locations. [Pointing to various locations on a map of North Baffin Island] There are a couple of issues in relation to a crossing or bridge. In Pond Inlet they tried to build a bridge over Salmon River and DFO didn't allow us to build the bridge. Looking at the Ravn River, [pointing to the river, before it drains into Angajurjualuk Lake, at about where the proposed rail line would cross], at the lower areas of the Ravn River there would be effects. Also, this area is a caribou migration corridor. Caribou use the same corridor I use to get to the Steensby area that follows from Cambridge Fjord. The railroad will intersect this route. Some animals are more important to different people, and I prefer caribou. Certain areas along the rail corridor are important. There will be impacts to fish with the crossing of the Ravn River. Another question I have is related to hiring unilingual Inuit; will they have an opportunity to work? Unilingual Inuit are used to working hard. I worked during the first discovery of iron ore at Mary River.

Mr. Kutchaw – We will work to bring unilingual workers to site, and focus on conveying safety messages.

Mr. Cooper – This year we have three bilingual supervisors, which now makes it possible to hire unilingual speakers. One other question was the location of the potential wind tower and hydro. The wind location is about 10 km northeast of Mary River [pointing at a map], and the hydro location is about 30 km east of the Steensby port location. We know fish is a critical issue with hydro and it will be studied, with the results expected in 2009. We are investigating alternate energy sources, but there are no firm plans about this as yet, and Baffinland has reported in the past to the community that it was looking at alternate energy sources.

Mr. Chubb – One question was with respect to bridges and arctic char. We're looking along the potential rail route at fish and fish habitat and have been working with DFO. We had to look at these same issues along the tote road.

Mr. Cook – Elijah, I believe we've completed your interview on the IQ study, and we look forward to speaking to you more. We also look forward to future discussion with the HTO.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 2 references coded [12.35% Coverage]

Reference 1 - 8.25% Coverage

Ikey Milton – Looking at the shipping routes, I laughed – are these routes being chosen based on it being far from Baffin Island so that people will approve? You mentioned earlier that the ships make low sounds. Last year there was a ship at Milne Inlet and we people caribou hunting could hear them, and I believe the animals were disturbed by the sound of the ship running. Animals are our only means of survival, so compensation will have to be paid.
Suppose the ship were to have an accident – would you compensate the community? Have you considered this? What are the unforeseen dangers? What is the emergency plan?
Helicopters are also disturbing caribou. If the helicopters hadn't come, we would have harvested them, but they were scared away.
For the past three years, the people of Pond Inlet have been told nice things [about the project] but then the office was moved away to Iqaluit.
Negotiate WITH the people of Pond Inlet, don't just court them.

MZ – Explains the rationale of shipping along Greenland – based on ice conditions, environmental impacts, technical factors. Also emphasizes that Steensby Inlet is the main route under consideration.

Re: helicopters. I understand that there were issues regarding helicopters towards Borden Peninsula – these were not ours.
MZ – regarding Jayko's comments about wildlife – if there is an impact, compensation will be paid, but we first need to monitor and understand.

Ikey Milton – The helicopter was when we were hunting right around Nuluujaak.

MZ – When?

Ikey Milton – September

MZ – We used NNSI – the ones who do sealift for the Co-op, and it did break down. They do have an emergency plan.

Reference 2 - 4.10% Coverage

Harvey Nuturak – Do you own you own land? As Inuit, we do. If you own land, maybe you have a garden. We have a garden – it is our caribou harvest. What would you do if I came in and dug up your garden? You would be upset.
I am upset hearing about the Bulk Sample program. If our garden is being tampered with, its not just caribou, but fish, arctic char. We have to consider this.
It seems that you're trespassing without asking us first as Inuit.

MZ – we are not trespassing. We have followed the procedures of the land-use permit granted by the QIA. The leases are grandfathered under the NLCA. As for fish, the DFO has approved, and we are actually going to be improving fish habitat. I challenge you a bit to follow up on this, and we can provide you with a copy of the land use permit, water license from the Water Board.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 17 references coded [6.03% Coverage]

Reference 1 - 0.22% Coverage

Question: Solomon Qanatsaiq/Hall Beach – I have seen white people on a rail line. My neighbours are having a hard time hunting caribou. When they start migrating will the rail track be a hindrance?

MTP: Mike will cover that matter further. He has walked the whole rail route looking for caribou trails and migrations. He also used the IQ that we gained in the communities during his study. We are designing the rail by keeping those points in mind.

Reference 2 - 0.12% Coverage

Question: Koonoo Oyukuluk/Arctic Bay - When I was younger we used to have caribou in the Mary River area. The white man and geologists have made them move away. They run away from the choppers. Be aware of this and listen to what the Inuit say.

Reference 3 - 0.26% Coverage

Levi Barnabas/Arctic Bay – Like what Matthew said yesterday about animals having the right of way. It will be completely different with heavy equipment. The caribou will go right thru the railroad route. It's not just simple set of tracks. There is lots of earth work.

MTP: Mike will discuss caribou this afternoon. Baffinland have never tagged a caribou. We use the data of others who have tagged caribou. [To Levi] We have designs for areas where there could be interactions and Mike will go over this this afternoon or tomorrow.

Reference 4 - 0.13% Coverage

Joanasie – I understand. Arctic Bay is the furthest. The route crosses from Milne to Steensby and cuts across the island. If I were caribou I would turn back from the migration route if I heard or smelled something. I want this to be thought out more carefully. Thank you.

Reference 5 - 0.19% Coverage

Levi – When I was in kindergarten we moved from Nunavik to Southampton Island. Now there is a lot of caribou. –I would like to see caribou transplanted to this side of the railway and roads or we will starve on this side of the roads.

Levi - Would there be consideration to move caribou?

MTP: No, we would not consider that now but it could be a potential future mitigation issue.

Reference 6 - 0.36% Coverage

Koonoo Oyukuluk/Arctic Bay – Baffinland says they are not the cause of the lack of caribou and they are not killing them off. We are blaming Baffinland because of environment pollution, like noise, but Baffinland says hunters are depleting the caribou.

MTP: Baffinland never said hunters are depleting caribou. How many caribou has Pond Inlet caught this year?

Ikey Milton/Pond Inlet – None have been caught and they are getting more scarce. Caribou used to be here. When this project was starting they were beginning to come back. They heard all this noise and will not come back. We are now ordering meat from other communities by plane.

Cornelius Nutarak/Pond Inlet – We are ordering meat from other communities at this time.

Reference 7 - 0.13% Coverage

Question – Louis Uttak/Igloolik – There are other animals that are food for caribou. Where do the caribou calve?

Mike – We will get to discussing caribou shortly. I will show you more then. However, we have heard through IQ they mainly calve on top of hills.

Reference 8 - 0.26% Coverage

Question: Cornelius Nutarak/Pond Inlet - The collared caribou - are they still alive?

Mike/MTP: The collared caribou are the Government of Nunavut's. It is their research project and we don't know the outcome of those caribou.

Question: James Qillaq /Clyde River – Who was the biologist who did the collaring? Was this Mike Ferguson doing this?

Mike – No, it was a biologist named Debbie Jenkins. She would have collected collars that fell off, or were from a caribou that died of natural causes, or that was hunted.

Reference 9 - 0.87% Coverage

Question: Levi Barnabas/Arctic Bay - This map only seems to show half of what needs to be studied. The lifetime of the mine will be more than 21 years. Caribou migration will start to come back in maybe 50 years, once the lichen grows back. As we have learned when vegetation grows, they will come back. Trains won't stop when a migration from happening. How will this work? We cannot stop the train when migration is happening, so how will this work? When the Nanisivik crusher broke down, it cost them a lot of money. When I think about the train travelling 4 – 6 times a day, it will cost money to stop the train for the migration to pass. We need to think about how we can stop the train for caribou migration. I am brainstorming here.

Mike Setterington - It sounds like you have two points. The first is that we must wait for the vegetation to grow back. The second is that when it does grow back, how will we stop the trains for the caribou? Please keep those points in mind for later to talk about.

Question: Solomon Qanatsaiq/Hall Beach – The white man is perhaps more adaptable than me in my culture. I want to talk about how we can manage the caribou herd. If the leader of the migration goes through, the others will follow. The leaders set the migration route. Let the first one go through without impeding it or bothering it and the others will follow. If caribou start eating things that are not a part of their regular diet, they can still starve. They will die off even with a full stomach.

Mike – Thank you for the information about letting the leaders pass. This is important for us to know. We will talk later about what we could possibly do when the caribou are coming back. We will need to use good communication between the hunters and the company.

Reference 10 - 0.78% Coverage

Question: George/Igloolik - The mines in Schefferville, Quebec have a railroad. Absolutely nothing grows around the rail line. Our concern is with the dust from Mary River blowing onto the tundra and killing the vegetation. How can we make a caribou-friendly rail line?

Mike – Our studies show a railroad produces less dust than traffic from a road.

MTP: My previous experience has been with diamond mining. Dust from diamond mining is much finer than iron ore dust. We will be crushing the iron ore to a 'lump' and 'fine' size. We will have less dust than most other mines. Iron ore is heavy and doesn't blow around as easy. Most is also magnetic. There will be some dust, however. In the next week or two we will have dust monitoring completed in key areas, including Steensby Inlet, at camp, and along the proposed road option to Milne. We will feed the information to Mike and the rail personnel for analysis. I don't want to seem like I'm downplaying the issue, but the dust will be less of an issue than what I am used to. Tailings from other mines are very small and light compared to ours. More details on this will be covered in the EIS. When we design the rail cars we will also consider dust issues. Does that answer your question George?

George – Yes. Are there plans to make the rail line crossable for caribou?

MTP: Yes. We have schematic diagrams of the rail line design that help show this.

George – In the winter there will be snow in the valley. Will the caribou be able to cross the deep snow?

MTP: We would have to look at the rail design and snow research that has been done.

Reference 11 - 0.18% Coverage

Question: Koonoo/Arctic Bay – Caribou see a fresh snowmobile trail as a barrier when they are in low numbers The rail road will definitely be a barrier. The rail tracks would be like a fence to a caribou. Hunters should be helping. If we scare the caribou too much a mate might go to waste [meaning unknown]. We respect the animals. Thank you. I wanted to bring this up.

Reference 12 - 0.29% Coverage

Question: Sam Pallituq/Clyde River – When I was young I travelled down south. There was a rail sitting on wooden beams where I observed the beams had oil spread on them and is the oil was going into the ground. The coloring of the ground where the beam was, was different than the ground. Will you put oil on the beams and will this endanger the hoofs of the caribou?

MTP: The substance they use in the south is called creosote and it makes the ties last longer. We will not be using creosote for this project. We are looking at using cement or steel ties with no chemicals. Good question.

Reference 13 - 0.44% Coverage

Question: Louis Uttak/Igloolik – We are very particular about wildlife as it is what we consume and we want to protect it. This is why we are here. Of course we do go for compensation [meaning unclear] but we don't live by money alone. We are fighting to eat country food. As I said before I don't want caribou or other wildlife to be unprotected. People are speaking in consideration for wildlife. We are in Nunavut and have a land claims agreement. Areas like Arctic Bay are very concerned about caribou. Maybe 100 years from now wildlife will be negatively impacted and it may be difficult to see what impacts will happen. Compensation must be upper most in our minds.

MTP: Our objective is not to have an impact. Yes, we have to be concerned with compensation. But, we want to keep your lifestyle the same as now. In 10 years we hope the numbers of caribou and narwhal are plentiful. [Unrecorded comments].

Reference 14 - 0.51% Coverage

Question: Koonoo Oyukuluk/Arctic – Will caribou go over the top of the tunnel? Can they make an access way for the caribou to go through somewhere else? When Mary River is operational can we meet again or is this the last meeting? I would like to meet again when the roads are finished and the camp is operational. It's not necessarily me who should meet again, but at least another group. Thank you.

Mike –We have had several discussions with the working groups about the potential interactions caribou will have with tunnels and no one had any idea if caribou would go into tunnels. It seems to be impossible to predict. This will be something we look at in future monitoring. Is this the last meeting? This is not the last meeting. It is one part of a long process of knowledge gathering and

planning. I will speak for Matthew here - we will not stop communication once the EIS is submitted to the Nunavut Impact Review Board. This type of workshop will continue to be used. Going back to information on caribou – can anybody help us?

Reference 15 - 0.42% Coverage

Question: James/Pond Inlet – The maps for the caribou, these are old maps. Mike Ferguson was there for years. The person that took over his job - Why is he not here? Maybe next time it would be better if he was included. Or is he too new to the job?

Mike - The name of the new biologist is Debbie Jenkins. We collected all the information that was available on northern Baffin Island caribou. The figure I showed you represents some of the only published information on North Baffin caribou.

Question: Levi /Arctic – Is this the same Mike that was on Queen Elizabeth Island? Why are we using Mike Ferguson's results? After 30 years, we are using his results?

Mike – I don't want to talk about Peary caribou or Mike Ferguson. Everything I have presented is everything I know. Everything in this baseline is everything I know of that is in existence.

Reference 16 - 0.30% Coverage

Soloman Qanatsiaq/Hall Beach – We used to hunt seals through seal holes on the proposed shipping route. We used to stay over there in the fall and return in the spring. We used to live over there [location unknown] hunting caribou. That area needs to be studied thoroughly before it is used. We don't want the marine mammals impacted, because they are our livelihood. Communication has been good so far. The port will be a barrier to hunters that want to go across. The communications need to be improved. Some of us don't have much way to communicate. Communication is needed in case there is an accident.

Reference 17 - 0.56% Coverage

Simeonie Aqpik – I'm not a hunter of polar bears. I will use caribou as an example. You can tell if it is a female caribou by looking at the fur. Polar bears are the same. The females have different fur. Certain parts of the fur are longer. The shape of a polar bear's head is different depending if they are males or females. Males have longer haired fur. They have whiter fur that you see when they are running away. I haven't seen a bearded seal on the floe edge. I once put a cup down on the solid ice and I could listen to the seals making noise underwater. The ship will make noise underwater. The noise will go far and be heard by the animals. I want you to have this information. The Inuit will notice the animals are not there anymore. I'm not asking you not to use the route. But, the animals will move away from the route.

MTP: The shipping route through Steensby Inlet will likely be a barrier to hunters travelling through the area. We originally wanted to discuss different options for dealing with this barrier, but now we don't have enough time. We'll have to have this conversation next time in the management planning meetings.

WILDLIFE - FISH

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 1 reference coded [1.58% Coverage]

Reference 1 - 1.58% Coverage

Koonoo – These maps here are stating where the animals are and where the elders go. These maps we had been writing them down where the caribou and fish are, seals, they would ask us questions and we would answer. We were all helping to produce these books.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 1 reference coded [1.84% Coverage]

Reference 1 - 1.84% Coverage

HTO Member 1 - Yes, for that reason, I seen some lakes have fish in their too, so we need to check the fish that they aren't eating contaminants. They may eat whatever might fall off of that product.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 5 references coded [14.66% Coverage]

Reference 1 - 4.56% Coverage

Q1 – Can you show the maps on the PowerPoint? I am concerned about this channel (Foxe Basin) and this channel (Hudson Strait). These islands that the ship lets say (near Rowley) if they have an accident, because the iron is heavy, what will happen to the bottom fish? Also, I lived here in this area before (Baffin – Steensby to Piling) and right now the caribou have moved south and the North Baffin have no caribou. The caribou goes through the area. Also, that dust will be created. If it is crushed it will turn into rust and it will turn into rust if it is left on the ground. I am not trying to stop the project, and that dock fuel and supplies, I am concerned if there is a spill in this Steensby Inlet it would be a concern that it needs to be cleaned up because they are dangerous to the environment. I know the communities, although they say we have Nunavut, that we won't be able to get direct benefits in terms of cash payments, so QIA needs to consider that Nunavut, let's say Igloolik, Hall Beach, Clyde River these communities need to have benefits negotiated. Also, my concern I know Baffinland themselves will use their own environmental studies, I want a separate independent environmental studies that are not contracted through Baffinland but through QIA or from the Inuit Beneficiaries organizations to do the environmental studies. If the company will be like Nanisivik they won't inform the communities. They can use their own environmental studies. When we didn't know it was contaminated. When I mentioned earlier the fuel, they spilled it everywhere and didn't report the spills. Those fuel bladders we saw, they used to – I am not against the project, I am just saying the environmental studies should be done by independent companies through QIA or QC. Thank you for coming here and if there is an accident in Igloolik's waters then walrus and migratory birds – these islands there are birds around those islands and are nesting grounds for birds, walrus, and bearded seals are also in the area.

Mr. Amagoalik – Since you mentioned QIA doing environmental studies, we are monitoring every month they go every month to check that there are no environmental concerns. During the operation, there will be a fulltime monitor onsite.

Mr. Chubb – Thank you for those comments, we've certainly taken notes on those and understand your comments.

Reference 2 - 3.51% Coverage

Q4 – We are different from other communities like Hall Beach and Igloolik. We had Nanisivik before. Let's show on the presentation two things. First is something that was going to be loaded onto the ship. [Looking at artists sketch of bulk sample piles at Milne Inlet]. As women, we will be slow in the progress, during the construction of Nanisivik we wanted all the minerals to be cleaned up, so there was a question to cover the stockpiles, but since the gravel is lighter than the mineral, would it blow away and expose the iron underneath. If the wind blows the stockpile of iron away, what kind of contaminants are in the iron that we should worry about? When it was asked before [referring to Nanisivik materials] they said it would be very bad for the environment, and that the Nanisivik site will be monitored ever so often. If it is not too close to the beach. I feel it would be dangerous to leave too close to the beach. I know there was discussions in public meetings before I was born and we already heard some of the concerns before. We heard that the Steensby area has lots of arctic char, and that Koluktoo area the fish goes upstream from Milne Inlet and Steensby Inlet as well.

Now I am talking about the fish and the ship. Can you show the fuel tanker? I heard that there are lots of fish in the ocean in Milne Inlet. We are still concerned we have experience from Nanisivik. When you have arctic char here, it seems dangerous to have fuel

tankers where arctic char are in the same area. the QIA representatives, have you heard how dangerous? I want the QIA to say the iron is not dangerous? Do you know about any concerns of the iron?

Mr. Philip Paneak – These are our first community visits and starting in May we will do our own community visits and will get more information at that time.

Reference 3 - 0.91% Coverage

Mr. Chubb – I'm getting behind on the questions. I think it is important for some of the questions to try to answer the best we can. The previous speaker spoke about the Nanisivik experience that this community has had. Some of the things that were discussed, chemicals and those time of things, there are two types of mines and they don't have the same types of issues. But as we continue to move forward and present our studies we'll present some of the possibilities.

Reference 4 - 2.09% Coverage

Q1 – The map again, that previous map. My concern. we're not familiar with this map, although we live in the area, but this map. Thinking of the shipping routes, there are islands there in this area (Rowley, etc.). I would like the ship to go on the eastern side of the island, because it has open water year round. When ice breakers come into Nanisivik, just to turn around it took 3 days to turn around the dock. When they move along the ice they are really noisy. This area has birds and is a breeding ground, and the land has caribou. If I was from Igloolik, I would try to mention my concern to the QIA. As Arctic Bay residents we are not too concerned about the Steensby Bay area. There are lots of arctic char too, along the shore everywhere in Steensby Inlet. There's a place called Pingaruk a mountain, where they have caribou. I would prefer the dock to be on the east side between Clyde and Pond Inlet, because Steensby may have shallow water that is too shallow for the ships. It might be risky to have the big ships going through shallow water. That is only a concern.

Reference 5 - 3.59% Coverage

Q15 (Deputy Mayor David Kalluk) – Going back to Nanisivik experience, we experienced hardship after the mine closed. There are different companies that took over the mine at Nanisivik and we tried to tell the new owners of our concerns. The first owners made agreements but the second owners didn't make good on those commitments. I am glad you are studying the traditional hunting and I expect the Mary River Project will be in a better position in terms of following agreements. You heard that there are lots of arctic char and seals in Steensby. My main concern is that in Labrador the activity in March-April the seals get babies. I know when the ship goes through the seal hole it will run over the breeding grounds. I learned in Labrador they closed for 2 months when the seals were breeding – it would be one way to disrupt the breeding to let the ship go through the breeding ground of the seals. At least in open water they will be able to swim away from the ship. This needs to be planned when you're negotiating these terms. One more item. In Igloolik and Hall Beach, because their hunting grounds will be affected in that they hunt in Steensby ice after they cross over, they thought that there would be provisions in the ship track to let the skidoos across. In our experience it is hard to cross the ship track when it is not frozen yet so if the ship continues to go it will not freeze over so it would be good to let those hunters get to their hunting ground.

Mr. Chubb – To respond to hunting in Igloolik and Hall Beach and the ship track – it will probably not freeze enough to take a snowmobile across. So it will be necessary to go around. We understand that is a longer trip. Baffinland, the Steensby camp will be available for people to stop and for us to provide food. We have raised this with the QIA and is something we will discuss. Thank you.

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 1 reference coded [9.97% Coverage]

Reference 1 - 9.97% Coverage

Q12 (HTA Chairperson) – There were ships traveling currently through the strait – are the ships currently operating disturbing the wildlife?

Richard – We have reports from the ship operator, Fednav that they observe whales from the MV Arctic periodically as it transits in and out of Deception Bay, suggesting they are not bothered by the ship. We have carried out monitoring of narwhal in response to ships traveling in and out of Milne Inlet and could not detect any change in behaviour or movements as a result of the ships. Studies have been done on the response of narwhal and beluga to ice breaking in Lancaster Sound and they show a response, detect the ship, from some distance away and exhibited an avoidance behaviour. However, there are beluga in the Nelson estuary near the Port of Churchill, and in the St. Lawrence Seaway, which are accustomed to the ship traffic.

Q12 – The reason I'm asking is we know what animals are traveling; hunters know where wildlife is located at all times, where they travel in winter; towards the land at certain times of year. It's possible to know which way wildlife is traveling. Perhaps the ship

route should be taken further from the community. Our ancestors have been able to survive. The only way to gain knowledge of wildlife is to hunt not for pleasure but for necessity. If the ship interferes with wildlife, it will be a problem. Moving the shipping route away from the land would be best.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 1 reference coded [2.13% Coverage]

Reference 1 - 2.13% Coverage

Also the iron you crush it and there are two sizes. The smaller size, during the conveyor belts it will be blown off. You'll go around the big long lake, the railway will probably have some dust or powder blown along the route, fish along the way. If the crushed iron goes into the water, it might affect the fish. That is probably studied, but I wouldn't feel like eating fish that would be contaminated by this crushed iron. The dust area around the shore at the port would be my concern. Have you done studies of the operation and if dust would fall into the water?

Mr. Chubb - The fine product – the crushed ore and dust – looking at the potential for dust is something we are studying. Iron ore is very heavy, so it doesn't blow around as easily as some materials, but dust is certainly something we are considering in our plan.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [7.12% Coverage]

Reference 1 - 7.12% Coverage

Community Speaker 13 – I have a question about the iron to be shipped. At Nanisivik they dropped ore and the seals got spots on their livers.

Mr. Cooper – The concentrate at Nansivik is very different than the iron ore.

Community Speaker 13 – The reason I am asking – the area at the dock, there is a lake with fish.

Mr. Chubb – We will be siting facilities to avoid impacts to lakes and fish, and will be monitoring runoff.

Mr. Cook – We as the environmental consultants are conducting geochemistry tests on the ore, to see what compounds and metals are in the ore that could runoff. We are also sampling all the waters around the proposed mine right now so that we can monitor through the life of the mine. As a metal mine, the federal government has regulations that require the monitoring of water quality in the runoff on a regular basis, as well as toxicity testing. The issue of ore causing contamination is something that is very closely studied and watched by government today.

Community Speaker 13 – The reason we're asking is we want to be informed. We are worried the people won't be informed about the effects to fish. In the past, there were promises made to work together at the beginning, but it wasn't the same later. You want money – we don't want to see the animals disturbed.

Mr. Cooper – we don't want to see the land or wildlife disturbed. Everything we do is on Inuit Owned Land and is conducted under permits. Monitoring results are shared with the QIA.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 1 reference coded [4.30% Coverage]

Reference 1 - 4.30% Coverage

Mr. Awa – Yes, we are glad to see this kind of project because it will provide jobs for younger people who are unemployed. But with Foxe Basin is a very small area and it is very important. Yes, there are caribou and arctic char being affected on the land, but it is the sea mammals that are closest to our heart. It won't be just ore carriers but also tankers. What if there is an oil spill or grounding, are there contingency plans developed?

Mr. Chubb – There will be other ships but most of the fuel will come in on the ore carriers. Last year we had a tanker come into Milne Inlet. Those ships need to have established spill response plans, and before the fuel came to shore, we did an exercise to make sure that we are ready in the instance of a spill. The federal government and QIA were there when we did that exercise. A big part of the job is to make sure we have the plans, equipment and training all ready. Refueling from tankers to shore is a common activity that goes on every day, but we agree, it is very important to have our plans in place.

Mr. Cooper – We'll also design the ships to be very modern, so the ore carriers will have two hulls.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 1 reference coded [0.49% Coverage]

Reference 1 - 0.49% Coverage

Q11 (Enooki Kunuk) – My feeling that there is a road – there is an existing road from Mary River to Milne Inlet. I thought they would utilize that particular road, because the wildlife like fish and even birds, I am sure if they are going to use the route from Mary River, the wildlife would be disturbed. That is my feeling.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 1 reference coded [1.80% Coverage]

Reference 1 - 1.80% Coverage

Q – The Drillers use salt and other chemical . What will happen if they get into the water and the soil ? This will kill the fish and the animals.
A – We follow strict Environmental guidelines that our Environmental Departments monitors, inspects and samples , both the land and the water system.
We have put in a new salt mixing station to reduce the amount of salt that we use. I will be pleased to show this to you this summer.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet - April 23, 2010> - § 1 reference coded [3.69% Coverage]

Reference 1 - 3.69% Coverage

Colin - What kind of fisheries work is planned along the tote road?

Bill - We need to fulfill requirements of our permits, and we are also looking at potentially upgrading some of the crossings with bridges.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 3 references coded [13.29% Coverage]

Reference 1 - 6.49% Coverage

Councilor Kayak - My question, since I heard Mary River is the main migration route and we know that the arctic char, land locked in the area, for that reason we might have concern as Pond Inlet residents about being careful not to disrupt animals including the caribou migration. And a question, there was someone here from INAC environment, I want your assistance from the INAC federal regulations using that, the agreement between Pond Inlet, Igloolik, Arctic Bay – I think we need to come up with an agreement so Baffinland will agree with the communities. I know without a clear indication of what you want to do it will not be approved. My concern is that we need to have a good understanding and agreement in the future, perhaps 2015 I would think. And another question, in Milne Inlet the sewage lagoon was mentioned. I don't have a concern because it is winter but I have a concern that when melting it might go to water. At Mary River it is not a concern now, but to the VP I want recommendations to remove the spill before the land melts. Because there is arctic char there in the ocean and they might eat them. I have more, but I'll withhold them until later.

Mr. Chubb – Mr. Mayor there are two questions there and I am going to speak to them and let David [McCann] to speak to details. The councilor is right a good understanding is required to obtain approval of the project. Over the next several years we'll provide more and more information and ensure that there is a good understanding. In Nunavut before we can begin to build a mine we have to have an IIBA in place. That agreement is like what you're talking about. We began to discuss that agreement with the QIA in 2006, and those discussions will continue as we move forward. so I can't speak with reference to INAC but what I can say is that there will be an agreement, the QIA representing the communities and we know form the QIA that there is a lot of work to come.

The second question with respect to spills in winter, Mr. McCann can speak to existing spills. Dave, why don't you explain?

Mr. McCann – Sorry, I wasn't clear in my earlier response, we also clean up every spill right away and all have been cleaned up except one under a building that will be cleaned up this summer.

Reference 2 - 5.81% Coverage

Councilor Kayak – Another comment – I know that there was an agreement and in NLCA between Nunavut and federal government. QIA or NTI getting royalties from the proceeds of the sale. But my comment or my – Inuit who live close to the work site – Inuit will be impacted. I know Mary River for a number of years some animals will be impacted. And fish at Steensby will be impacted. And

caribou for certain I know will be impacted. As Beneficiaries – Inuit living around these five communities, they need to get royalties too. I want them to be part during the actual mining, so I know Mary River it has iron and ask you know and we know there is iron there. There is already royalties being paid. So that my grandchildren and my future generation I want them to be helped just in case there is a disruption to the animals, and there should be a compensation plan. As an example, the company gets a certain portion; the Federal government gets a percentage, so somehow Inuit should be included in the distribution of the royalties. Same as company and fed government is enjoying. I want to see monetary compensation through the mining. I know mining companies never agree to what I am saying, but they don't really know what I thought it was part of the mining process and not part of NLCA. If they refuse to give a certain percentage of the profit, I am going to ask of other ways they can help my future generation must be helped too.

Mr. Chubb - The Mary River Project will generate royalties and taxes. Money will go to the federal government , territorial government and people, and an agreement will be established. Regarding waters, fish and wildlife, the agreement will deal with how to deal with impacts. We also, and do it today, pay rent for permission to work on the land to use the water and to use the gravel. In addition to that, direct benefits to individual people come through employment and wages, training, new business opportunities. So when we look at the picture there are many ways that benefits flow back.

Reference 3 - 1.00% Coverage

Councilor Kayak – I expressed my concerns to the Baffinland company. The employment at Mary River - both Inuit and non-Inuit, I appreciate the employment created, but my concern if you are not going to disrupt the animals and fish. That is my concern but I really appreciate the employment. Just so you understand that I am not against the project.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - March 31, 2008> - § 2 references coded [3.76% Coverage]

Reference 1 - 1.24% Coverage

Mr. Alooloo – The reason for asking is it is a concern to me. Milne Inlet is important for arctic char. Sewage and so on – will it be dumped to the ocean? How will you control any discharges?

Mr. Chubb - There are guidelines for freezing in ship and what you can and can't do, so anything we do with the ships will follow those requirements.

Reference 2 - 2.51% Coverage

Mr. James Attagootak – I am also concerned about the frozen in barges or ships. Milne Inlet has arctic char and there are other places that have char, and there are marine mammals there and other animals. My concern is that any time the earth can have an earthquake – I think you could build a tank on the land instead of on the ocean, because if you don't have the spill equipment, that needs to be considered more.

Mr. Chubb – The freezing of the ships is for the beginning at 2009. These ships are designed to be frozen, and will be equipped with monitoring and people and the ability to respond to a spill. It is done in other locations and there are guidelines for doing this activity.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 2 references coded [5.81% Coverage]

Reference 1 - 1.86% Coverage

Q5 (Mr. Moses Kayak – Hamlet Councilor) – I also have a concern. I saw the presentation about the oil spill exercise in Milne Inlet. They would clean up the surface of the water. after they clean it up, the bottom the fish live under the surface. Would you clean up under the surface too, not just on the surface?

Mr. Chubb – We did conduct an exercise last year and plan to again this year as well. Of course the first goal is to not have a spill. In the event of a spill the equipment and training needs to be in place, and the ships come with their own equipment and expertise. In the photo, Baffinland participated in the response, because Baffinland would be assisting. In response to a spill, the first priority is to contain that spill on the surface and keep it from moving towards sensitive areas on the shoreline. In that situation, you saw that they circled the boat to keep it around the boat. Because the oil, the fuel is lighter, it floats on top. The next priority is to recover the oil as fast as you can. In terms of getting below, that's a different job and I don't know that anyone would do that.

Reference 2 - 3.94% Coverage

Q7 (Mr. David Qamaniq, QIA Community Liaison Officer) – Welcome Derek, Rod, and Len and QIA; welcome to Pond Inlet. In 2004 I was elected to Mayor in Pond Inlet so in 2005, there was a 4-prop plane carrying equipment and we didn't know what was going on. You brought in a Hercules. During a public meeting, when you wanted to study the iron, you said this quality of the iron you can only determine if you send a sample overseas, it has to go through the factory and from that you can determine the quality after you take the samples out. You have not send any sample overseas and you know right away that it is a good iron and a good demand overseas esp. China. There was no bulk sample sent out and you're already submitting a Development Proposal. Are you going to keep changing your plans that you're going to do this in this year? My comment is mainly a statement. But the railway is a concern as a Nunavut Beneficiary and the caribou migrate and we cannot stop them. So the trails they use – if you make the rail line, can you make the train stop to let the caribou cross? Will you stop the train and let the caribou cross before carrying on?

You also mentioned you're going to leave a tanker frozen in Milne Inlet and at Steensby as well, during construction. I am concerned about that. In Milne Inlet, someone said there are fish there and it is a breeding ground for narwhal. The ships are noisy – your plans I don't want to approve them – because you could store the fuel on land instead of on the ice. The ship carrying the fuel – how many litres are you going to store? Instead of storing on the ice, build a storage tank or bladders on the land. If the communities oppose the tanker, how many bladders would you need? I have other questions but for now I will let other people ask.

Mr. Cooper – Thank you for your comments. I can give you some information about the first questions, samples sent out. We have sent out core samples to a laboratory in Germany for testing, since 2004.

Mr. Chubb - There were two questions as well. One was regarding trains and stopping. The trains will be traveling 6 times a day and 110 cars, so the stopping distance is very long, so the train wouldn't reasonably be able to stop. The second question was about shipping and freezing in, and we talked about that. The number of litres is approximately 5 ML in the ship.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 1 reference coded [11.20% Coverage]

Reference 1 - 11.20% Coverage

Q7 (Mr. Elijah Panipakoocho) – I have three questions and a story to pass along.
First, regarding power generation, if you are looking at wind power, I would like to know the locations. [Pointing to various locations on a map of North Baffin Island] There are a couple of issues in relation to a crossing or bridge. In Pond Inlet they tried to build a bridge over Salmon River and DFO didn't allow us to build the bridge. Looking at the Ravn River, [pointing to the river, before it drains into Angajurjualuk Lake, at about where the proposed rail line would cross], at the lower areas of the Ravn River there would be effects. Also, this area is a caribou migration corridor. Caribou use the same corridor I use to get to the Steensby area that follows from Cambridge Fjord. The railroad will intersect this route. Some animals are more important to different people, and I prefer caribou. Certain areas along the rail corridor are important. There will be impacts to fish with the crossing of the Ravn River. Another question I have is related to hiring unilingual Inuit; will they have an opportunity to work? Unilingual Inuit are used to working hard. I worked during the first discovery of iron ore at Mary River.

Mr. Kutchaw – We will work to bring unilingual workers to site, and focus on conveying safety messages.

Mr. Cooper – This year we have three bilingual supervisors, which now makes it possible to hire unilingual speakers. One other question was the location of the potential wind tower and hydro. The wind location is about 10 km northeast of Mary River [pointing at a map], and the hydro location is about 30 km east of the Steensby port location. We know fish is a critical issue with hydro and it will be studied, with the results expected in 2009. We are investigating alternate energy sources, but there are no firm plans about this as yet, and Baffinland has reported in the past to the community that it was looking at alternate energy sources.

Mr. Chubb – One question was with respect to bridges and arctic char. We're looking along the potential rail route at fish and fish habitat and have been working with DFO. We had to look at these same issues along the tote road.

Mr. Cook – Elijah, I believe we've completed your interview on the IQ study, and we look forward to speaking to you more. We also look forward to future discussion with the HTO.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 2 references coded [4.68% Coverage]

Reference 1 - 0.58% Coverage

Barnabas Arreak – I have a concern about hydro power, for fish and animals. I want hydro power to not be considered.

Reference 2 - 4.10% Coverage

Harvey Nuturak – Do you own you own land? As Inuit, we do. If you own land, maybe you have a garden. We have a garden – it is our caribou harvest. What would you do if I came in and dug up your garden? You would be upset.
I am upset hearing about the Bulk Sample program. If our garden is being tampered with, its not just caribou, but fish, arctic char. We have to consider this.
It seems that you're trespassing without asking us first as Inuit.

MZ – we are not trespassing. We have followed the procedures of the land-use permit granted by the QIA. The leases are grandfathered under the NLCA. As for fish, the DFO has approved, and we are actually going to be improving fish habitat. I challenge you a bit to follow up on this, and we can provide you with a copy of the land use permit, water license from the Water Board.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 10 references coded [3.11% Coverage]

Reference 1 - 0.23% Coverage

Question: Sam Pallituq /Clyde River – What about smaller animals? We need to consider the whole food chain.

MTP: Stickleback and Char have been studied as have lemmings, foxes, and wolves, etc. A large number of smaller species are included in the study - Not just the ones we've listed as VECs.

Question: James Qillaq/Clyde River - Have there been studies on smaller animals to the larger ones?

MTP: Every species of importance has had a study done on it.

Reference 2 - 0.15% Coverage

Question: Louis Uttak/Igloolik – Steensby Inlet has fish going up the river and also has Rock Cod. Have there been studies on this? Would my people be compensated? Are the studies thorough?

MTP: Yes, we have conducted a lot of thorough studies We will talk about them further when Warren arrives.

Reference 3 - 0.11% Coverage

Question: Levi /Arctic Bay – Your map says you did your study on August 12th?

Warren – Yes

Levi - Sometime around August 12th, fish start to come. This tells me narwhals are hunting fish.

Warren – That is entirely possible

Reference 4 - 0.62% Coverage

Louis: – Will there will be any influence on char or [unrecorded comments].

Jim - We have a study every year on fish. North/South Consultants are our consultants who work on the study. They have a biologist that studies the fish in the streams that cross the road. If we see a problem with fish passing through the culverts, we identify that problem and solve it by installing a new culvert or changing the configuration of it. For Sheardown Lake, we do water sampling every year to make sure that the treated sewage is clean when it goes into the lake and does not affect the water quality. If the water quality is not affected the fish will not be affected. So far, we haven't seen any change to the water quality so we assume the fish have not changed either.

Louis: – Are you going to do a proper study of the fish? You will determine the condition of all the fish you study?

Jim: – We look at the fish up and downstream of the road to make sure the numbers are the same or similar and we are not preventing the fish from getting through the culverts and passages on the road. Prior to starting operations here at Mary River we did baseline studies on Sheardown Lake and Camp Lake and studied different aspects of the fish similar to what you are talking about.

Reference 5 - 0.23% Coverage

Question: Levi//Arctic Bay – Can you explain why Sheardown Lake is not being used for water? I understand there are fish in there and sewage will be treated and dumped into that lake. I'm not sure if that is true or not. Is there water testing being done? Are there fish in there?

Jim: – We use Camp Lake for our water as it is closer to the Camp here. Sheardown Lake is several kilometers farther away.

Question: Levi – Do you continue to sample it?

Jim: - Yes.

Reference 6 - 0.16% Coverage

Question: Koonoo/Arctic Bay - Regarding the streams, there is a good possibility the rail could destroy the flow of streams and could impact the fishing. Please be cautious with your rail to ensure it does not damage the flow of the water in the spring time.

MTP: Yes, we need to design it to make sure that doesn't happen.

Reference 7 - 0.29% Coverage

Question: Solomon/Hall Beach - We are very high here and the rivers are continuously flowing down to the sea. We have heard fish can go up quite an elevation.

Question: Koonoo/Arctic Bay – I would not want you to work in lakes where fish could be. The fish could freeze so don't transport fish into lakes that do not have fish currently.

Bill: – There are things we have to ensure. These include making sure that the lakes are not too shallow, that during the winter there is enough oxygen in the lake so fish can continue to live, and that there is enough feed for the fish.

Reference 8 - 0.51% Coverage

Question: David/Igloolik – All lakes seem to have fish in them. I think in Steensby Inlet they have char and I am sure some of those char make it to Mary River. I am sure of that, based on information I have heard. There is no way you could totally block char from where they are going. There are some cases where the fish can't make it up to the river. If you are going to transport some fish from one lake to another will you put them into a lake where fish have never been? Of course, fish go to the same location where they go to every year. There are some char that do not go into the sea. Make sure the scientists know there are land-locked fish and that char might have some problems going back to the lake. Using traditional knowledge seems to be weakened. We are all learning from written documents but what we don't see we just ignore [meaning unclear].

Question: George/Igloolik – I think you made a big mistake with regards to the lake you identified on your map not having char.

MTP: The airstrip doesn't impact a char lake.

Reference 9 - 0.67% Coverage

Ikey/Pond Inlet – Before I give thanks for everything, I have a question. There is a little lake by Sheardown Lake. That lake has fish and it is always where we drain our treated water.

MTP: Our activities will impact certain fish.

Bill: During operations will we be impacting Sheardown Lake?

Jim – We will make sure we treat the water to the level required. We will not have a significant impact on the lake.

Question: Ikey/Pond Inlet: What about the treatment from your sewage? Would it contaminate the lake?
Jim - If not treated properly, it could damage the fish.

Ikey: Before Baffinland mine came here, it used to be a camp for hunters. They used to ask if they could use it to drain their water? This is the first time we have heard this. Pond Inlet people are not aware of this and this is not right to me [meaning unclear].Thank you.

Bill - We are doing this now, but future options may involve Sheardown Lake or somewhere else. There may be other options included in the EIS.

MTP: For operations, the discharge point for treated water may not be Sheardown Lake. Right now it is, and it still may be. We did not discharge anything this year.

Jim – The amount of treated water to Sheardown Lake is very, very small compared to amount of water in the lake. The water quality is very good according to information that is available.

Reference 10 - 0.15% Coverage

Sidonie Ungalaq/Igloolik – The fish may be impacted. They may get skin rashes, for example. The marine mammal fat may also be impacted. We have to be aware of compensation measures.

MTP: We will monitor the different aspects of our Project. Where things cannot be mitigated, compensation may be in order.

WILDLIFE - GENERAL COMMENTS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 1 reference coded [3.32% Coverage]

Reference 1 - 3.32% Coverage

After many years if the caribou come back the operation may have negative impacts. I want the company to assist us to get caribou meat to compensate for loss of animals.

Greg – our development partnership agreement is still in development with the Government of Nunavut. This may be able to help with your concern and we will update you when progress is made on this.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 2 references coded [10.95% Coverage]

Reference 1 - 5.61% Coverage

Levi – If we didn't have to search out there two years ago for my father, we wouldn't know what Baffinland put on the land, such s barrels on lakes that were melting in the spring. These are the issues that we don't hear from Baffinland – where they put their barrels, where there are oil spills, we don't hear these things. When we searched with a plane, people from IG and here we were finding things we don't even have a clue. The community had not been consulted. This affects the migration of our animals. Soon the helicopters will be flying around here. These are the things that are questioning to us by the community members. Why are we getting helicopters here? Can you tell us if you have barrels of fuel out there?

Matthew – I can't answer that. We've never had a helicopter up here in two years. As for fuel caches, I know we haven't cached any fuel except for the GN over the past two years.

Reference 2 - 5.35% Coverage

Levi – Our concerns are raised when our hunters come back and tell us about these things.

Vice-Chair – we are concerned about the communication issue here with Arctic Bay. We are not angry or upset, but we would like to hear what is going on. You indicated that you are not going to operate like Nanisivik mines. We don't want to be treated as we were by Nanisivik. I can get to Mary River without stopping on a skidoo. Nuluujaak is very close by. If you keep us informed what is happening then there will not be any problem. We were harmed by NAN esp. with wildlife, we were being affected. For that specific reason we want to know what is going on at Mary River and with wildlife. Sometimes it is difficult to deal with this kind of business as an HTO member. We are responsible for the environment and wildlife. Again, we would like to be informed. Thank you.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 2 references coded [4.83% Coverage]

Reference 1 - 2.47% Coverage

Q2 - Thank you. We saw the plan for socio-economic impact. The mining companies, when they find minerals, they don't always disclose what they find. The details of the project they do, we don't always know who they are sending it to. My concern is the communities nearby, the wildlife, the land will be impacted. So for that length of time they are mining, it will have impact on both marine and land. So I would think that the Companies that are buying the ore should be told that the communities need help too. We get goods from down south and the prices here are high. When the mine is operating, they should look at subsidies for reducing the cost of bringing in food here, because every community and their land will be impacted. If the mine starts operating, it will be generational and we'll feel the impact, so if there could be a subsidy program, that's my only concern. Thank you.

Reference 2 - 2.37% Coverage

Q6 (HTO Vice-Chair) – Welcome. My question I'm glad to hear your presentation and thank you for it. Communication is important today, because we don't know updates on Mary River. It's been a while that we've heard anything, so I want a meeting all night go get updated. Mary River is very close to Arctic Bay, so we want to know what's going on there. My question – since Mary River started – have there been any spills or any wildlife issues or other environmental concerns or disasters?

Matthew – In 2009 there were only minor spills, all reported. In 2008 there was one larger release of diesel at Milne Inlet but contained within a berm. Our monitoring of all spills that have occurred show no impact. As for wildlife incidents, there have been no large animals injured. I believe there have been a couple of foxes killed on the road over the years.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 1 reference coded [1.00% Coverage]

Reference 1 - 1.00% Coverage

Leah Oqallak – I want to support the mine because I like metal and steel. But I'm concerned about the animals. I'm afraid of losing our animals. Store food is very expensive here. You've said you will look after the environment and the animals. I'll come back when you go against your word.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 5 references coded [10.51% Coverage]

Reference 1 - 3.13% Coverage

Q5 (elder woman) – We have children and it will take so many years to mine, the animals in the area will eventually move out of the area, and if we run out of country food and our children will also want to eat from the country food, what will the people have – will they have an airplane to go someplace that has animals? Say caribou. In the future, for a number of years now it is going to be operating as a mine – will it be possible for the company provide an airplane for the hunters to go get country food for the community? Thank you.

Mr. Chubb – I'm getting behind on the questions. I think it is important for some of the questions to try to answer the best we can. The previous speaker spoke about the Nanisivik experience that this community has had. Some of the things that were discussed, chemicals and those time of things, there are two types of mines and they don't have the same types of issues. But as we continue to move forward and present our studies we'll present some of the possibilities. If I could speak and try to answer the question just made about animals and hunts, as part of our work we are studying caribou and collecting information and build our plans for construction to minimize any potential impacts to animals. If there are areas that there are impacts that is part of the areas we talk about through the IIBA process. There are mechanisms for compensation if there are things that happen that we don't predict. On a more general note, the company has and will continue to be supportive of community initiatives and community programs. For example, we have supported community hunts.

Reference 2 - 0.97% Coverage

Q10 – Thank you. And we welcome any employment offered, but we continue to be concerned about animals because we live by them and for 1000's of years we lived on the land. We want benefits to see that there can be a good side of mining and not just hear of the bad side and damaging the land but looking at the positive way that it would improve the economic, not just with Baffinland but with other companies, we welcome your proposal and the business you are planning. We want to work with you honestly.

Reference 3 - 1.77% Coverage

Q13 (middle-aged woman) – I am concerned about Inuit that their land will be destroyed, that Baffinland is talking about money but they mentioned the money they will make from the land is if they are ignoring the animals. They make a mine to say it will go on forever but it will be damaging the land. The people trying to get a job – the ones who do get a job – don't get out in time. Someone needs to coordinate all employment. We will not see the animals in the future because the mine if the company says the money … I don't like mines. The non-Inuit making money do not eat the animals, so they present us with a nice proposal and say they will be lots of people working, and we lived in Nanisivik and we still didn't get hired. because Inuit are easy to agree when presented with economic opportunity. My concern is that the animals will be lost. We don't get any money for it. These are my comments. Thank you.

Reference 4 - 4.24% Coverage

Q14 (elder woman) – I will try to say my concern. What I am looking at seems impossible to change and that it is already to go, even if we object or oppose to the plan. From the Nanisivik experience I'll try to explain my side of my concern. Land has been destroyed by exploration and mining companies, and Nanisivik is an example. It is an underground mine and loaded with buildings and materials dumped inside the ground. It is hard to accept that, and they say the tailings pond will never freeze – they say it is cleaned now, but we know because. Knowing something after the fact. The prices in the store in Arctic Bay are very high. That's how concerned we are. We try to say that will the animals be in a safe place, because we eat the animals and food costs a lot in the store and if you destroy our animals we are afraid of that. You have options to choose the cheapest food but here we are not given the choice. Can you guarantee that the animals will be preserved and protected? If possible, let's say if there is disruption of marine mammals and birds, what will happen let's say if there is evidence that the animals have disappeared. Can you give us replacement food to eat? Because we tried to tell you the real concerns we have. Also, we had a problem with Nanisivik before. The adults with children were separating due to alcohol abuse and there were injuries during alcohol related and we were witnessing and the company was asking us for input and most of the people said we don't want alcohol in Nanisivik but they didn't keep their promise. So they became a mining town, and after that experience, we want the companies to respect the wishes of the Inuit to have no alcohol to the work place. I have no knowledge of alcohol. Will alcohol and drugs be allowed at the mine site? Also, if the animals are damaged in some way, will there be compensation?

Mr. Chubb - The first question was with respect to drugs and alcohol on site. Baffinland has a zero tolerance policy. Alcohol and drugs are not allowed onsite. If there are impacts to wildlife in the way that you described, there are requirements for compensation as a result. How that exactly will work will form part of the IIBA.

Reference 5 - 0.40% Coverage

Q14 - (earlier elder woman) – I am afraid of animals disappearing. That elder said I am dying soon I lived these years now, and I am afraid our animals might disappear. So the elder will speak of her concern.

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 2 references coded [2.34% Coverage]

Reference 1 - 1.55% Coverage

Q1 – I feel that the IQ study should go smoothly and not leave out important things. And South Baffin should be involved in the IQ study and employment. We depend on the animals, so we need to record IQ and take it seriously.

Reference 2 - 0.79% Coverage

Q7 – Throughout the year we hunt. We go boating year-round. The waters are used here by animals all year round.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 1 reference coded [17.11% Coverage]

Reference 1 - 17.11% Coverage

Q14 - You indicated that you want to travel in the area where there is less ice. There is less ice between Greenland and Baffin Island as well. Do you have anyone from Cape Dorset work at Mary River? Greenland and Baffin Island would be safer. There is wildlife in the proposed route you are intending to take. There is also Milne Inlet road and I have observed Milne Inlet and it isn't too narrow for the ship. This is what I want to say.

Richard – there has been an electrician from Cape Dorset who has worked at Mary River.

Matthew – as the ships would break ice at Milne Inlet, it would be very difficult to maneuver.

George – We in QIA, our lands people will be working closely with Baffinland people. Baffinland has been indicating that there was a mine near Resolute Bay using tankers that were getting stuck. Consequently they had trouble turning. This route, perhaps in 2016 may be in operation, the QIA assume to be working with Baffinland for the benefit of the people they represent. There has been some suggestions made regarding the route between Clyde and Pond Inlet. There are icebergs there. People in Igloolik and Hall Beach, and Pond Inlet, will be concerned about the route. QIA will do its best to represent the people. When the proposed route was publicized, it became immediately evident that Cape Dorset and Kimmirut need to be involved. We have to keep in mind that Baffinland is in the planning stage. There will be people working at Mary River once the operation starts.

We will continue to come to your community, and continue to keep you informed in what is happening. The questions you've raised are very important questions and we'll keep them on the table. however, we must consider the possibility of employment in Nunavut.

Stephen – The lands department of the QIA is… QIA is the owner of Inuit owned lands, and the project is on IOL, so we approve the Company to have the right to work on the land. We're also working on an IIBA, and that agreement is mandated by the NLCA, and forms a contract between the QIA and the Company around jobs, training, use of language, wildlife compensation, water compensation, as well as financial participation. QIA's IIBA team has members from Igloolik (Paul Quassa), as well as from Pond Inlet (Philip Paneak, and David Qamaniq), as well as John Amagoalik and Terry Audla. This year the QIA is going to continue working on the IIBA. And the third way we work on the project is on the environmental assessment. We've been working for almost two years on the EA for this project. When we first became involved in this project, Cape Dorset wasn't identified as an affected community, and QIA convinced NIRB to go to Cape Dorset. These discussions are a starting point for Cape Dorset to get involved in the project, and to see how QIA is working for you.

Nigel – Our ultimate responsibility is to the beneficiaries in the region including you, and to uphold the rights and responsibilities assigned to Inuit in the NLCA.

Bill – One more point on our next visit, Richard and Matthew will be coming back in late June to have discussions with the HTO, and before we submit our EIS we will return to discuss our plans with the community. That will be in November probably.

<Documents\Public Consultation\Clyde River\April 2009 Working Group Minutes - Clyde River> - § 1 reference coded [5.60% Coverage]

Reference 1 - 5.60% Coverage

Iga – The elders always planned carefully in regards to where they would make camp, and how they would design their camp. I hope Baffinland plans their mine just as carefully. If a family didn't plan well, things would be muddy and destroyed. The planning has to be very comprehensive nowadays. The world is warming now and this needs to be considered.

Isa – If you plan properly, there will not be any problems with the wildlife, or impacts.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet - April 24, 2010> - § 2 references coded [16.11% Coverage]

Reference 1 - 11.30% Coverage

Q2 – Will Baffinland help us if an organization like PETA comes in and makes an animal endangered or something?

Bill – What I think the mining companies can do – if there is a multifaceted economy on Baffin Island – mining which facilitates tourism…..and helps Inuit deal with this.

Q2 – I'm not against Baffinland but I am concerned about wildlife.

Bill – With respect to country foods and our project, the advantage is the ore is very rich in iron, so that means we don't need to do any processing. We crush and grind but we don't have to do any separation and we don't have any milling, and we direct ship the ore from Mary River. That means the air emissions are very low relative to other mines, water consumption is low, and our biggest waste source is from the accommodation complex. In the context of impacting country foods, our impact on country food from these sources is very small.

Q1 – Baffin Island is very small – the impact on the wildlife have already been visible, and Baffinland will then be voiced out that the wildlife are being scared away and…… The caribou where we go to hunt …. Baffinland… and the paperwork has been going on… and the wildlife have been scared away by your activity. The wildlife is being scared away and the microorganisms are being destroyed. You have to know that the microorganisms are the main source and are tied into the other animals in the food chain, and that the calving grounds and the offspring of the animals are different than they used to be. I could talk on this all night.

Reference 2 - 4.81% Coverage

Q1 – We have to protect our wildlife. The ones that were gone are now returning. Before we would only travel on the edge of the shore, and nowadays, we can travel anywhere inside Baffin. And we have to take care of our wildlife for that reason. Maybe we can have a lighter from iron from Mary River, next time you come back?

Bill – One point I would like to mention – we have been collecting the smaller organisms, particularly in the lakes and rivers. We've done the same in Steensby Inlet. Because you're right, these are the first indicators that can be affected by mining or other industrial activities. And that's what we're using as indicators.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 2 references coded [14.52% Coverage]

Reference 1 - 9.61% Coverage

Q3 (Ham Kadlu from Pond Inlet) – I have concern over wildlife. Have you heard that in America Greenpeace said the polar bears are depleting. And I want to say something else – sometimes we Inuit are confronted and blamed. And the route is going to be to Igloolik and also from Milne Inlet. And if the wildlife in this area are scared away, what will happen. For us hunters, we want to kill the animals that we want to use. Are we Inuit going to be blamed again for wildlife depletion? And the reason that I asked this, and I want to be answered, and I grew up eating wildlife not vegetable produce. I was born in 1936 and in 1939 I came to eat the animal meat, and ever since then I grew up with animals as food. Before the stores used to sell meat, it was only our country food and no produce. Up to this day, my body is in good shape, because of me eating the country food. I feel sorry for the next generation who is eating the Qallunaat food. The reason why I ask this question is who is going to be blamed when the wildlife in this area are gone, and Greenpeace down south are saying that the polar bear here are dwindling and the blame is on the Inuit hunters. The hunters are not to blame. So who is going to be blamed when the wildlife is gone? When I'm answered I will ask more questions.

Bill – So the question was who will be blamed when the wildlife are gone. We hope after the previous speaker mentioned working together, that by designing the project and working with the Inuit that the wildlife doesn't necessarily have to be gone. So if we take the practices used by other mine sites, the best practices when shipping through ice, the best practices to operate a railway, we hope to reduce the impacts on wildlife. And because we're going to be here working with you, we can identify if there's been a reduction in the populations of wildlife, and if there are reductions why they are being reduced. Rather than saying that it was just the Inuit, or the mine, or the natural fluctuations that we see sometimes in wildlife such as caribou. So our intention is to share all the information that we collect with you. And that's why we are working with the HTOs in all the communities.

Reference 2 - 4.91% Coverage

Q4 - I am trying to be short, but another question I have, in the NLCA Article 5, it says that if any corporation is liable for damage to wildlife, that we shall be compensated. What form will the compensation be? Because I don't know if you've tried Clyde River seals, everyone here swears it is the best seal. And there was a good shipment of narwhal from Pond Inlet last winter. How, if the damage is in the Pond Inlet area, we get whale from the Igloolik - Pond Inlet area, how far will the compensation go?

Bill – Compensation – when we talked about the IIBA, there are three components that still need to be addressed: the environment section, the wildlife section and the financial section. We haven't started these sections yet, but there are typically a couple of ways to compensate for wildlife, one is calculated from the environmental assessment, and the other is a lump sum.

Stephen – One thing she said is how impacts to food sources is a regional impact. Impacts to walrus impact people here. We need to discuss this with the company. A lot of that information will come from the environmental assessment.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 1 reference coded [2.58% Coverage]

Reference 1 - 2.58% Coverage

Joesie – I think you are going the wrong way. I think you are more worried about those [unrecorded comments] things than the animals.

GM – Thank you for your comments. A great deal of our work is focused on the animals and environment. There are a number of studies included in our EIS. We will also conduct monitoring. The results of this monitoring will help indicate if we need to make adjustments in our operations.

<Documents\Public Consultation\Hall Beach\April 2009 Working Group Minutes - Hall Beach> - § 1 reference coded [3.71% Coverage]

Reference 1 - 3.71% Coverage

Percy – The animals follow their food. We have heard in the western Arctic that caribou numbers are declining because of a lack of food. Our tradition is to say that the animals have moved away, not that they are disappearing.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council - March 26, 2008> - § 1 reference coded [2.30% Coverage]

Reference 1 - 2.30% Coverage

Councilor Kadlutsiak – The shipping route in winter – it's one item that keeps coming up, the animals living around – perhaps that shipping route will be mentioned again in the meetings tonight.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 2 references coded [6.68% Coverage]

Reference 1 - 2.51% Coverage

You mentioned you will have less impacts on wildlife. How do you determine the impacts for arctic animals when you don't live here?

Greg - We have researched for several years. There are several groups who get the chance to review the EIS to ensure the validity of the work that was done. The local people help with this review process very much.

Reference 2 - 4.17% Coverage

Woman in front row - I'm concerned about the Inuit elders because they are concerned about the wildlife and they have all the knowledge especially about caribou.

Oliver – Yes it is true that Inuit people and their Elders have a great deal of information about caribou and their caving grounds. Our baseline studies and impact assessment on caribou relied heavily on the Inuit knowledge from nearby communities and this is made very clear in the EIS. We have maps in the EIS showing the data that was collected from Inuit people and describe how is was used in the assessment.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting May 17 2011> - § 1 reference coded [2.90% Coverage]

Reference 1 - 2.90% Coverage

Someone from the back (note question not really clear and I really missed all of it) – something about the potential for walrus getting into the ice track

Bevin – noted that we really wondered if the ring seals would use the rubble ice for whelping but they do not seem to use it at all. But I can't speak about walrus….

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 1 reference coded [5.33% Coverage]

Reference 1 - 5.33% Coverage

Mayor Quassa – maybe not but we have clear understanding, and I know we have different organizations that are working on it, and the QIA on their own matters and the Inuit knowledge working group doing their own part and they keep us informed. It is going to be a big project, and as Igloolik residents we expect and know we will be included in the project at Steensby – that area – Igloolik people know that area and use it at any time of year and know the land. For these hazards are being watched – we need to cooperate and work together and have good communication and we thank you for allowing us And our residents need workplace employment, there are lots of unemployment and it would benefit the community through employment but the animals are always our concern. The community and the other communities will continue to have those concerns. Baffinland – they will need to learn to eat Inuit country food. I think Igloolik is known to have traditional food like walrus – it is the main concern for both Hall Beach and Igloolik because it is their main diet, so you need to be careful in your studies and your project. I think Zechariah we went through that area and saw walrus even in shallow water. I don't think there are any other questions – we'll see you tonight and thank you for coming – we apologize about the meeting a little misunderstanding – someone needs to apologize.

<Documents\Public Consultation\Igloolik\Igloolik HTA - April 21, 2010> - § 1 reference coded [5.44% Coverage]

Reference 1 - 5.44% Coverage

Q – Which way is the proposed route? It is impossible to go to Clyde River with the rail. Milne Is too narrow. I wouldn't have objection to the eastern route, as wildlife won't be lost.

[Matthew showed the proposed route to Steensby Inlet]

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 1 reference coded [5.95% Coverage]

Reference 1 - 5.95% Coverage

Louis Uttak – What about my descendants? How will the marine mammals be impacted? Fish? Others? What will happen to them in the future? Will my descendants be compensated? I am no longer a young man. I want money. We have two goals. Eating country food and making money. These two things are essential. For my grandchildren in the future I would like to know if you will degrade the marine environment.

GM – We had a very interesting meeting at the high school today and met with kids in grades 10, 11 and 12. It was very encouraging for me to see how interested those kids were about the Project and the many different types of jobs that were available. We tried to leave the message that there were a lot of important opportunities available. Mary River will provide good jobs, skills development, and the ability to come home for 2 weeks after working. That's the real important group we're all thinking about here – that future generation. In terms of effects on animals, the NIRB process requires us to look at potential impacts the Project might have on marine mammals. There are rules in place that tell us we need to do that. There was also a comment made on compensation. Baffinland is working on an IIBA with the QIA. This agreement will be important for all the affected communities. The responsibility for handling compensation will be with the QIA, but it will exist. Thank you.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 5 references coded [9.35% Coverage]

Reference 1 - 2.04% Coverage

Mr. Louis Uttak – We have only two items we are discussing. One, Baffinland or Qallunaat – there is only two we are discussing – there are lots of details attached to these. But you don't understand what I am saying we are arguing about. Inuit knowledge, and Qallunaat knowledge is money and we live on that today. Due to my ancestors I am here today. The archaeological sites are very precious and sacred to me, even the tent rings and bones, it hurts inside to see because our ancestors survived in that area. Without those ancestors we wouldn't be here.

We forgot something here – there shipping routes – Cape Dorset will be impacted too, there are walrus and other marine mammals, and I saw someone today from Cape Dorset and he said they haven't been notified about the project. Lets be friends. My future generation, the IQ if we are arguing about animals with this guy, for example, I want more animals than him, it would interrupt the animal. In Inuit law it is very strong, if you try to change that way. So I am saying I am a greenpeace but if I kill it I want to eat it too.

In the future, animals will be disrupted so in that way I am an animal activist in that way, but I like to eat country food as well, and I don't want to go too long. I want to remind you that cape Dorset has walrus too, so I apologize to those communities as well.

Reference 2 - 0.49% Coverage

Q11 (Enooki Kunuk) – My feeling that there is a road – there is an existing road from Mary River to Milne Inlet. I thought they would utilize that particular road, because the wildlife like fish and even birds, I am sure if they are going to use the route from Mary River, the wildlife would be disturbed. That is my feeling.

Reference 3 - 2.03% Coverage

Q13 (Hon. Tapardjuk) – Thank you. My main concern is I am very much in favour of employment being created. The feeling is that the mine is the only place where they can obtain employment. Animals that will be driven away, we also have concerns about the coastal area where there are clams and others. Just across from us on Melville Peninsula they are looking for diamonds. There are also a lot of Inuit employees taking over jobs. Some people think the only places where they can get jobs, but there are other places. There will be probably other problems that will arise in the future that will be taken care of. I have a son who is 18 and by the time he is 36 the mine will close. What do we do with their future? In the western arctic there are all sorts of problems. After, the damage to the animals will be left after the mining is depleted.

Mr. Chubb – I'm not sure I understood the question, but I'll reply. The comment was that there are other opportunities outside of the mining sector. Job opportunities and skills development lead to other opportunities to apply it to other things. We see that work opportunities at the Mary River Project not only support the project but have the potential to support a wider range of activities. There will be new skills acquired that can be transferred. New opportunities for new businesses.

Reference 4 - 2.25% Coverage

Q16 – It's good, thank you I got 4 m material [door prize of parka material]. I am not an employed worker so thank you. I'll say my concern. I am afraid. We seem to be all hunters as Igloolik, it seems as though we go hunting every day, and we are always saying that Qallunaat are lying, but some hunters are also lying. Some hunters only have papers that say they go hunting, they return with papers in hand and say they are going hunting, but they are not hunters. Because it looks as if we know all the animals we are protecting, we don't know how to repair a damaged clam and even Qallunaat can't repair a damaged clam. Even though we are protecting and saying that we need to protect the animals, but we have no right to speak for the animals, they are not in our control. The animals could be extinct on their own, even without our interruption. For that reason, if there is opportunity for employment, we cannot damage the environment. And as Inuit hunters, we cannot …it is as if we own the animals, we are liars in that we have no control over the animals, so we still blame others who are trying to help us but we are still lying to ourselves. In Igloolik I have lived here all my life and my parents lived in a sod house and now we live right over. My parent's sod house, I am not concerned about the location. My husband is a ranger but not a wage earner. Everyday they ask for money, we should be grateful that you are trying to help us because we are not going to live forever. ….

Reference 5 - 2.55% Coverage

Q17 – We know that anything and everything, even jobs or employment, I know in the past Inuit are being asked now for input into activity, and I know we have representatives say for QIA is representing us, and MLAs, and they represent us and need to know how we think. I believe we are being represented and our concerns need to be considered by our representatives. Any activity – everyone can not agree and be happy, so tonight we heard all different opinions and concerns. I know animals get used to a noise, even airplanes. Caribous for example, can get used to the machines. In the past, they didn't want to hear anything or even footsteps that smell like humans, but I think they changed in that caribou in a migration will go there even no matter what noise. So Mary River will go – even without noise, have moved on. Hunters haven't seen evidence of caribou, as caribou go to areas where they can feed, even when it is noisy. But it is a concern in that we don't know for sure if shipping in winter, the ships coming in will be really noisy ice breaking, so it needs to be considered more, because we don't know for sure how it will be. In winter there is walrus year round. In Steensby the walrus go out but the seals stay in the area. In summer it won't be a real concern with shipping but my concern is winter shipping. And to make a comment on IQ – I have that personal knowledge and the animals – when you fight over animals they can disappear. If you have no fights over the animals, they will always be around. So we Inuit can be responsible because we are not looking after them whether we don't listen to IQ we can be blamed for their disappearance. We were told to be friendly to animals.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 1 reference coded [1.85% Coverage]

Reference 1 - 1.85% Coverage

Q10 [Mr. David Irngaut] – I am in support of this project, and I would be happy if the route was behind the islands, because I know from way back that humans are the cause of extinction, when you are not hunting the animals. If you do this properly, the animals should not be bothered. I am a hunter, but I have children who need store-bought food. I am in support of employment, but everyone needs to be in agreement so less problems later on.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting Aug 16 10 Notes_revised> - § 1 reference coded [3.07% Coverage]

Reference 1 - 3.07% Coverage

Q2 – There are many creatures in the biophysical environment that are part of the food chain. Does this get taken into consideration in the review process?
A -

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 1 reference coded [5.59% Coverage]

Reference 1 - 5.59% Coverage

Councilor Williams - Yes it is much appreciated. A couple of comments I'd like to make, I have a bit of experience with the impact of shipping and ice, with Arctic Bay. I went before they were shipping, and then saw the impact of ice breakers through landfast ice on harvesters. In that area, I'd like to point out that the area in Foxe Basin is a well known area by walrus occupied year-round, because of the moving ice. I think one of the things people don't assume is that walrus are big tough animals but they are actually quite sensitive – one of the animals with a sense of smell – whales don't but seals do. The one thing that I will share is that my experience with shipping - the habituation of mammals to Arctic Bay – the CD Howe – those vessels, they can see the animals respond days before the ship arrive. They don't any more – there is an initial flee behaviour. If you look at Bay of Fundy, ships have become habituated to ship traffic. I found it interesting you're going to ship and dock in landfast ice throughout winter. One of the hardest things was to dock in landfast ice at Nanisivik with landfast ice. With the continual growth of ice, especially coming off the steel head that go into the water, it will be a challenge over the winter. There will be a lot of focus on shipping but the rail line given the 6 trips will be a substantial barrier to caribou, wolves, any terrestrial mammals. Something to leave with you – I can see that the railway may be a substantial consideration. If you have an area of substantial snow, and you create new snow, they will get onto highways, - Cantung and other remote areas – they will not get off the road into the deep snow and will run until they are exhausted.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - Sept 27, 2007> - § 1 reference coded [5.73% Coverage]

Reference 1 - 5.73% Coverage

Q2 – are there any wildlife areas around the project?

Mr. Cooper – there are two areas of prime interest regarding the project and wildlife: caribou and the rail line; and shipping and marine mammals. Baffinland is supporting the collection of IQ and they will need to work with the QIA and the HTOs during construction to address anything that comes up. They also need to be aware of how the project affects land use.

<Documents\Public Consultation\Kimmirut\Kimmirut HTA - April 26, 2010> - § 2 references coded [6.05% Coverage]

Reference 1 - 2.32% Coverage

Joe – His question was essentially after the ships go back and forth, early on you see plenty of wildlife and then later on the abundance has changed, that information will be made available to hunters?

Matthew – Yes, the information would be made available. And although it hasn't been fully scoped out how it would be done, it would likely be done both as part of reporting through QIA, but also more importantly through coming back and talking to the community.

Reference 2 - 3.72% Coverage

Chairman – We have to eat before the public meeting. We have lots of questions – you are only here for a few days. This is rather important. We do not wish to see an accident happening but irregardless, we are not opposing the project. But if an accident occurs, that is our concern. Our concern is the wildlife – we don't own the wildlife or anyone – but we rely on the wildlife for food. There is no wildlife other than what we have. For that reason we are concerned about the proposed route. We also have stores we can buy food from, and we do, but however, we solely rely on consuming wildlife in this area. So that is the reason we have so many concerns. It isn't about Baffinland – with any company we would have the same concerns.

<Documents\Public Consultation\Kimmirut\Kimmirut Public - April 26, 2010> - § 3 references coded [31.58% Coverage]

Reference 1 - 10.44% Coverage

Q2 – Will the landfill you want to build be current and up to date to today's codes? Dust could also impact the wildlife in the region, although it was mentioned that there will be monitoring of wildlife, I am wondering if there will be constant assessment, or breakdowns regarding monitoring. At closure, what is the plan for infrastructure? Will there be reclamation and things put back in place?

Matthew - The landfill, yes, the landfill was designed to current standards, and was reviewed by the Nunavut Water Board and the QIA. Regarding dust, we will be carrying out dust monitoring. We wouldn't directly monitor wildlife unless there was significant

dusting occurring. Regarding monitoring, we are currently required to have over 20 monitoring plans, some of which are simple monitoring plans and some are complicated, and there will be reporting for that and communications back to the communities. With respect to closure, we currently have provided more than $10 million financial assurance for the current operations, and QIA has been involved in that process. In order to move through the permitting process, we'll be required to complete a thorough closure plan, which would need to be approved by government agencies and the QIA. Baffinland would post the amount of financial assurance specified in the approved closure plan.

Reference 2 - 14.75% Coverage

Q3 – Simionie – As you know at the current time, there is wildlife to harvest, as well there is plenty of natural resources such as animals in the oceans. This is a route by a number of migratory animals. I have no doubt that wildlife will be impacted, and Hudson Strait is a migratory route for birds and marine mammals. There will be an impact on the harvest area in the region. I am quite certain that the project will have a devastating impact on the wildlife, and I am wondering why the Foxe Basin and Hudson Strait route was selected, with the original route by Davis Inlet. And polar bears will likely move to avoid the noise from the ships. And the government says they're all gone but really they just moved away. I am certain that wildlife will move to another location, even though the government might say they are no longer existing species. But really, they just moved away from the noise to find a sanctuary for themselves.

Matthew – With regard to the shipping route, we did look at other options, including going north. We looked at going towards Nanisivik as well as towards Clyde River. These routes were either too challenging for the railway, or the ice conditions on that side of the island are too harsh for the shipping. We also looked at the option of going through Milne Inlet, but Milne Inlet in the winter is too tight to turn the ship safely. The only option at this point in time is the Steensby route. We pull information from our 2008 sealifts where we did have observers on the ship coming and going out of Milne Inlet, and we also use information from shipping operations at the Raglan Mine in northern Quebec, and the Voisey's Bay nickel mine in Labrador. Both of these operations ship through ice conditions. We'll design the ships and shipping routes as well as we can and plan for whatever mitigation is reasonable. Does that answer your question? [Yes]

Reference 3 - 6.38% Coverage

Q4 – Tommy – We know for a fact that it could have an impact on wildlife, and birds. And there is a possibility for a negative impact, and also I feel that people from Kimmirut must be allowed to work at Mary River, for reasons that wildlife will be impacted in the seas of the Kimmirut people. For example, if the wildlife should dissipate from the proposed route of the ore carrier, chances are that the hunters may have to go out further in the sea. If that should become a reality, there will be need for compensation.

Matthew – There were two questions – one with regard to employment and another regarding compensation. Employment will be covered within the IIBA, and so will wildlife compensation. Baffinland fully anticipates people from Kimmirut working on-site. The specifics of those are part of the IIBA.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 1 reference coded [2.65% Coverage]

Reference 1 - 2.65% Coverage

Jesse:
Environment question; we all know there will be impacts - habitats there and we know about other mining projects impacts and global warming, are we looking at impacts of global warming on animals?

Mike:
Spoke about impacts of shipping on marine mammals. Richard spoke about Project wildlife and the surveys and studies that were being undertaken, and that this included looking at the work of others on climate change effects.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 2 references coded [3.64% Coverage]

Reference 1 - 1.84% Coverage

Q – The Project creates dangers for the animals and the mammals. What are you going to do to protect them?

A – For the past three years there have been many baseline studies conducted on the animals, mammals and flora and fauna . We will continue to use the information from these studies and the IQ workshops to design the Project so that it has a minimum impact. The animals and mammals learn to adapt over time, to an industrial setting.

Reference 2 - 1.80% Coverage

Q – The Drillers use salt and other chemical . What will happen if they get into the water and the soil ? This will kill the fish and the animals.

A – We follow strict Environmental guidelines that our Environmental Departments monitors, inspects and samples , both the land and the water system.
We have put in a new salt mixing station to reduce the amount of salt that we use. I will be pleased to show this to you this summer.

<Documents\Public Consultation\Pond Inlet\BIM Notes on GN Development Workshop - November 13, 2007> - § 1 reference coded [3.57% Coverage]

Reference 1 - 3.57% Coverage

Several issues related to impact and benefits surrounding disruption to wild life by rail and sea and the form of compensation related to this .

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 2 references coded [3.58% Coverage]

Reference 1 - 0.96% Coverage

David Kalluk, Deputy Mayor, Arctic Bay spoke about the importance of wildlife as a source of food. Young people are not as into country food but everything in the store is very expensive. So we, as older people harvest food. This is our basic foundation. Protection of our environment is important to us.

Reference 2 - 2.62% Coverage

Along these lines, Jayko Simonie, Acting SAO, Hall Beach noted the constant planes and helicopters around his community and how the caribou have been held back by this activity --- perhaps companies could coordinate some of their activities to reduce aircraft activities. Gord suggested this could relate to Best Environmental Practice Guidelines.

Nick suggestion to identify designated routes for helicopters in order to minimize the disruption to hunters.

David Qaumaniq indicated that hunters will lose animals when aircraft fly below a certain level — happens when no-one is watching. Gordon agreed that there are cases like this and that active monitoring and enforcement is needed. He suggested that Industry needs to know how important these incidents are to people. “We need to know how common these infractions are.”

<Documents\Public Consultation\Pond Inlet\Pond Inlet Community Meeting - Mach 1, 2011> - § 3 references coded [19.35% Coverage]

Reference 1 - 6.23% Coverage

Caleb Sangoya – I was raised in this area and I have seen strategic plans of the Project since the beginning. Our people have always accessed these areas for fish and caribou and we want these fish to be protected. The residents are native to the area and we might be affected, so these are obstacles for the Project. We live here and should be given priority. People working on the project may get paid to create a bucket of oar, but how will the rest of the people benefit? We no longer see caribou since the Mary River project. We don’t see tracks anymore.

Greg – Thanks for your comments. We appreciate them. We agree with the importance of community input. The Land Claim Agreement has created a public process which includes the development of the EIS. Mining projects take a long time to develop and we share your frustration. Now that ArcelorMittal owns the project there is money to move the project forward. I believe there is positive aspects ahead in the project and we have learned from some of mistakes in the past.

Reference 2 - 5.34% Coverage

New person – People are hunting marine animals in Milne Inlet. I do not agree with shipping from Milne Inlet. The wildlife goes to the Inlet and you don’t see them in the open ocean. Areas like Milne Inlet are the vital areas. Even if we were compensated the wildlife would not return. Money cannot replace the wildlife. In the summer I see helicopters flying too low and they scare our caribou away. It’s not always the case that there will be a Inuit monitor. I feel that hunters might not be welcome on the Mary River project. We need to prevent conflicts in the future. If we want to protect our environment and waters we may not support the project and legal action may be the only option. We need to maintain a good working relationship.

Greg – we would certainly welcome any hunters into the camp. We would feed hunters and give them fuel. We want to make you feel welcome.

Reference 3 - 7.78% Coverage

Speaking as a true hunter I need to share our observations. Navy Board Inlet use to have lots of Narwhal in the 1980’s. Now the Narwhals have not returned because of some marine noise and sonar equipment. There use to be lots of seals basking, lots of seals including harp seals. This past summer it was reported that there were no marine life in that area. We speculate that equipment that is being used is scaring animals away. We also observed lots of dead cod in that area. We don’t know why, but we can see it. We have a lot of concern for these animals. Last week there were 19 of us travelling by snow mobile in that area and we

did not see any caribou tracks at all and there use to be a lot of caribou. All of your alternative port sites have caribou and this is because it is far from Mary River. Caribou used to breed in Milne Inlet. We need to be more concerned about what we are observing. We don't want any markers or devices put in our waters. We need to work together.

Greg – caribou are no doubt in a low cycle on Baffin Island. This is what IQ tells us and this information is reflected in the DEIS. It is unlikely that low caribou numbers on North Baffin is not a result of the Mary River project. As for the devices, they were tidal gages and do not transmit sonar.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 4 references coded [11.11% Coverage]

Reference 1 - 1.15% Coverage

Councilor Moses Kayak – my question personally is the Sustainable Development VP, I want to know whether or not you are dealing with the land mammals or dealing with environment. Because sustainable in Inuktitut deals with land resources. So are you dealing with land resources at Baffinland?

Mr. Chubb – the simple answer is yes, the land animals is one component of many that we are considering.

Reference 2 - 5.81% Coverage

Councilor Kayak – Another comment – I know that there was an agreement and in NLCA between Nunavut and federal government. QIA or NTI getting royalties from the proceeds of the sale. But my comment or my – Inuit who live close to the work site – Inuit will be impacted. I know Mary River for a number of years some animals will be impacted. And fish at Steensby will be impacted. And caribou for certain I know will be impacted. As Beneficiaries – Inuit living around these five communities, they need to get royalties too. I want them to be part during the actual mining, so I know Mary River it has iron and ask you know and we know there is iron there. There is already royalties being paid. So that my grandchildren and my future generation I want them to be helped just in case there is a disruption to the animals, and there should be a compensation plan. As an example, the company gets a certain portion; the Federal government gets a percentage, so somehow Inuit should be included in the distribution of the royalties. Same as company and fed government is enjoying. I want to see monetary compensation through the mining. I know mining companies never agree to what I am saying, but they don't really know what I thought it was part of the mining process and not part of NLCA. If they refuse to give a certain percentage of the profit, I am going to ask of other ways they can help my future generation must be helped too.

Mr. Chubb - The Mary River Project will generate royalties and taxes. Money will go to the federal government , territorial government and people, and an agreement will be established. Regarding waters, fish and wildlife, the agreement will deal with how to deal with impacts. We also, and do it today, pay rent for permission to work on the land to use the water and to use the gravel. In addition to that, direct benefits to individual people come through employment and wages, training, new business opportunities. So when we look at the picture there are many ways that benefits flow back.

Reference 3 - 3.15% Coverage

Councilor Kayak – There was a section about employment, training and business, and using that we made opinions, and there was a section about railway and aircraft. The aircraft in the presentation, if they follow the guidelines or regulations – I am concerned if they fly too low, or in summer they need to be told they need to respect animals in the area. Because I went fishing recently in Milne Inlet and there was a helicopter flying from Mary River they need to be told not to fly too low. Thank you.

Mr. Chubb – The slide that is up here are some of the communities. We have heard that before about the disturbance of aircraft. As much as we can they need to be flying high. There are guidelines, and our supervisors remind the pilots that we need to respect those heights. Sometimes with the work we are doing we need to fly lower, but the rule is there are minimum heights.

Mr. Cooper – This year our helicopters are Canadian Helicopters but now a joint venture with Qikiqtaaluk Corporation so that is a change from last year – hopefully they will be more receptive to following the rules.

Reference 4 - 1.00% Coverage

Councilor Kayak – I expressed my concerns to the Baffinland company. The employment at Mary River - both Inuit and non-Inuit, I appreciate the employment created, but my concern if you are not going to disrupt the animals and fish. That is my concern but I really appreciate the employment. Just so you understand that I am not against the project.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 1 reference coded [4.66% Coverage]

Reference 1 - 4.66% Coverage

Q4 – Sounds like the operation won't be starting for a while. You should know that for us that are animal lovers, when we are gone, the rest of the community won't be that protective of animals, and you will be able to do whatever you want. We should be taking care of our animals, so the next generation will use them also. And I feel that the younger generation are more sensitive. They tend

to stop. I think it's going to be good to have employment at Mary River, and if you are helping Pond Inlet in any way it will be a good cause.

Matthew – We spent a lot of time, through science and the IQ work to understand how the land is used, and we're looking to design that into the mine itself to reduce the impacts as much as possible. During construction and operations, we will be continuing to monitor the effects of our operations.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - March 31, 2008> - § 1 reference coded [1.57% Coverage]

Reference 1 - 1.57% Coverage

Mr. Panipakoocho – Those comments I made are only part of the concerns. If we get a negative impact to the mine, we are going to have to ask for monetary compensation, especially those of us who live on the country food. They move all the time and don't stay in the area, but if there is evidence that your activity have made the animals stay away we are going to have to ask compensation as it is the only way we can replace our food.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 4 references coded [14.69% Coverage]

Reference 1 - 3.52% Coverage

Q5 – Would it proceed even though Baffinland seems to be contempt by proceeding with the proposal. Suppose the community does not support the proposal, then what will you do.

Bill – If there is general agreement that the project should not proceed, then it will not proceed.

Q5 – We need to look at the pros and cons and consult with the community. Once you get a clear sense of approval. The Igloolik people know the area very well, and we too care about the Milne Inlet area, and therefore we cannot approve of ships going to that area. For some reason it seems that our wildlife is not being ignored based on the economic picture. I think that's the whole perception – that you have no concern for the wildlife. Our livelihood consists of the animals. We don't live like the white people – who rely on the financial situation only. We rely on harvesting. Lots of money and no wildlife is not good. The QIA you should ask the concerns of the Inuit. You're only negotiating on these agreements without consulting. You should consult with the people before you bargain.

Stephen – The QIA are consulting. .I… If the communities don't support the shipping route, it would put the QIA in a difficult position regarding the project. It starts with the environmental assessment, and there is the IIBA and negotiations will continue.

Reference 2 - 3.52% Coverage

Q – Looking at the picture on the wall, I felt uncomfortable after reviewing that map. Maybe the next year or so. I heard about two possible shipping routes, and you are in the planning stages. The shipping route is not cut in stone – we have not approved it – I would prefer if we don't agree on the proposed shipping route an alternate route would have to be selected. If Baffinland thinks it will be too costly to propose a separate site, we can get assistance from Environment Canada. I don't think we should be concerned about the high price – we are concerned about the wildlife. Based on your plans, maybe the HTOs can conduct research to figure out the alternate dock. When there are pros and cons… if we identify where the job would be suited, we could conduct research. We would be able to identify… if you don't listen to what we want then we won't be able to support the project, and Igloolik's concerns should be addressed. You can always replace habitat, but money won't compensate it. If we were closely together cooperatively then we could come up with a solution, and when there is not cooperation among parties. We have to reach an agreement from both sides. Looking at the map, we have not really approved the proposed shipping route. Our concern is about the proposed shipping route. We should look at alternate routes.

Reference 3 - 7.17% Coverage

Q – On the last page of the presentation in Inuktitut, it says about employment that jobs during construction and during operations, heavy equipment operation, loaders, dozers, mining equipment, rotary drills, I don't understand…[listing careers] It appears that Mary River will become larger than Pond Inlet in the future. There are things that are not available in Pond Inlet that will be at the mine site. It will be a large community. There will be a town in Mary River. What will happen when it closes? There is too much activity around Baffin with regards to wildlife. There is a lot of activities going on. They want to look for oil in the Lancaster Sound area. IT is a grave situation. All because of economic issues, and everywhere our wildlife and environment is being destroyed. Will the communities of North Baffin be compensated? In the future my grandchildren and their children will need to rely on wildlife – they can't rely on white man's food – we always yearn for country food.

Bill – Our intention is not to have a townsite at Mary River. There will be an accommodation complex and the workers will fly in to work and then return to the communities. The infrastructure that is there – the jobs you mentined – you asked about technical services – these are the geologists – not like we have now which are exploration geologists – but mine designers. There will be environmental personnel who will continue the collection of data at the site and offsite to make sure that the habitat is protected for the land and marine mammals. We expect during operations there will be 670 people working at site, and only half of this at site at one time, so we will be much smaller than Pond Inlet's size of 1,500.

Regarding the protection of wildlife, we will be… We've already made two changes to the railroad already. We moved the railway to avoid an old wolf trap that is very old. And we also moved the rail line to avoid some willows which are very rare. Those are two examples of changes that have been made to the project. There will be others. But we still need to transport the ore to the coast, and then to Rotterdam. We believe we have the best proposal right now.

You asked about closure – we will have an open pit that measures 2.5 km by 1.2 km. After closure, the railway will be removed, equipment will be moved off site. There will be some inert garbage that will be disposed of in the landfill. We will remove all infrastructure that the community wants us to remove. One project – they asked for the port to remain and the accommodation complex to be kept. Those things will be taken into consideration. Regarding the tote road, we'll have to talk to QIA and INAC. We'll be estimating costs as well.

Reference 4 - 0.48% Coverage

Colin – I understand that there are confidentiality agreements regarding the IIBA. Will you be consulting the communities on wildlife before finishing negotiations?

Stephen – Yes

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 1 reference coded [1.21% Coverage]

Reference 1 - 1.21% Coverage

Manasie – I would prefer if you could use that other shipping route, even though I know it will cost a bit more. The impacts on the wildlife will be greater; the southern route will have less impact on Inuit and wildlife. Our most pressing concern is to preserve our wildlife.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 2 references coded [5.25% Coverage]

Reference 1 - 0.58% Coverage

Barnabas Arreak – I have a concern about hydro power, for fish and animals. I want hydro power to not be considered.

Reference 2 - 4.67% Coverage

Jayko Alooloo – I have some different topics:

1. Word of mouth is very easy, but it's just not believable any more. You seem to just say things. I want to see it written on paper: how much you will work with the Co-op, local hiring, etc. It's easy to say it, but I want to see it written on paper.
2. Secondly, I heard today of people with operator's licenses, but people are only being hired through Iqaluit, and so anyone here who wants to work has to go through Iqaluit. Problems are already surfacing because of this hiring process. People will get discouraged and not want to work. If it is set up this way it will be unpleasant.
3. Bulk Sample – if trucks go past every 12 minutes, where will our hunting take place? What will the situation of the harvesters be?

MZ – Seeing everything in writing – we are just starting, so give us a chance to see how things go. QC will help us to become more efficient, and we will continue to move towards this.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 2 references coded [2.94% Coverage]

Reference 1 - 1.23% Coverage

Q. I wish to express my gratitude as an elder. I am grateful for being involved. The knowledge passed to us still applies. Don't bother the animals; respect them and take care of them. It used to be odd to think of white men coming here to work. Now it is different. What you are doing will be history making. We need agreements and more meetings. Even if we aren't happy this process is the best way to make decisions. Thank you also to the translators.

Reference 2 - 1.71% Coverage

Q. Thank you for getting feedback on mammals. I liked the way the workshop was held. I thought this would be a meeting to discuss what we thought of the shipping route. It is a good idea to consult ahead of time. As long as there is communication, we can identify impacts, for example on seals. If there is predicted to be a big impact, the project can't go ahead.

We heard that the ship from Raglan has broken the regulations on the boundary towards Baffin Island. It leaked out that they are going too close to Baffin Island. I know this is a different project, but before everything goes ahead, the route needs to be agreed upon.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 13 references coded [5.08% Coverage]

Reference 1 - 0.26% Coverage

Question: Louis Uttak/Igloolik – Baffinland will provide excellent opportunities for employment but when I pass away I will leave land to my descendents that will be impacted by mining. I am not concerned about the Project itself but impacts to the animals.

MTP: We need help from the communities on this matter. If there is an impact we will need to work to mitigate that impact. Hopefully our Project won't have any impacts, but if we do then we'll consider changes or find ways to assist the communities to deal with these impacts.

Reference 2 - 0.13% Coverage

Question: Louis Uttak/Igloolik - We try to bring up positive things and not only the negative. We want to work with Baffinland but have concerns for the mammals for generations to come.

MTP: We'll put you on the boat to see the effects for yourself [Chuckle].

Reference 3 - 0.31% Coverage

Question: David Irngaut/Igloolik – I am concerned about the animals that move out of the area or disappear. We are not the cause of this. When I was a child my elder was my father in law and I was told when I grow I will be hunting. We were not even allowed to speak ill of animals. We are aware animals are our livelihood as Inuit. The way of white man, which includes money, we are now integrated into this. I If we can find a way we can work this out, through discussions and getting rid of all concerns and worries, this can all just disappear. I just want to clarify this. Not just these routes will be affecting the animals.

Reference 4 - 0.16% Coverage

Question: Koonoo Oyukuluk/Arctic Bay - When the boat comes in for three days they will return [meaning uncertain]. A helicopter or even birds, even a diving narwhal can hear a bird above the water. Imagine what sea mammals under water can hear? Mammals under water can hear a helicopter in the air. Some will return [meaning uncertain].

Reference 5 - 0.05% Coverage

Louis – We make money off fur pelts, I have not eaten wolf unless I'm really hungry. I'm sorry I jumped ahead.

Reference 6 - 0.44% Coverage

Question: Louis Uttak/Igloolik – We are very particular about wildlife as it is what we consume and we want to protect it. This is why we are here. Of course we do go for compensation [meaning unclear] but we don't live by money alone. We are fighting to eat country food. As I said before I don't want caribou or other wildlife to be unprotected. People are speaking in consideration for wildlife. We are in Nunavut and have a land claims agreement. Areas like Arctic Bay are very concerned about caribou. Maybe 100 years from now wildlife will be negatively impacted and it may be difficult to see what impacts will happen. Compensation must be upper most in our minds.

MTP: Our objective is not to have an impact. Yes, we have to be concerned with compensation. But, we want to keep your lifestyle the same as now. In 10 years we hope the numbers of caribou and narwhal are plentiful. [Unrecorded comments].

Reference 7 - 0.64% Coverage

Question: James/Pond Inlet – I want to understand today the proposed routes and make way for the protection of our animals. When the mine is established, will they follow through in making sure the caribou are being well taken care of? And will the communities be compensated? Or will our views just be shelved? Will the bottom line be the mine? Making sure the ore gets to the port? Once we are out of here, are they going to make sure what comes out of these workshops is followed through? I hope I am clear. Thank you.

Mike - As far as the EIS is concerned, Baffinland will have to answer all of these questions and work with the communities. They will need to work with the communities so that they can tell us when caribou are starting to come back. Our only other example comes from the Meadowbank mine outside of Baker Lake. They have monitoring in place. They just opened this spring and have begun operations. They have been monitoring regularly and have identified issues they did not expect. They are now working on those issues.

James/Pond Inlet: If there are good points of the monitoring, possibly we could use that monitoring here. There will be many companies up this way [unrecorded comments]. I just want to make sure these are not forgotten and out of the picture when the mine is operational.

Reference 8 - 0.58% Coverage

Question: Olayuk/Arctic Bay – When the railroad is operating will the train go back and forth four times a day? Is that my understanding? As Inuit we know right away there will be an impact. They will come back, but a barrier like this with trains four times a day will affect the animals. That I am sure of. Can the number of trains be reduced to maybe twice a day? the frequency of the ship traffic will also impact animals. Can frequencies be reduced if an impact is seen?

MTP: This project has been optimized for shipping 18 million tonnes per year and rail transport has been identified as the best means for getting this material to a port. We have already reduced the number of trips from eight trips per day. After listening to the communities and our scientists we spent a lot of time figuring out how long to make the trains and how to reduce the number of transects. We increased length of the trains to carry more ore, with the result being less trips needed. It will be difficult to reduce the number of train trips further. They cannot get much longer. Any reductions would reduce the amount of ore going out and change the project economics to make it uneconomical.

Reference 9 - 0.76% Coverage

Levi//Arctic Bay - We haven't given anything in writing to the mining company. When they are not written in letter form they will not be acted upon. There are forms that can be filled out and they be seen. Speak whenever you feel you have to speak and what you say will be documented by NIRB. I am well aware there will be work for our youth. You are still using our land. For my children and grandchildren, some will see all the animals will be impacted. The land and sea mammals will all be impacted from this mining. For this reason we want this documented, as white man says it is not written in stone [meaning unclear]. It is in our brain and memory even if it is not written, like caribou migrations for example. There is nothing written about it but I believe it will happen. When we ask if you can stop your trains when migration is happening and stock pile your ore, please clarify and speak up while in the meeting. We have seen how Nanisivik went. Inuit employment was promised to be 60%. They never made it. There was a requirement to get training and certifications, but they only made it to 5%. For that reason we were left behind. Opinions were not written down during the meetings. Nanisivik was going to leave the site without a clean up and the Americans left tailings and contaminants. We want to be informed of potential dangers. We can work together if we are aware of these. It is not right if we are only hearing the positive side of things. For that reason, let's work together. If there are potential negative impacts please mention them.

Reference 10 - 0.66% Coverage

Question: James Atagootak/Pond – I was flying around in this area and there are animals over there besides the Inlet. We saw whales on the move and in front of Pond Inlet. In summertime we saw whales feeding in Eclipse Sound where we were hunting whales in the open water. For this Aug. 12th study there were animals there too. Sea mammals move everywhere. It is unfortunate there is no indication of mammals from you study in the Eclipse Sound area. This inlet also has whales. This is currently being used by ships and there are still whales over there. The proposed ship would have ballast water from overseas and there are currents going from the inlet outwards. This would be an irritant to animals and the people. I wanted to speak of this. Also, ballast water has different organisms that are foreign to this area. This is a concern of ours as there will be biological matter that is foreign to us.

Warren - I will clarify the map a little. It is correct there were animals found all over, but this map shows narwhals only. We may have seen bowhead whales, beluga, and harp seals, but for the purpose of comparing with the previous map I showed, I did not show those animals. We have that information as well.
Nigel: - Is this for the life of the mine or until the railroad is built?

MTP: The EIS will be for the life of the mine.

Reference 11 - 0.30% Coverage

Question: Mikidjuk Kolola – When do the animals migrate near Kimmirut? You never checked with our elders when the animals are more abundant near Kimmirut. If you had, you would be more aware of what animals are there. The animals move all over. Some days they are not where they were the day before. Polar bear research is the same when it says there are less bears now.

Warren Bernhardt – You are correct when you say we did not meet with the community before our aerial surveys. However, we did come and meet with community members in Kimmirut for our IQ workshops and collected information from the elders.

Reference 12 - 0.32% Coverage

George Eckalook – We're happy that we are here meeting with the company. This is the first time that we've met. We want to discuss the following items today:
The road haulage option. This workshop is the first time we've heard about this option.
Polar bear monitoring along the shipping route.
The communities have additional concerns they would like to discuss. The consultation visits don't give out enough information.
Louis Uttak would like to give a presentation concerning walrus and other animals.
There are no representatives from Cape Dorset here. We request that you consult with Cape Dorset.

This workshop has been productive.

Reference 13 - 0.47% Coverage

Levi Barnabas – It's unfortunate that George Qulaut is not here. He had to go to another meeting, but he asked me to say a few things. Baffinland will have impacts underwater. As QIA representatives we have to wear two hats. We have a business hat where we have to work with mining companies to try and make money. We also have to be protective of the animals. These two have to be balanced out. We have to protect the Inuit. There will be impacts to the communities. We will never agree on some items, but we will have to address some of these issues for the best possible outcome. We will have to agree on something. It will be more expensive to build the port at Nuvuit. No one has ever made everyone happy. I would like to thank those who planned the meeting, Baffinland and QIA, and the participants. We want to make forward progress and work together in our meetings. If this were to progress to the next stage we want the best possible route chosen.

<Documents\Public Consultation\Workshops\Kimmirut IQ Workshop Minutes (PC) - June 21, 2010> - § 1 reference coded [1.14% Coverage]

Reference 1 - 1.14% Coverage

Q: (Workshop participant) We are talking about migrations. How will the information be used? Has the Mary River site had an impact on wildlife? Are there ongoing studies? Are any community members aware of any impacts?

A: (Jason) We are using IQ and western science methods to find these questions out. Right now the Project is very small and in an exploration stage so there aren't many impacts. It is not as big as it will be, if the mine is approved and goes into operation.

WILDLIFE - MARINE MAMMALS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet - April 22, 2010> - § 1 reference coded [16.82% Coverage]

Reference 1 - 16.82% Coverage

David – concerned – according to Inuit knowledge, they say caribou move to another area, because their vegetation. Concerned about the noise created by the mine development – the caribou might be not going to the area, because our diet mainly consists of the animals in the area. We really need to be careful. We want to know the results of the studies. Also, we are also trying to improve our economic conditions, so we need the mine development too. The Steensby Port – Igloolik and the other communities who need marine life to sustain them – the shipping lane might disrupt the animals. So have you looked at other options or is that your only option?

Bill – We first considered Milne Inlet but too narrow, so started to look at other locations and it is the preferred option. We were in Cape Dorset, Hall Beach and Igloolik earlier this week. Unfortunately some of our meetings were cancelled, but we hope to work with the communities to get a better understanding of marine mammal behaviour for when the ships start operating. Regarding caribou, we are aware that the noise from the mining and the lights can have a temporary effect on the caribou, and we are relying on the experience of the other mines in Labrador who have railways and caribou to look at how they've dealt with protecting the caribou on the railway and roads.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 1 reference coded [2.50% Coverage]

Reference 1 - 2.50% Coverage

Levi – One of our concerns at Nanisivik – at the dock – until they put rubber on the conveyor. Is it still the plan to dump the ore from the rail cars to the ship?

Matthew – explained ore unloading and loading.

Levi – The reason I'm asking is we used to go to Nanisivik quite a bit, and dust were blowing all over and were affecting the fish, and the beluga consume the fish. That's why I'm asking.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 1 reference coded [4.19% Coverage]

Reference 1 - 4.19% Coverage

Martha Naqitarvik – The Hamlet Council doesn't really do any liaison work with the community. The animals are very sensitive, so they will be affected. We've heard about the rail line blocking the migration route for caribou. It looks like they will be impacted. Can the company provide supplies if it turns out the caribou have turned back? What have the Hamlet Councils of these communities said about compensation? Is it in your plans to compensate the communities? This has to be part of the plan. We haven't heard if this will be included. We know for a fact the caribou will be impacted and affected from all the blasting and noise. We're not guessing there will be impacts from the smoke from the ship; we know there will be impacts. You have to be prepared to compensate the affected communities. Here in the communities, some people rely only on sea mammals for their food. The company needs to have a good plan in place for compensation.

GM – Thanks for your comments. I think all of the items that you mentioned will be monitored and discussed in our environmental impact statement. In terms of compensation, that will be something covered in the IIBA; you can discuss this with the QIA after our meeting.

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 3 references coded [16.65% Coverage]

Reference 1 - 1.87% Coverage

Q8 – People in Cape Dorset may not be in favour of the proposed route. Young walrus and bearded seals are a main concern. When ships start traversing, narwhal may disappear. Breeding areas for seals and mammals are in the same open water areas where the ships want to go.

Reference 2 - 9.97% Coverage

Q12 (HTA Chairperson) – There were ships traveling currently through the strait – are the ships currently operating disturbing the wildlife?

Richard – We have reports from the ship operator, Fednav that they observe whales from the MV Arctic periodically as it transits in and out of Deception Bay, suggesting they are not bothered by the ship. We have carried out monitoring of narwhal in response to ships traveling in and out of Milne Inlet and could not detect any change in behaviour or movements as a result of the ships. Studies have been done on the response of narwhal and beluga to ice breaking in Lancaster Sound and they show a response, detect the ship, from some distance away and exhibited an avoidance behaviour. However, there are beluga in the Nelson estuary near the Port of Churchill, and in the St. Lawrence Seaway, which are accustomed to the ship traffic.

Q12 – The reason I'm asking is we know what animals are traveling; hunters know where wildlife is located at all times, where they travel in winter; towards the land at certain times of year. It's possible to know which way wildlife is traveling. Perhaps the ship route should be taken further from the community. Our ancestors have been able to survive. The only way to gain knowledge of wildlife is to hunt not for pleasure but for necessity. If the ship interferes with wildlife, it will be a problem. Moving the shipping route away from the land would be best.

Reference 3 - 4.81% Coverage

Q17 (Adamie) – Is there any way of doing any harvest study from Cape Dorset through Hall Beach and Igloolik? Even though narwhal are not harvested locally, they move where the ship will go. If the harvest study will focus only on harvested species then it won't be complete. It should be much more detailed than on what was harvested. There should be more thorough studying of wildlife where it is located. We used to have narwhal in this area 20 years ago, but not anymore. For future generations this information is important.

[Richard asked for clarification – did he mean scientific studies like aerial surveys?]

Q17 – Yes, do a complete study on marine mammals, including aerial surveys.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 2 references coded [4.85% Coverage]

Reference 1 - 1.68% Coverage

Q11 - You'll be coming back once more, you said? [Yes]. How do we know if the ship will slow down if they see whales or walrus?

Bill – The gentleman's suggestion to have monitors during construction is a good one. And we can put into the shipping contract to log wildlife. Ship captains are ultimately responsible….

Reference 2 - 3.17% Coverage

Q17 - It is very dangerous to show the route as shown. Lots of wildlife – whales, belugas, and walrus. I'm sure you can change as been suggested earlier. Also, this area earlier – why is there no map. We should be able to observe the rest of the map. [Larger scale map shown]. Other things should have been taken into consideration, like global warming. He would also like to see the route not too close to the land, but as suggested past the islands. You must give consideration to the wildlife. This needs to be looked at very seriously. We have to consider future generations as well. Thank you.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet - April 24, 2010> - § 1 reference coded [11.63% Coverage]

Reference 1 - 11.63% Coverage

Q1 – Road? [Rail to Steensby]. Not so long ago, Baffinland wrote a letter to the Hamlet indicating that the people of Igloolik and Cape Dorset were objecting to the concept of building the railway. Given that, why are you proposing to build the railway?

Bill – The concern is more with the shipping route than the railway. I think the concerns related to the railway has been whether or not it would affect the caribou roaming. With respect to the shipping route, we had meetings earlier this week with the communities of Cape Dorset and Igloolik. Unfortunately the meeting in Igloolik was cut a little short due to a death in the community. And the meetings in Hall Beach were cancelled also due to a death in the community. We'll be going to Kimmirut on Monday, and we were in Cape Dorset last Monday. In Cape Dorset there was some discussion about changing the route. And with the QIA and HTOs we hope to go back in June to discuss the route again, and hear the concerns and figure out how we might address them.

Q1 - My concern is mainly that the Igloolik and Hall Beach people are opposing the route because it will interfere with marine wildlife. You know that there seems to be some lack of disagreement here, but we feel there needs to be an agreement. The mining companies could use equipment that is less noisy.

Bill – Our exploration leases and the landowners discourage building roads for exploration, which is temporary.

Q1 – is it possible to build a tunnel to those areas? You can do anything you want?

Bill – There are two tunnels proposed on the railway.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 2 references coded [11.25% Coverage]

Reference 1 - 5.87% Coverage

Q5 – You've indicated the ship will be carrying ore from Steensby to Europe. When it's coming here, there was indication that the ship will need ballast which will be emptied at Steensby. I have concern with that. Crustaceans are part of the diet of sea mammals. This is why our walrus here and walrus of Europe are quite different. There is a possibility that you empty the ballast water in the arctic and it will have an impact on the sea mammals in the area. The water is not our garbage dump – we look for food in the water. Being concerned about this – I think you should look more into this ballast concept. The fish breeds in the water. We from the arctic live in a cold climate, and when we go into the warm climate it has an effect on our system. Also, being a people who take the resources from the arctic, and the people in this immediate area are not compensated. For example, spread money equally among the affected communities. As unemployed people, it isn't a bitter battle, but it creates problems for people we are unemployed. He's speaking not so much from a position of opposition, but the young people in the future are going to be much more aggressive than we are. Young people today are more into money than people my age. It is not customary for people to want money, but now young people gang up on elders to get money.

Reference 2 - 5.37% Coverage

Q6 – It's very simple – cost and benefits. When you have to make a decision, you put the pros and cons on a list. The pros for Clyde River has been 18 months / one person employed. The cons are potential damage to our sealing industry, potential damage to air quality, potential damage to the land area, potential damage for the trading that exists between Inuit – getting whale from Pond Inlet – getting walrus from Igloolik, and sharing our seal with them. Those are all the losses – for what – for 18 months of employment? It gets very hard to look at, in a good Inuk-Baffinland way.

George – again, all the concerns that were raised at this meeting have been written down and will be given some consideration. We have to put perhaps more emphasis on QC on what they are doing. We will keep those written down and deal with them in a while. Thank you very much for coming. We had a chance to speak with Baffinland people, and they will be coming back to Clyde River sometime in the near future. And we will try to participate when they arrive here. Since there are no sleeping accommodations here, we need to continue onto another community. We will consult with Baffinland about perhaps coming back together in the fall.

<Documents\Public Consultation\Hall Beach\April 2009 Working Group Minutes - Hall Beach> - § 1 reference coded [3.03% Coverage]

Reference 1 - 3.03% Coverage

Percy – I don't mind the shipping route. The hunters say the whales go through there. The whales will probably come closer to Hall Beach because of this – so I don't mind [laughter].

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 2 references coded [6.97% Coverage]

Reference 1 - 2.67% Coverage

Mr. Palluq – We know this area very well, especially Baffin region and Steensby as well. Because of our knowledge and experiences of what we witnessed in the past, it is something we cherish. Starting this month until June, ever sea mammal will be given birth in Foxe Basin. Every sea mammal will take turns giving birth. In any other year that the ships. ……..we want to protect and preserve these animals. Starting in July, it is the birds. Once the animal gives birth, they won't get out of the way of the ship – they will stay there. I have a lot of concerns but I will be able to speak out at the public meeting. One thing I wanted to find out is what is more important to you, thank you for answering seriously.

Reference 2 - 4.30% Coverage

Mr. Awa – Yes, we are glad to see this kind of project because it will provide jobs for younger people who are unemployed. But with Foxe Basin is a very small area and it is very important. Yes, there are caribou and arctic char being affected on the land, but it is the sea mammals that are closest to our heart. It won't be just ore carriers but also tankers. What if there is an oil spill or grounding, are there contingency plans developed?

Mr. Chubb – There will be other ships but most of the fuel will come in on the ore carriers. Last year we had a tanker come into Milne Inlet. Those ships need to have established spill response plans, and before the fuel came to shore, we did an exercise to make sure that we are ready in the instance of a spill. The federal government and QIA were there when we did that exercise. A big part of the job is to make sure we have the plans, equipment and training all ready. Refueling from tankers to shore is a common activity that goes on every day, but we agree, it is very important to have our plans in place.

Mr. Cooper – We'll also design the ships to be very modern, so the ore carriers will have two hulls.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 1 reference coded [1.60% Coverage]

Reference 1 - 1.60% Coverage

Louis Uttak – I didn't get an answer. I asked what would happen if the marine mammals would be affected.

GM – The effects on marine mammals will be assessed by the experts we have hired for the EIS. This information will be made publically available to those who are interested. We will keep track of what is actually happening through our monitoring and reporting programs.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 1 reference coded [2.04% Coverage]

Reference 1 - 2.04% Coverage

Mr. Louis Uttak – We have only two items we are discussing. One, Baffinland or Qallunaat – there is only two we are discussing – there are lots of details attached to these. But you don't understand what I am saying we are arguing about. Inuit knowledge, and Qallunaat knowledge is money and we live on that today. Due to my ancestors I am here today. The archaeological sites are very precious and sacred to me, even the tent rings and bones, it hurts inside to see because our ancestors survived in that area. Without those ancestors we wouldn't be here.

We forgot something here – there shipping routes – Cape Dorset will be impacted too, there are walrus and other marine mammals, and I saw someone today from Cape Dorset and he said they haven't been notified about the project. Lets be friends. My future generation, the IQ if we are arguing about animals with this guy, for example, I want more animals than him, it would interrupt the animal. In Inuit law it is very strong, if you try to change that way. So I am saying I am a greenpeace but if I kill it I want to eat it too. In the future, animals will be disrupted so in that way I am an animal activist in that way, but I like to eat country food as well, and I don't want to go too long. I want to remind you that cape Dorset has walrus too, so I apologize to those communities as well.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 2 references coded [4.84% Coverage]

Reference 1 - 1.25% Coverage

Q2 [again] – I don't agree with the proposal to have a dock in Steensby Inlet. A Pond Inlet resident has been in Igloolik and says that the marine mammals have changed in Nanisivik – the marine mammals have come back after a while after closure. Walrus will be disrupted – so no, do not use our waters.

Reference 2 - 3.59% Coverage

Q17 [Mr. Joe Attagutaluk] – A way back, our ancestors lived on the land in that area. They have old places, camps, which you can still see. What will happen if they are destroyed? And sea animals, if they are destroyed – a lot of people say we can't eat all meat anymore – if they are gone will they be compensated? What is the plan for that?

Mr. Chubb – A very fair comment. All mines have a footprint and impacts and our objective is to minimize that impact. For things affected – that is why we are having dialogue with the QIA regarding an IIBA. Through that there will be forms of compensation. The IIBA is a requirement before a mining company can build a mine. regarding archaeology – we're doing a lot of work on archaeology. Before working in the field, the archaeologists go out and check the sites. If possible, we relocate the work to avoid the sites.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting Aug 16 10 Notes_revised> - § 1 reference coded [4.75% Coverage]

Reference 1 - 4.75% Coverage

Q5 – What will be the long term affect on sea mammals due to the shipping in Steensby Inlet and Foxe Basin?
A – Such topics will be part of the EIS review process as well as the Company's plans for mitigation and management of such potential affects.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 2 references coded [10.84% Coverage]

Reference 1 - 5.25% Coverage

Councilor Simon Nattaq – Originally I am from Hall Beach, and like anywhere in Nunavut I travel and I've been traveling to Coral Harbour and Northern Quebec, and I think John mentioned the questions that I have. Although it impacts my personal life, if there is impact on the environment I would expect there would be an agreement in place. That area - the shipping route is a breeding ground for marine mammals. Polar bears are also living in the area. From my understanding, the ice never used to melt, but I think now polar bears are moving away compared with the past. We already have impacts in our lives. I am not sure Nunavik but Cape Dorset they will also be impacted, and they will also be impacted (Kimmirut?). Nanisivik had ice breakers come in winter. Compared to the past, I didn't see real negative impacts to marine mammals, narwhal, and seals are still there. But the Inuit travel route and losing equipment and so on. In Iqaluit although we have ice the ships still come in and the beluga still come naturally. So although they may be impacted, personally, the ships cannot deter the animals in their activities. We heard a big proposal, although I am Nunavut Beneficiary. I don't want to interfere in the communities but I can say you should add Cape Dorset. If you decide to go the eastern route, you may be able to bring equipment. I don't think they asked to bring big items to the port – part of the benefits package – that they can always go to collect equipment delivered to Steensby. I can't really say on behalf of those communities, but…thank you for considering Iqaluit in your proposal.

Reference 2 - 5.59% Coverage

Councilor Williams - Yes it is much appreciated. A couple of comments I'd like to make, I have a bit of experience with the impact of shipping and ice, with Arctic Bay. I went before they were shipping, and then saw the impact of ice breakers through landfast ice on harvesters. In that area, I'd like to point out that the area in Foxe Basin is a well known area by walrus occupied year-round, because of the moving ice. I think one of the things people don't assume is that walrus are big tough animals but they are actually quite sensitive – one of the animals with a sense of smell – whales don't but seals do. The one thing that I will share is that my experience with shipping - the habituation of mammals to Arctic Bay – the CD Howe – those vessels, they can see the animals respond days before the ship arrive. They don't any more – there is an initial flee behaviour. If you look at Bay of Fundy, ships have become habituated to ship traffic. I found it interesting you're going to ship and dock in landfast ice throughout winter. One of the hardest things was to dock in landfast ice at Nanisivik with landfast ice. With the continual growth of ice, especially coming off the steel head that go into the water, it will be a challenge over the winter. There will be a lot of focus on shipping but the rail line given the 6 trips will be a substantial barrier to caribou, wolves, any terrestrial mammals. Something to leave with you – I can see that the railway may be a substantial consideration. If you have an area of substantial snow, and you create new snow, they will get onto highways, - Cantung and other remote areas – they will not get off the road into the deep snow and will run until they are exhausted.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - April 2, 2008> - § 1 reference coded [3.47% Coverage]

Reference 1 - 3.47% Coverage

Q1 (Anthony) – no one has asked about wildlife so I will. The shipping route in Foxe Basin, that is an area that is typically not navigated, what are the impacts and what will you do? And the railway and caribou? Trying to cross the tracks – one out of every I was wonder if there is any preliminary work done on how work will impact wildlife. It will be a big change for wildlife.

Mr. Chubb – The discussion on that and impacts, and mitigation will be subject of the next two years of dialogue. The work that we are doing, if we start with the shipping and navigation, we've spent time mapping the bathymetry to be sure we have viable shipping routes. On the map on the back, there are shown two locations route and we've since confirmed that both routes are feasible. From a mitigating measure, one of the first things we were told is to go the eastern route. We are already looking at means to influence the operations. The baseline work we are doing is ensuring we have an appreciation for the wildlife. With caribou, we are doing similar things as well in terms of looking at caribou use by the land users from a harvest standpoint, and caribou use in the area. We've been studying for several years. Right now there are not a lot of caribou in the area and we understand they have been in larger numbers. We're doing trail mapping, etc. This will influence the project. You've hit on the two key areas that we feel will be the focus of discussion for the next two years in the draft EIS.

<Documents\Public Consultation\Kimmirut\Kimmirut Hamlet - April 26, 2010> - § 1 reference coded [14.31% Coverage]

Reference 1 - 14.31% Coverage

Q – The Igloolik waters – are they not shallow in that area?

Matthew – No, the waters are sufficiently deep. We checked.

Q – I have heard that if the water was too shallow, you would dig some more?

Richard – There were a few shallow spots near the ore dock at Steensby.

Q – That was my concern because when the microorganisms there are disturbed it affects the ecosystem. If they smell something different they may die off. Going into IQ – when you disturb the rivers the microorganisms are dispersed and it affects the environment. The shipping route during the winter – if it was used – it would not e frozen over. The shipping route is very close to Kimmirut. What are your plans in the future if the animals are dispersed?

Matthew – We design the project to minimize impacts, and we look monitor impacts, including possibly having Inuit monitors on the ship, or a harvest study which we are going to talk to the HTO about, or possibly a wildlife harvest study. Any compensation for loss of wildlife will be dealt with under the IIBA that the QIA is negotiating with Baffinland.

<Documents\Public Consultation\Kimmirut\Kimmirut Public - April 26, 2010> - § 1 reference coded [10.86% Coverage]

Reference 1 - 10.86% Coverage

Q1 – (Joanie, QIA) – Thank you for the great presentation. As you indicated, this project will be for 21 years, and during the whole year, which is also part of the marine mammals roots, which will also be part of the operation that will impact on marine mammals as well as land. If there is an impact to wildlife which we harvest, will there be compensation for replacement? If there is a major impact to the environment, what's the status of / plan for compensation?

Matthew – We plan the mine to limit the impact as much as possible. During operations, we monitor to determine if there is an impact, such as the proposed harvest study that we discussed with the HTO today. If there was an impact, we try to change the way we do things. If that didn't work then compensation would come into play. That compensation would be included in the Inuit Impact and Benefit Agreement (IIBA). Stephen can add some more on how the IIBA works.

Stephen – Wildlife impact is one area that we talk about in the IIBA. Over the next couple of years, we will be looking at what the Company expects could happen to the wildlife, and during that time the QIA will be negotiating an IIBA. We are looking at a harvest study as one way to monitor this. We have about a 2 year process to learn about the types of impacts we expect from the project, and the types of compensation that would address that impact.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 2 references coded [8.64% Coverage]

Reference 1 - 3.07% Coverage

Q – Would Kimmirut be compensated in case something happened to the wildlife in the area?

GM – The effects the Project will have on marine mammals and the marine environment are covered in the environmental impact assessment. In terms of compensation, this would be negotiated in the IIBA with the QIA. The IIBA has not yet been completed.

Reference 2 - 5.57% Coverage

Q – What impacts will the Project have on marine mammals? Would we be able to be compensated if we started to see fewer animals? Fishermen were compensated with the Gulf of Mexico oil spill.

GM – The impacts the Project will have on animals will be covered in the EIS. There will also be a monitoring program in place as the Project moves forward. The results of this program will be made available to local communities. Our goal is to have as little impact as possible. In terms of compensation, a great deal of that will be covered in the IIBA. It will be up to the QIA to decide how those funds will be distributed.

<Documents\Public Consultation\Pond Inlet\BIM Notes on GN Development Workshop - November 13, 2007> - § 1 reference coded [3.57% Coverage]

Reference 1 - 3.57% Coverage

- Several issues related to impact and benefits surrounding disruption to wild life by rail and sea and the form of compensation related to this .

<Documents\Public Consultation\Pond Inlet\Pond Inlet Community Meeting - Mach 1, 2011> - § 1 reference coded [2.41% Coverage]

Reference 1 - 2.41% Coverage

Member of HTO – Narwhals and seals are always on the move. Beluga whales are on their way to resolute bay during May and they may be impacted. Do not stop monitoring the wildlife. We need to keep working on this together on a larger scale and on a longer scale. If I take medication will I not be able to work on site?

Greg – we would certainly employ people taking medication for health reasons.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - March 31, 2008> - § 1 reference coded [2.51% Coverage]

Reference 1 - 2.51% Coverage

Mr. James Attagootak – I am also concerned about the frozen in barges or ships. Milne Inlet has arctic char and there are other places that have char, and there are marine mammals there and other animals. My concern is that any time the earth can have an earthquake – I think you could build a tank on the land instead of on the ocean, because if you don't have the spill equipment, that needs to be considered more.

Mr. Chubb – The freezing of the ships is for the beginning at 2009. These ships are designed to be frozen, and will be equipped with monitoring and people and the ability to respond to a spill. It is done in other locations and there are guidelines for doing this activity.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 4 references coded [29.30% Coverage]

Reference 1 - 7.15% Coverage

Q7 - David Q – There are two new faces from Baffinland. In 2005 when we went to site, and they were flying in drums of fuel. We had our first meeting in 2005. Apparently Baffinland was writing letters. At that time, Mike Z said there would be contracts for logistics, and jobs. The co-op got a foodmail and logistics contract. At that time, he didn't even ask the community if they wanted the exploration to go ahead, but it didn't seem like we have a choice. Then Baffinland decided to do a bulk sample program. And we were trying to negotiate a IIBA. They wanted to do the bulk sample without an IIBA. Then they gave a contract to the Qikiqtaaluk Corporation. Then the Inuit were against them building the road up the mountain in the winter, and they did it anyway. The tote road was washing away. Baffinland doesn't listen to us, when we say not to do this or that. They could have used the money other ways. You're talking about one ship every two days. We're lucky enough to watch Discovery Channel, and we see these ships with a humungous anchor which disturbs the animals on the sea. These things have to be put into consideration. The environmental statement schedule for your project to be approved and accepted by Inuit – seems like a crazy schedule considering what has happened.

Bill - With respect to the EA schedule, the project evolves as we go on, so the plans from 2005 have changed as of 2010. But two things have been taken in account. We are bringing equipment and materials into Milne Inlet during construction. Bringing equipment to build the mine, and to build the railway from both sides. I think that has been pretty consistent that Milne Inlet and the roads will be used.

With respect to the large size of the ship, and the need when ships come to port, the lines that will be used to potentially anchor – that is why we've been studying the seabed and fortunately the seabed is relatively barren in that area. With respect to changes in the company and incidents in the past, I think there are a couple of things to take into account. These sessions are very important. We take these issues, and think of other ways to explain the project. George did a good job explaining the results of these meetings. When we go back to Cape Dorset, hopefully we have either a response to their concerns or a change. Most important is safety. That's why we are going back to the ship designer to see what can be done to address the concerns. Shipping in the north is starting to become more prevalent. George mentioned Raglan where shipping occurs. Another project that started 7 years is the Voisey's Bay. Every time a project starts up they are a chance to learn, and we can design our project better.

Reference 2 - 15.63% Coverage

Jayko – On the last page of your presentation in Inuktitut, there is some wording I don't like. The translation is a bit different from the English. Baffinland and the QIA will be working towards an IIBA agreement. In 2009 an MOU was signed. To ensure there is employment, training, business opportunities, workplace conditions. And in 2010 the goal to reach agreement in principle. I just want to clarify for the Inuit – they are slightly different versions in Inuktitut. In February we had a meeting in Iqaluit in regards to the Foxe Basin walrus working group, and at that time we asked the questions about the large ships. There will be quite a number of them that will be transporting ore. And on the return trip, they contain a liquid in the hold. In the Foxe Basin area, the walrus especially, and we all consume walrus from that area, the ship will be full in German and will come to the Foxe Basin. This needs careful consideration, in order for the walrus not to contract any disease. Will there be shipping after every four days. It might affect the microorganisms. Seawater from down south contains a lot of contaminants. And directed to the QIA, regarding the final agreement in principle, I keep going back to it, because the QIA should ensure that the communities… the QIA is in a tough situation, because they need to reach an agreement. That is a major concern to us. This problem will persist, providing logistics… You should have a joint meeting to discuss – employment opportunities should be given to the communities involved. It is good to hear that Baffinland is coming to the community, and lots of jobs – good to hear. We are the closest community though. You are going to damage our land, and the marine mammals would be bothered. It will not benefit us, which is unfortunate for our future. I wanted to reiterate that employment and business opportunities should be made available. We agree with KP and their wildlife research – we have totally supported them in that regard, but the fact of providing employment, and having business opportunities, if it isn't going to be provided in Pond Inlet, I mentioned earlier, that I was glad BIM are coming here, but there is nothing concrete. You are not mentioning good news about employment or contracts. I will go home disappointed. So how will you affect the communities? On the IIBA, it is currently being negotiated, but Pond Inlet does not know anything about it. Pond Inlet needs to be involved in these discussions.

Bill – With respect to the water you mentioned in the ships, when the ships leave Steensby they will be filled with iron ore going to Europe. When empty, they need to be filled with water to ballast the ships and make them more stable. There is a concern that exotic species will be in that ship water. To prevent the transfer of species from one location to another, what ships are required by law and also contractual arrangements is to exchange the water in the North Atlantic, to ensure that the water in the ship is similar to the water at Steensby. That's an important question and one that will be addressed in the shipping plan in the EIS. And we are using our experience on other projects.

I am not sure about the comment regarding salt in the water. The difference in salt concentration is very minor between here and Europe it becomes different from northern hemisphere and southern hemisphere. But this is more or less irrelevant given we will be exchanging water.

Regarding communication, we are planning to improve and issue a bulletin quarterly regarding any announcements that the company has made in the past 3 months, and work planned at site. Qav can read this over the radio.

Dave – On the expeditor, you're right, in 2008 there was a QL employee based here doing logistics. And after 2008 when things slowed down, we didn't need the expeditor again. Regarding the co-op we are continuing the food contract again this year, and we'll need additional services with linen services. We plan to come to talk to the co-op board, and to look at other business opportunities for the co-op. The one thing about the co-op is they are one of the biggest organizations in the eastern arctic.

Philip – I have something to say on funding. As a negotiator, I am wondering about how we are going to negotiate

In Pond Inlet and Igloolik, we have been making every effort to hire people…

QIA are not just agreeing with Baffinland, we are making sure the ….

If we had used our own funding, it would have meant we'd need to borrow money. NTI did that and they are still paying back the federal government. If we used our own funding…. we have not used any of our own money for negotiation. We requested funding from Baffinland…. as a result training has not been activated. As a result, the QIA board decided in March to provide its own funding for training. We would have to figure out how much funding we would need in the high arctic. So we've requested funding that was not forthcoming.

We will be working – the HTO and CLARC – will be working together to see how we could support them. So the QIA will be providing the funding for the workshop. Thank you.

Jayko – Yes, I have a clearer understanding now. It is very easy just to make a comment that he made earlier. It sounded very simple regarding the explanation about salt in salt water. I am requesting that in the planning stages that a representative from each

of Igloolik and Pond Inlet should go to Europe and look at the condition of the salt water. Baffinland should delegate two people to from Pond Inlet and Igloolik to go to Europe. I want to see a letter in writing about how Pond Inlet will benefit.

Bill – Yes, regarding the management of ballast water, that will be in a management plan. Before we submit that document to the NIRB, we'll have a chance to come back to discuss with the community what is in the plan. May I suggest that we take a 5-10 minute break.

Reference 3 - 2.32% Coverage

Q – I was looking at the maps. Regarding the shipping route, I want to comment. In the past years, we've observed that the mining side and the marine mammals relocate somewhere else. I am thinking that Baffin – the whole surrounding waters – there is going to be a lot of traffic on the ice or ocean.

Even though it appears that our comments are being ignored by the white people who arrived recently, even though we've lived here. We need to ensure wildlife, especially in Foxe Basin, they will definitely be affected. We should look at all of the options, instead of traveling through Foxe Basin in the winter time – use an alternate route. When ships went to Nanisivik they did not disrupt fish habitats. You definitely need to build a road to where the small glacier is. And from there you can go wherever you want. You should not disturb the coastal areas of Baffin Island.

Reference 4 - 4.19% Coverage

Q – Regarding narwhals, when hunting in that area, the plane doing aerial surveys was up there also. They were flying very high up and not monitoring the narwhal very carefully. It was apparent that it wouldn't count all the narwhal. When the ship was approaching, the narwhal moved somewhere else, and when the ship was loading the narwhal they were gone from Milne Inlet and then came back. Residents of Pond Inlet… you assume that you have all the knowledge. You appear very knowledgeable but you are not. In the future, if the ships come in that region, they will all be gone. Thank you.

Jayko – When the big ship that was there in the summer, maybe two years ago, I was involved in an aerial survey, and as you travel to the Milne Inlet area, we criss-crossed with the plane conducting surveys and looking at other marine mammals. In an area in Milne Inlet called Bruce Head, there is a lot of narwhal. As the ship approached Milne Inlet. As the ship left the other way, the narwhal traveled form Bruce Head and congregated in Koluctoo Bay, And as the ship passed, the narwhal swam somewhere else and did not want to follow the ship and be disturbed by noise. IQ says before ships arrived we would see the ships arrive – only when the ship is really close to they swim away. There are lots of narwhal and when the planes started landing and taking off. We And sometimes the killer whales go after narwhal. We usually have fewer ringed seals as ships frequent the area. Freighters tend to bother marine mammals a lot. That is something we learned. The wildlife is very essential to us.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 2 references coded [6.73% Coverage]

Reference 1 - 2.44% Coverage

Paniloo – With regards to the Milne Inlet shipping option – Whatever you use to emit sound should not be used. These instruments keep the animals away. [Comments missed]. There are no seals or narwhal in Milne Inlet. It seems as though they have moved towards Clyde River. There seems to have been an impact. I don't want any sound disturbing devices used.

MZ – The gauges we have put in the water have been used since 2005. They are passive gauges and only monitor tidal water flow. They do not emit sound. They are only monitoring tidal activity.

Reference 2 - 4.29% Coverage

Enokie Inuarak – Mary River was selected by the people of Pond Inlet as IOL. The people who are the actual owners of the land are not getting any of the benefits. I would like to see royalties going to Pond Inlet as well. It is very difficult to get basic infrastructure here; that money could be used for that. All that money should be going to QIA.

NQ – We very much hear this at QIA. People want to see benefits going to Pond Inlet. The money Pond Inlet gets from the land lease is currently going towards the environmental review. This is a very expensive process. Mike's comment that marine mammals don't use currents is not true.

MZ – I was talking about the ice, not the marine mammals. The currents keep the ice moving and make a lot of noise. For our purposes, it is easier to ship through. The whales do not like the sound of the moving ice.

NQ – There are walrus that use that area.

MZ – They are mainly over by Rowley Island and Jens Munk Island..

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 2 references coded [5.89% Coverage]

Reference 1 - 4.15% Coverage

Q2 (Ham Kadloo) – About caribou, they are delicious and good food. We talk about caribou because regarding the railway. The marine mammals, the seals, are secondary, but caribou are the primary discussions. The marine mammals, seals, narwhals, should be considered too. The real Inuit, we grew up from that and survived from the fat, and have ancestors who survived using the animals. When we speak of our concerns regarding caribou we mention our concerns. When we live in warm houses now we are not concerned about the fat from seals. I heard earlier about a ship to Milne Inlet being frozen in and Milne has seals and baby seals and these animals might disappear, because I know. What I am saying is that for so many years the ship broken engine was at Milne Inlet for quite a while and noise coming from the engines and the seal population went lower, and there was not much seals and I don't know how long that ship stayed there with a broken engine. For that reason, since they live in the ocean, and the sea is used for anything. Like say I went out tourist and they listen with a microphone and listen to marine mammals making sound. Even though you don't see them you can hear them. Anyone walking on the ice you can hear those. For that reason, water carries noise for a lot longer and stronger. For that reason, I am saying that they should be considered too. When we're gone we need assurance that if I say the proposal I saw, if I am trying to deal with them, they would mention the funding and money involved. Let's say, if there are any activity planned by Inuit, we look at the money side of it too, so I understand that the QIA and IQ need to work closely with IQ regarding animals or how to improve their activities. So these are my comments. We who have lived here, our store costs are getting high. I've been down to Ottawa a few times, the prices are so low! Cheap prices! I have children down there, the whole cart in the store, and I was worried when they loaded the cart it was going to cost a lot, but it was negligible. Also, as Inuit we were treated like Indians as if we are the same as Indians but now I heard now that Indians are getting stronger in terms of being outspoken and getting our way, and same with Inuit we need to be outspoken and more vocal. Thank you.

Mr. Chubb – Thank you for those comments. The marine environment is certainly important and part of the work we are doing. It is all at looking at that balance. Your comments are very well received.

Reference 2 - 1.74% Coverage

Q13 – In Pond Inlet, I want them to be considered for the Milne Inlet regarding the animals, to think of Pond Inlet people. I went twice caribou hunting in Mary River and first week we didn't see any caribou, and when my snowmobile broke down we left. Another week saw and captured two. Helicopters everywhere and trucks. The railway will be a big issue because it's noisy and will affect the caribou. I know last summer at Milne Inlet I was part of a study of narwhal for two months, we traveled on the ice. There were a lot of marine mammals on the ice when I was young. But last winter didn't see hardly any animals. Because of the noise the animals tried to stay away. When I went where there wasn't any activity there were more noise. You need a lot of supplies to go longer distance. We need to be considered and to have back what we lost.

Mr. Chubb – Thank you for your comments. With our activities we conduct monitoring including narwhal in Milne Inlet, and we will do again this year. I just use that as an example, we do monitoring.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 9 references coded [4.84% Coverage]

Reference 1 - 0.15% Coverage

Question: Levi Barnabas/Arctic Bay – Have marine mammals been impacted as a result of other activities around the world?

MTP: It depends on the type of marine mammal. Warren will discuss this further. There was a 2008 study showing marine mammals returned to the area within a few hours of a ship leaving.

Reference 2 - 0.24% Coverage

Question: - Koonoo Oyukuluk /Arctic Bay – Marine mammals do not stay in one spot. Igloolik and Hall Beach they eat the walrus. – My concern is with walrus disappearing. We learned from Nanisivik that walrus will disappear. Our descendents need to know there will be no walrus in the future. Whales were hunted to extinction but now they are coming back. We will need to discuss compensation if extinction occurs.

**We will monitor walrus populations and address impacts if they occur.

Reference 3 - 0.38% Coverage

Question: James Atagootak/Pond Inlet – Has there been much study done on the proposed Milne shipping route regarding polar bears, walrus, marine mammals, depths etc.?

MTP: We have done numerous scientific studies and collected IQ information.

James: From Steensby to Foxe Basin - were there studies there too?

MTP: Yes, the same scientific studies and IQ studies were completed specific to that area. There was also a GN study in the 90's.We've completed all required scientific studies.

James: The reason I asked this is because the ship area is huge. Is the route deep enough?

MTP: Yes it is. The ship needs a few meters of water of draft. Our studies show the ships can move through with no issues. Fednav will be here to answer questions on shipping tomorrow.

Reference 4 - 0.39% Coverage

Question: Koonoo/Arctic Bay - How will we be dealing with ships? Eclipse Sound is very deep. Be aware of this. We are going to have to study ships going through the ice. When ships arrived in Nanisivik, the whales went towards shore and ran away from the ship. Now when they are in deep water they are accustomed to the boats, but in shallower water they cannot move away. In summer when there is no ice they are accustomed to ships. But when they started the ships, they ran to the shore and we started hunting them. We know their reactions from our experience with Nanisivik, but you are dealing with the Milne Inlet area. We have to be vocal about this.

MTP: To be clear, this option means that shipping will all be conducted during open water. There will be no shipping during winter.

Reference 5 - 0.89% Coverage

Question: Simeonie Aqpik/Kimmirut – The shipping route has marine mammals there. Have there been studies done on the animals that live in the area? To look into if there will be any effects from the shipping on the animals? Will there be monitoring? We will want to hear if there are any impacts on the animals. You want the iron ore. We don't necessarily care about the iron ore. We are concerned about the animals. [Comments missed]… The animals are never gone. They always come back. We're looking at ways to make money in our communities. We have been making soapstone carvings. There is a soapstone quarry in between Cape Dorset and Kimmirut. When the animals hear the ships, they will move away. It won't be every animal that moves away, but there will be impacts.

MTP: There are baseline studies that have been conducted for the shipping route. Monitoring will be proposed in the EIS. Monitoring is an important component of our plans. We intend to have community members participate in this monitoring, just as community members have participated in our baseline studies in the past.

Warren Bernhardt – I will talk about this more during my presentation, but we have conducted studies along various parts of the shipping route, at the Steensby Inlet port site, and at the Milne Inlet port site.

Simeonie Aqpik/Kimmrut – The shipping route between Cape Dorset and Kimmirut – The marine mammals also use this route. It's a migration route used by the animals. We don't need to survive on marine mammal fat anymore. We use the white man's fuel. It is easier now. Country food is the best food for us. We don't want to eat contaminated meat. We will see what happens once the Project is operating.

MTP: We are going to do whatever we can to avoid making impacts and to monitor during the Project.

Reference 6 - 0.15% Coverage

Sidonie Ungalaq/Igloolik – The fish may be impacted. They may get skin rashes, for example. The marine mammal fat may also be impacted. We have to be aware of compensation measures.

MTP: We will monitor the different aspects of our Project. Where things cannot be mitigated, compensation may be in order.

Reference 7 - 1.57% Coverage

MTP: There was a question about moving the port facility to a point southeast of the currently proposed port [Nuvuit]. This option would cost an extra $300-500 million to build. This is just my quick estimate. It would likely also delay everything by at least two years. There may be other environmental reasons this port is not feasible that I would need to look into. We have now finished the baseline studies for the Project. We are in the process of completing the Project Description. NIRB requires that we only present one option for the Project. This is only partially complete. We aren't able to discuss changes to the Project Description, but we can talk about the baseline work we did. The Project Description cannot change. We also still need to complete our analysis of potential Project impacts and work out the details of our monitoring and follow-up programs. We can talk about the details of our monitoring program. Your suggestions are all very good. But it is extremely difficult for us now to talk about changing the port location. We have already made adjustments to our Project. For example, we have moved the shipping route further east in Foxe Basin, and made adjustments to other Project infrastructure.

Nigel Qaumariaq – What Levi and the elders have said is very important. You have said the Project Description is not complete because you are still considering the road option. This shows that you have the flexibility to make changes. We have heard that people from Igloolik still use the Steensby Inlet area. Your IQ work even shows there are lots of seals in Steensby Inlet. I think it would be very welcomed by people in Igloolik if you consider moving the port site.

MTP: Thank you.

Mathew Akavak/QIA – If your port site was built at that point [Nuvuit] there would be less impact on the ice and seals. Another issue of concern is the ability of travelers to cross over the ship track.

David Irngaut/Igloolik – If the port was built on that point [Nuvuit], we would definitely have more room to travel. We are only now coming together to talk, only after the decisions have been made. It is too bad we didn't meet earlier and we could have suggested a different port site.

Solomon Qanatsiaq – I've see the iron ore here and it is great. You should look at building the port site at Nuvuit Point. It is not much farther than the proposed port. It is closer to the floe edge and it would be easier to turn around. This is the first time we have heard all of this. When they build products of iron ore in the south, make sure they know it came from here.

MTP: I will need to go back and find out what we know about this area and why we chose the port site to be where we did. We will have to look at all the environmental, archaeological, and financial considerations. This option you suggest would add approximately 60km of rail.

Mathew Akavak – If your current route is not changed it will have an impact on fish and seals.

Stephen Bathory – I came in a bit late. I'm sorry. I want to clarify with some of the people who have already spoken. The Nuvuit site would be a more appropriate site for a port? David, is that correct?

David Irngaut – [Nods yes].

Reference 8 - 0.18% Coverage

Question: Mikidjuk Kolola – How many species do you find in one of those circles? [Referring to an aerial survey map shown by Warren].

Warren Bernhardt – Each one of those dots is one observation. There could have been more than one animal there.

Mikidjuk Kolola – I would like to advise my colleagues here that Kimmirut has many marine mammals in their waters.

Reference 9 - 0.89% Coverage

Nigel Qaumariaq – I'm very happy to be here. I have southern experience, and I've learned from my grandfather. I used to spend half of my summer on the land with my grandfather outside of Iqaluit and the other half with my other grandparents down south. My grandfather taught me to observe the land. He also taught me to observe the white man. Matthew and Bill both observe a lot. They take it all in. I work for QIA but I'm also a beneficiary. Talking as a beneficiary now, there are a lot of issues that still need to be discussed. We still need more information. There are lots of issues to be addressed, like training. It is possible there will be 50-60 summer passages of boats by Pond Inlet in three years. The company wants to start shipping by then. Pond Inlet residents harvest whales in Eclipse Sound. When this starts in three years, we will need to look at employment. Will Baffinland have Inuit-friendly employment practices? Two weeks in / two weeks out doesn't necessarily work. Spring hunting is an important time. Will

Baffinland accommodate this? This is the type of information we need to work out now, if a mine is to start in three years. One more thing, speaking as a beneficiary, I will talk about IBAs. I went to law school and studied IBAs. Companies want them to be confidential and not open to the public. Companies don't want other organizations that are negotiating IBAs to have information. This is unfortunate because IIBAs are ways we can talk about employment and training. All this information needs to be presented to us and we need time to absorb everything. This Project will impact generations, because it is multi-generational. The NIRB proposal is only for Deposit 1. There are five other deposits. It can change our communities. We need to be a part of it. I look forward to the future.

WILDLIFE - MONITORING WILDLLIFE

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet - April 22, 2010> - § 1 reference coded [2.41% Coverage]

Reference 1 - 2.41% Coverage

David – The caribou study – what's happening with that – do you have preliminary results?

Richard – we have some results in a draft baseline report, that will be included in the draft EIS.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 1 reference coded [0.85% Coverage]

Reference 1 - 0.85% Coverage

Q3 – First question – in Coral Harbour area the studies being done, what's the limit of our study. How far will you go for studying the oceans?

Richard – study area is Foxe Basin and Hudson Strait, focusing the most attention on the area next to the shipping lanes [pointing to the map on the screen].

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 3 references coded [10.63% Coverage]

Reference 1 - 4.81% Coverage

Q17 (Adamie) – Is there any way of doing any harvest study from Cape Dorset through Hall Beach and Igloolik? Even though narwhal are not harvested locally, they move where the ship will go. If the harvest study will focus only on harvested species then it won't be complete. It should be much more detailed than on what was harvested. There should be more thorough studying of wildlife where it is located. We used to have narwhal in this area 20 years ago, but not anymore. For future generations this information is important.

[Richard asked for clarification – did he mean scientific studies like aerial surveys?]

Q17 – Yes, do a complete study on marine mammals, including aerial surveys.

Reference 2 - 2.82% Coverage

Q18 – I indicated earlier that this should be of general scope, not just harvests. Wildlife migrates everywhere. I am concerned about this. I just want to say that the seals are getting their pubs at this time. And there is concern about polar bears. Seal pups are harvested by polar bears – more seals than the hunters – so we won't see seals from our boats this year. A lot of polar bears here right now.

Reference 3 - 3.00% Coverage

Q20 – These harvest study has been reported on more than one occasion. Chances are we will carry out the survey for too long and it will become redundant. I remember we never used to see polar bear, but lots now.

Richard – I am left with the impression there is general support here for the harvest study, which is encouraging. We will come back to talk about it again, and in the meantime perhaps the HTA can think about it further.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 1 reference coded [2.28% Coverage]

Reference 1 - 2.28% Coverage

Q3 - The shipping route shown is very close to the community. If there is no wildlife in the waters, you have to do a very careful harvest study. I wonder why you didn't take the Greenland – Baffin Bay route, instead of Steensby.

Bill – Why didn't we go in via Milne Inlet? [Yes]. We will need to go in there during construction. The reason why we didn't go to Milne Inlet is it is too narrow for the large ice breaking ships.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet - April 24, 2010> - § 1 reference coded [4.39% Coverage]

Reference 1 - 4.39% Coverage

Q4 – You said that there will be a wildlife monitor….. You know that the caribous may have moved to Southern Baffin. The area that we had gone to had lots of caribou and now have none. The caribou when they are grazing, the food is gone from the land and they go to a different area to graze. And whenever the animals are not being disturbed, they would become timid. Animals move around. When you travel around the land, you can tell the animals and the land are changing, and I'm sure the animals know that this land is getting different. And the animals can become "clean" when not disturbed.

<Documents\Public Consultation\Clyde River\Clyde River HTO - April 24, 2010> - § 1 reference coded [3.33% Coverage]

Reference 1 - 3.33% Coverage

Q5 – Is there a possibility of hiring polar bear monitors from Clyde River in Mary River?

Matthew – We've significantly reduced the number of polar bear monitors and we only plan on using 2-3 this year, and I am not sure where those would come from. But during construction and operation, Clyde River could have access to those jobs, just like any other community.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 1 reference coded [27.40% Coverage]

Reference 1 - 27.40% Coverage

Q2 – Somebody is going to be blaming the hunters that the caribou are going somewhere else. Ever since the mine started, this area used to have a lot of caribou, and when the planes started flying around the caribou are dispersing. And today we are experiencing that the caribou are very far away now. And the blame is going to be on the hunters, and the blame won't be pointing at you, the Company. It's not good when the blame is being directed to the hunters, and it happened recently that the blame was on the hunters, that the polar bear numbers are going down. Maybe someday someone will say the caribou numbers are going down and the blame will be on the hunters. I have gone back and forth between Clyde River and Igloolik, and I have experienced that when I was being employed at Mary River, when the dog team races started in 1999, we experienced that the caribou were abundant, and today the caribou are hard to find. You were saying that you were going to work with Inuit. If you were at the start working with Inuit hunters…. for example in the 1960s and 1970s, when the Nanisivik Mine was opening up, we heard concerns just as today, and the way the operation was going was not as we intended. And the people who were working up here from down south have gone home, and the help was not in place. I heard what you have said before. I heard that the ship had sunk in the waters of the Atlantic. I worked at Nanisivik for 7 years. Those concerns were not at all being used. When Nanisivik was going on, the residents of Arctic Bay were told they could use the ship, and she was never used to benefit the community. And I feel that the same thing will happen with this project. And I know you have a plan for what will happen in the future. Companies come around to ask what we want, and we give our concerns to the companies, and when those concerns are written down and will not be followed, we don't write anything down on a piece of paper, and we only have our brains and thinking. And we have in place that we can work together, but white people don't listen to Inuit and their concerns. And that's how they are. I have worked with scientists for a long time now. Even though they know the answer is wrong, they would work on that wrong answer, because they want to make profit. Sorry it is like that and we have to agree with each other. I have lived in this area ever since I was a child, and I know the area like the back of my hand. And when the scientists are telling stories of our land, they tend not to give the full answer. You were saying that you are in a hurry and have to go very soon. And now that you will be missing out on the better question and answer session. And maybe that's why you made this short – so you won't be face to face in answering more questions. It has been happening lately when anyone wants to do something and they are in a hurry. And I'm glad that we are face to face and talking about our concerns, and in the future, are those concerns going to be addressed? We go to Igloolik are and the route to Igloolik will be closed. Like for example in Nanisivik the people would have a place to stay and it was not so. Is it going to be like that when the route is plugged? And you will be monitoring the wildlife, and the murres are the most sensitive birds. And on the route to Mary River, there are colonies of Murres at Qikiqtarjuak and near Iqaluit also. And the blame will be on the Inuit, because it happened before and it will happen again. The way this happens is we can't generate any money ourselves. We have to work closely together now. If we agree with each other and the future it will be good. And the next generation will be here and working on this and you guys won't be around then, and we want our next generation to have a good way of life. I have gone down south and seen a lot of dirty places. I have seen animal carcasses on the ground. And I don't want to see in this area where animals are being killed by the train. I have seen a lot of caribou that were killed by trucks and cars. Thank you.

Q3 (Ham Kadlu from Pond Inlet) – I have concern over wildlife. Have you heard that in America Greenpeace said the polar bears are depleting. And I want to say something else – sometimes we Inuit are confronted and blamed. And the route is going to be to Igloolik and also from Milne Inlet. And if the wildlife in this area are scared away, what will happen. For us hunters, we want to kill

the animals that we want to use. Are we Inuit going to be blamed again for wildlife depletion? And the reason that I asked this, and I want to be answered, and I grew up eating wildlife not vegetable produce. I was born in 1936 and in 1939 I came to eat the animal meat, and ever since then I grew up with animals as food. Before the stores used to sell meat, it was only our country food and no produce. Up to this day, my body is in good shape, because of me eating the country food. I feel sorry for the next generation who is eating the Qallunaat food. The reason why I ask this question is who is going to be blamed when the wildlife in this area are gone, and Greenpeace down south are saying that the polar bear here are dwindling and the blame is on the Inuit hunters. The hunters are not to blame. So who is going to be blamed when the wildlife is gone? When I'm answered I will ask more questions.

Bill – So the question was who will be blamed when the wildlife are gone. We hope after the previous speaker mentioned working together, that by designing the project and working with the Inuit that the wildlife doesn't necessarily have to be gone. So if we take the practices used by other mine sites, the best practices when shipping through ice, the best practices to operate a railway, we hope to reduce the impacts on wildlife. And because we're going to be here working with you, we can identify if there's been a reduction in the populations of wildlife, and if there are reductions why they are being reduced. Rather than saying that it was just the Inuit, or the mine, or the natural fluctuations that we see sometimes in wildlife such as caribou. So our intention is to share all the information that we collect with you. And that's why we are working with the HTOs in all the communities.

<Documents\Public Consultation\Hall Beach\April 2009 Working Group Minutes - Hall Beach> - § 1 reference coded [6.50% Coverage]

Reference 1 - 6.50% Coverage

Percy – Is Baffinland still monitoring the wildlife? Will there be monitoring in the future?

Jason – Yes, Baffinland will continue to monitor wildlife in the future.

Timothy – Now would be a good time to do a caribou survey. The caribou are migrating to the northwest. There will probably be slightly less caribou because of all the activity (e.g. Mary River, CAT train to DEW line site).

<Documents\Public Consultation\Kimmirut\Kimmirut HTA - April 26, 2010> - § 7 references coded [28.51% Coverage]

Reference 1 - 10.44% Coverage

Matthew – I was going to get to that. To close off the IQ, what time of year would be best to catch people in the community?

Matthew Akavak – They do want to participate. As for time of year….

Chairman – We do want to participate fully in Kimmirut, especially in the QI as well as harvest study. It's not specific for hunters, its for the whole population of Kimmirut. We would like to participate fully in this study, especially given the route is going to go quite close to our community.

Q2 – Sandy Akavak – Best time would be after ice break-up.

Joe – I want to make some clarification. In regard to the IQ study in Kimmirut, those people would like to meet with the HTO. Need to emphasize that the HTO becomes a full participant of the study. Richard's and Matthew's question is when is the best time to come, for reasons that the people going out on the spring camps. Will it be during ice break-up when ice is too soft to travel? So we get as many people as possible. So the question is specifically when is the best time?

Chairman – Ice breakup starts sometime in June. We have the earliest break-up. There are also other people living on the other side of the community when the ice is too rotten for travel. We don't wait too long for ice breakup because it is earlier on the other side of the community. Does it have to be in spring time, or at the certain time of year? Or in October? Do you have any constraints?

Richard – We're hoping to complete the workshops in the next few months, so that we can process the data and integrate the results into our reports on the environmental impact statement in the fall.

Q2 – May June is when people are usually hunting for. How long would it take? We would try to make ourselves available.

Richard – 3 days probably.

Chairman – If in June, perhaps June 20 to the end of the month will be the appropriate time. If we really do have concerns, we will make every effort to attend the workshop.

Q2 – I am supporting it to be up to the 20th, because the workshop is not going to take that long.

Reference 2 - 2.96% Coverage

Chairman – In regard to the previous studies, it is essential now to update these studies. For example, when I was a child, there were no polar bears in Kimmirut. I remember 1 PB being harvested per year, and some years that none were harvested. There are now so many polar bears. Wildlife is also changing. So it's essential to update the study. I am putting emphasis on having updated information because it is the most relevant.

Richard – We think it's really important to get current information on where people go hunting with boats that could be near the shipping lanes, for example.

Reference 3 - 2.33% Coverage

Q5 - Who would pay for the study – would it be Baffinland?

Richard - Yes, substantially at least. QIA may make some kind of contribution.

Stephen – QIA is interested to participate, and our involvement will be discussed with QIA board in the near future.

Chairman - How have you done this work in North Baffin?

Richard – We haven't carried out any wildlife harvest studies yet in North Baffin – we are at the same stage of discussing the study concept.

Reference 4 - 5.63% Coverage

Stephen – Would the harvest study take into account the price of gas?

Richard – We wouldn't, but it could be added on, and things like the number of hunters participating, and the cost of gas to get out, will be things that would be looked at to try to understand trends.

Stephen – [long commentary…didn't catch content very well]

Chairman – We don't budget…. [showed locations they hunt on a map]. We travel distances based on the amount of gas available… At the end of the month, the coordinator will be asking where people harvested?

Richard – Yes. Getting the right coordinator will be very important. We were thinking either hiring a coordinator through the HTO, or possibly if the QIA CLO was available, that perhaps they could take care of collecting the harvest data. It will be really important to get the right coordinator, as high turnover of the coordinators resulted in lower quality harvest data in the Nunavut Wildlife Harvest Study. That's why having the QIA's CLOs collect the information is attractive – because there is typically low turnover in this position, which will help with data quality.

Reference 5 - 1.57% Coverage

Chairman - How would participating hunters be compensated?

Richard – We were thinking of possibly paying a small honorarium to each hunter. Or we're leaning more towards having a draw for a large prize like a snowmobile, each year. Hunters who completed their calendar each month would be eligible for the draw.

Reference 6 - 4.27% Coverage

Q6 - You indicated a 3 year study?

Richard – Yes, to start. And provided the Baffinland project goes ahead, then if the harvest study went well in the first three years then it could become part of a longer-term monitoring program for the project. And we know QIA is interested in the harvest study for the big picture, not just for the Mary River Project.

Q6 - So therefore the study would be done prior to the operation?

Richard - Yes

Chairman - The community is keenly aware of where the wildlife is, it would be a good idea as well to mark where you harvested wildlife, because we rely on wildlife for consumption. We consume wildlife in that area. The community is perfectly aware of what species is there. Stephen also suggested….. It would be good to know, once it is in operation, how the wildlife is actually being impacted.

Reference 7 - 1.32% Coverage

Q3 – I have a question – once the study is going – we could get a good coordinator. Once the study is running, we have to go to the left and right of the community. Of course you know it will be necessary to have a coordinator to keep tabs on what is going on.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 1 reference coded [11.27% Coverage]

Reference 1 - 11.27% Coverage

David Q – Would you collar the animals?

Richard – No, it would only be the recording of harvest data.

Would the harvest study be coordinated by the HTO? Would there be money to support the project?

Richard – It could be coordinated by the HTO or the QIA CLO. Baffinland has established a budget to support the project; however, this is not a large sum. Using the QIA CLO is beneficial as the position already exists. Any ideas how the HTO could collect the information? Our thought was that a person could go around once a month and collect the information.

Stephen – QIA has been talking to Baffinland about this project. Cape Dorset is also supportive of the idea. We want more then dots on the map and what it was. It's about where people harvest and why – considering the social economic side of things. Baffinland's use of the project information is only part of its possible uses. We'd like your permission to continue to work with Baffinland. David, could you as CLO complete this work?

David – If the CLO is to be responsible and would be asked to concentrate 2 days a month I have no issues. Who would coordinate it – QIA or HTO?

Phillip – With respect to IQ work already completed? The IQ work completed thus far is almost complete and once done we'll hand that over to the community. We are using the maps related to the land use study and will use that data for the EIS. The proposed harvest study will not be used for the EIS.

Our concerns are we don't want to see this go on forever. We want to see an end of the study. We are disturbed by the number of studies going on.

David – Would this continue during the operations and when would you start?

Richard – We are thinking to start the study in the next few years and run if for 3 years. If there is agreement we'd extend it.

Jayko – I'd like to proceed with the study but you need to work with the HTO to get it setup. And we'd like to have contact with you during the study.

Richard – this meeting was only meant as a start.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 1 reference coded [0.48% Coverage]

Reference 1 - 0.48% Coverage

Question: Nigel/ QIA - Going back to monitoring - the diamond mines have an environmental watchdog agency. What is the plan for caribou monitoring for this project? Will IQ be included?

Mike – The practice in Nunavut has been to make monitoring the company's responsibility. That's the case at the Meadowbank mine. This is not to suggest consultants could not do the monitoring and report back to the communities. We would like to see

hunter involvement in our monitoring program. Meadowbank contributes resources to a caribou collaring program. The Government does not want planes flying around looking for caribou. They also work with local people.

Kim Poole/QIA Scientific Advisor – The GN does not have the capability to review monitoring programs. We wonder who could be another check to see if mitigation is working, if monitoring plans working, if activities are being done and meeting objectives? Does the GN not have that capability? Where do mines goes from there?

<Documents\Public Consultation\Workshops\Kimmirut IQ Workshop Minutes (PC) - June 21, 2010> - § 1 reference coded [1.14% Coverage]

Reference 1 - 1.14% Coverage

Q: (Workshop participant) We are talking about migrations. How will the information be used? Has the Mary River site had an impact on wildlife? Are there ongoing studies? Are any community members aware of any impacts?

A: (Jason) We are using IQ and western science methods to find these questions out. Right now the Project is very small and in an exploration stage so there aren't many impacts. It is not as big as it will be, if the mine is approved and goes into operation.

WILDLIFE - NARWHAL

Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet - April 22, 2010> - § 1 reference coded [3.28% Coverage]

Reference 1 - 3.28% Coverage

David – The reason I mentioned Steensby Inlet is that as Inuit, we share our harvest. We get walrus from Igloolik, and provide narwhal. When we weren't getting caribou, we started getting caribou from Igloolik. That is why we are concerned about the wildlife.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 1 reference coded [8.17% Coverage]

Reference 1 - 8.17% Coverage

Koonoo – The ice breaker used to come to Nanisivik in May, when the seals and narwhals were heavily impacted. In May, the seal pubs were impacted by the ice breaker. We observed this when Nanisivik was in operation. We see that Baffinland will build the railway and the Foxe Basin shipping route will have an impact on walrus. And I'm sure that walrus will be affected. If the walrus of Igloolik are impacted, we request that they be compensated. And the proposed railway will be blocking the migration of caribou. So the railway and shipping route will have a negative impact. At Nanisivik, the seals and narwhal were impacted. I have a question. Before the economic meltdown there was good employment here in Arctic Bay. Are those guys employed being re-instated when the mine is starting again?

Matthew – This year is still small – 100 people onsite maximum, compared with 300 two years ago. So there will be additional jobs, but I'm unsure at this time how many will go between different communities, or how that would be structured. During mine construction and operations, Arctic Bay has been designated as a hiring point, which means there will be scheduled flights in and out from this community. It's reasonably safe to say that during construction that there will be jobs for everyone who is trained and able.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 1 reference coded [9.90% Coverage]

Reference 1 - 9.90% Coverage

Q1 (Mr. Koonoo Oyukuluk, HTO representative on the Inuksuligarjuk Working Group) – The way the information is presented [the presentation], the company is more concerned about the ore than the wildlife; the wildlife is secondary. Based on my knowledge of the animals, especially marine mammals, I am concerned. In Nanisivik, with ice breaking in May, we wouldn't see any narwhal even in the leads, but they came back once Nanisivik closed. I am concerned about the walrus for the Igloolik hunters – this is not mentioned in the presentation and this should be kept a main goal.

Mr. Chubb – thanks for the good comments. The presentation certainly focused on what the mine would look like. We are studying many things – a very large focus is the environment. We are collecting data through scientific studies and IQ. On what we are doing on marine mammals: we are studying how narwhal respond to the three ships that came into Milne Inlet this summer, and we are studying the habitat where the marine mammals may be present. We do understand the importance of studying narwhal and walrus and the effect on these animals. Our intention is to design a project that has the least effect on wildlife. We are still studying and will submit a project description this fall. Late next year we will submit an Environmental Impact Statement, which will discuss in detail what we've learned about the environment and how the project will relate to it. We are working with the QIA on an impacts and benefit agreement that will address impact issues and how to best support the communities. I hope this helps to address the comments and questions raised.

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 3 references coded [16.65% Coverage]

Reference 1 - 1.87% Coverage

Q8 – People in Cape Dorset may not be in favour of the proposed route. Young walrus and bearded seals are a main concern. When ships start traversing, narwhal may disappear. Breeding areas for seals and mammals are in the same open water areas where the ships want to go.

Reference 2 - 9.97% Coverage

Q12 (HTA Chairperson) – There were ships traveling currently through the strait – are the ships currently operating disturbing the wildlife?

Richard – We have reports from the ship operator, Fednav that they observe whales from the MV Arctic periodically as it transits in and out of Deception Bay, suggesting they are not bothered by the ship. We have carried out monitoring of narwhal in response to ships traveling in and out of Milne Inlet and could not detect any change in behaviour or movements as a result of the ships. Studies have been done on the response of narwhal and beluga to ice breaking in Lancaster Sound and they show a response, detect the ship, from some distance away and exhibited an avoidance behaviour. However, there are beluga in the Nelson estuary near the Port of Churchill, and in the St. Lawrence Seaway, which are accustomed to the ship traffic.

Q12 – The reason I'm asking is we know what animals are traveling; hunters know where wildlife is located at all times, where they travel in winter; towards the land at certain times of year. It's possible to know which way wildlife is traveling. Perhaps the ship route should be taken further from the community. Our ancestors have been able to survive. The only way to gain knowledge of wildlife is to hunt not for pleasure but for necessity. If the ship interferes with wildlife, it will be a problem. Moving the shipping route away from the land would be best.

Reference 3 - 4.81% Coverage

Q17 (Adamie) – Is there any way of doing any harvest study from Cape Dorset through Hall Beach and Igloolik? Even though narwhal are not harvested locally, they move where the ship will go. If the harvest study will focus only on harvested species then it won't be complete. It should be much more detailed than on what was harvested. There should be more thorough studying of wildlife where it is located. We used to have narwhal in this area 20 years ago, but not anymore. For future generations this information is important.

[Richard asked for clarification – did he mean scientific studies like aerial surveys?]

Q17 – Yes, do a complete study on marine mammals, including aerial surveys.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 2 references coded [9.05% Coverage]

Reference 1 - 4.15% Coverage

Q3 – Personally, I am a beneficiaries of Nunavut, I've been living here forever. You live in a warm climate, is that true? Personally I've been living in the north all my life and I am perfectly aware of Milne Inlet and I've had the occasion to hunt there. Last year when there was a ship there, there was a lack of seals and narwhal. The sea is quite different from the railway. I've spent time in Quebec City, and I have observed a train. You can see a train even when you can't see it. Ice breakers are very noisy. The sea mammals are very good at hearing. If I walk on ice the seal will hear me. If there was a narwhal there, it would hear me immediately because they hear much better than I do. I want you to be aware of these – there is definitely a concern of the noise an ice breaker will make through ice. You'll also be traveling through Foxe Basin. It is assumed it will disrupt the walrus. I have lived in Igloolik and hunted walrus.

Reference 2 - 4.91% Coverage

Q4 - I am trying to be short, but another question I have, in the NLCA Article 5, it says that if any corporation is liable for damage to wildlife, that we shall be compensated. What form will the compensation be? Because I don't know if you've tried Clyde River seals, everyone here swears it is the best seal. And there was a good shipment of narwhal from Pond Inlet last winter. How, if the damage is in the Pond Inlet area, we get whale from the Igloolik - Pond Inlet area, how far will the compensation go?

Bill – Compensation – when we talked about the IIBA, there are three components that still need to be addressed: the environment section, the wildlife section and the financial section. We haven't started these sections yet, but there are typically a couple of ways to compensate for wildlife, one is calculated from the environmental assessment, and the other is a lump sum.

Stephen – One thing she said is how impacts to food sources is a regional impact. Impacts to walrus impact people here. We need to discuss this with the company. A lot of that information will come from the environmental assessment.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - Sept 25, 2007> - § 1 reference coded [8.39% Coverage]

Reference 1 - 8.39% Coverage

Councillor: We would prefer to see the port on the north side of Baffin Island where the water is deeper.

Mr. Cooper: Although the water is deeper to the north, the channel width is very narrow for the size of vessel we will be using. Also, the ice conditions are much more difficult to the north than those found in the route to Steensby. The northern route goes right through the calving grounds for narwhal.

Councillor: Who told you that this area was the calving ground for the narwhal?

Mr. Cooper: We have acquired this information from both scientist as well as with Inuit local knowledge.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Community Meeting - Mach 1, 2011> - § 1 reference coded [2.98% Coverage]

Reference 1 - 2.98% Coverage

Ikee – You used Milne Inlet as a point to load ore. Milne Inlet is a breeding ground for Narwhal's and we are confused as to whether or not you want to use Milne Inlet for shipping ore in the future. Please keep us informed so that we can have a good working relationship.

Greg – Work has been done to determine if shipping from Milne Inlet is a feasible option. But no decision has been made. We have also heard complaints about people being hired from Iqaluit for other company projects.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 1 reference coded [1.21% Coverage]

Reference 1 - 1.21% Coverage

Mayor Kublu – Richard: the studies that were done last year on narwhals in Milne Inlet – whether or not they have been studied for this year when the ships are coming to Milne Inlet. Can you do more studies on the narwhal?

Mr. Richard Cook – Yes, we're going to be doing more monitoring this year.

Mr. Cooper – There will be 7 vessels again this year, so we'll be carrying out additional studies of narwhal this year.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 2 references coded [5.13% Coverage]

Reference 1 - 0.94% Coverage

Colin – I've dealt with a lot of researchers, and there are researchers in Milne Inlet. In 2007 there were over 4000 narwhal counted. In 2008 there were almost no narwhal in Milne Inlet. Can you comment? Will you consider this research in the impact assessment. Also, socio-economic side includes caribou supply food.

Richard – Our researchers did not

Reference 2 - 4.19% Coverage

Q – Regarding narwhals, when hunting in that area, the plane doing aerial surveys was up there also. They were flying very high up and not monitoring the narwhal very carefully. It was apparent that it wouldn't count all the narwhal. When the ship was approaching, the narwhal moved somewhere else, and when the ship was loading the narwhal they were gone from Milne Inlet and then came back. Residents of Pond Inlet… you assume that you have all the knowledge. You appear very knowledgeable but you are not. In the future, if the ships come in that region, they will all be gone. Thank you.

Jayko – When the big ship that was there in the summer, maybe two years ago, I was involved in an aerial survey, and as you travel to the Milne Inlet area, we criss-crossed with the plane conducting surveys and looking at other marine mammals. In an area in Milne Inlet called Bruce Head, there is a lot of narwhal. As the ship approached Milne Inlet. As the ship left the other way, the narwhal traveled form Bruce Head and congregated in Koluctoo Bay, And as the ship passed, the narwhal swam somewhere else and did not want to follow the ship and be disturbed by noise. IQ says before ships arrived we would see the ships arrive – only when the ship is really close to they swim away. There are lots of narwhal and when the planes started landing and taking off. We

And sometimes the killer whales go after narwhal. We usually have fewer ringed seals as ships frequent the area. Freighters tend to bother marine mammals a lot. That is something we learned. The wildlife is very essential to us.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 2 references coded [5.99% Coverage]

Reference 1 - 3.94% Coverage

Q7 (Mr. David Qamaniq, QIA Community Liaison Officer) – Welcome Derek, Rod, and Len and QIA; welcome to Pond Inlet. In 2004 I was elected to Mayor in Pond Inlet so in 2005, there was a 4-prop plane carrying equipment and we didn't know what was going on. You brought in a Hercules. During a public meeting, when you wanted to study the iron, you said this quality of the iron you can only determine if you send a sample overseas, it has to go through the factory and from that you can determine the quality after you take the samples out. You have not send any sample overseas and you know right away that it is a good iron and a good demand overseas esp. China. There was no bulk sample sent out and you're already submitting a Development Proposal. Are you going to keep changing your plans that you're going to do this in this year? My comment is mainly a statement. But the railway is a concern as a Nunavut Beneficiary and the caribou migrate and we cannot stop them. So the trails they use – if you make the rail line, can you make the train stop to let the caribou cross? Will you stop the train and let the caribou cross before carrying on?

You also mentioned you're going to leave a tanker frozen in Milne Inlet and at Steensby as well, during construction. I am concerned about that. In Milne Inlet, someone said there are fish there and it is a breeding ground for narwhal. The ships are noisy – your plans I don't want to approve them – because you could store the fuel on land instead of on the ice. The ship carrying the fuel – how many litres are you going to store? Instead of storing on the ice, build a storage tank or bladders on the land. If the communities oppose the tanker, how many bladders would you need? I have other questions but for now I will let other people ask.

Mr. Cooper – Thank you for your comments. I can give you some information about the first questions, samples sent out. We have sent out core samples to a laboratory in Germany for testing, since 2004.

Mr. Chubb - There were two questions as well. One was regarding trains and stopping. The trains will be traveling 6 times a day and 110 cars, so the stopping distance is very long, so the train wouldn't reasonably be able to stop. The second question was about shipping and freezing in, and we talked about that. The number of litres is approximately 5 ML in the ship.

Reference 2 - 2.04% Coverage

Q14 – I am Inuit – don't think of me as white. [Referring to map] – From here (Milne) to there (Steensby) is 180 km (It's about 240 km). From here to there (bottom of Admiralty Inlet) is the same distance. Or even to Nanisivik. Milne is a narwhal area and Steensby / Foxe Basin is walrus and will probably be affected there. I would prefer if you would go west and even to Nanisivik port. But even if you try to go there [don't know where] it is dangerous. And Inuit are being trained but when mine closes down those who are trained will lose jobs. Have you considered Inuit on ships? I had a blind grandmother who …. [didn't record]. Last one, I know Japanese have offered you lots of money, maybe $100 M. Is it more important to compare 20 years from now if I can get caribou or for you to get money? I am going to ask for more compensation for those that are lost.

Mr. Chubb – I appreciate the comments there. Speaking about the shipping opportunities for employment. There are certainly opportunities on the ships for jobs, and we have talked to our shipping partners about this. As we've discussed several times this evening with respect to impacts and benefits, we need to make sure the benefits outweigh the impacts.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 3 references coded [29.18% Coverage]

Reference 1 - 21.95% Coverage

Community Speaker 1 (Mr. Jayko Alooloo, Mittimatilik Hunters and Trappers Organization) – I didn't see any reference to the prevention of oil spills [referring to a photo and email], which raises concerns. I recommend that there be monthly inspections of fuel storage areas. Will there be continuity in Baffinland's representation to the community. I also have a concern about the impact of the operation on caribou in traditional hunting areas. There is less caribou now in the Pond Inlet area and the increased air traffic will bother the caribou even more. Maybe the mine could transport hunters to areas where there are more caribou, to hunt. I also have a concern about narwhal; a hunter has expressed concern that they have left the Milne Inlet area because of the increased ship and aircraft noise in the area. I want to bring up two comments about other Baffinland representatives: we were told Mary River wouldn't have jet service and no town site at the mine; only one side of the coin, the good side, is presented and only now they are hearing the other side. People of Pond Inlet are being treated like children. In summary, if people are going to make statements, they need to present all the facts. Thank you and one more question – I had not heard before about hydro.

Mr. Chubb – thank you for your comments. I am not sure about the first question and reference to a spill incident but I can speak to Baffinland's approach to spills. Baffinland has a spill management plan which is updated and submitted to government for approval.

Fuel is stored properly in lined facilities, and the company continues to develop training materials and program to train staff to respond to spills – recently we held training on site and spill response training during fuel off-loading from the ship at Milne Inlet. I agree that regular inspections are necessary and the company has inspection forms for this purpose. If there are specific questions or issues, they can be discussed further. I hope that helps to describe how fuels are managed on-site.

Community Speaker 1 (Mr. Alooloo) – The particular incident I am referring to occurred at Steensby Inlet.

Mr. Chubb – perhaps we can take a look at those pictures. There was a comment regarding continuity of representation to Pond Inlet. We've been coming to Pond Inlet for several years and hope to continue to build relationship. We are doing several things to address representation: at the request of Council, Baffinland senior management are coming to meet with the Hamlet every two months; some of Council is going to Mary River tomorrow; the company is meeting others while in town. We have a full-time CLO available every day- so if there is ever a need for more information or questions, people can go to the office and if Jamie doesn't have the answer he can get it. Dave McCann, who is Assistant Operations Manager, is now based in Pond Inlet and his door is always open. Regarding caribou, we are continuing studies and we understand the concerns. As an example of studies underway, we were studying the movements of narwhal in relation to ship movements this summer. We will use this information and other information to assess operations. Two other comments were regarding jet service and hydro power.

Mr. Cooper – One concern he heard was with respect to jet service and a permanent settlement at Mary River. We've consulted the land use plan and the plan specifically states that mine townsites are not permitted, so we are proposing a camp and not a permanent settlement like Nanisivik. With respect to the jet strip at Pond Inlet, I believe we are considering their might be many possible benefits that come to Pond Inlet. Some benefits include direct employment and business; some indirect benefits are through government spending of the tax revenue in the communities. At the moment, Baffinland and the QIA are discussing these sorts of benefits as part of the IIBA negotiations. We hope over the next year to have an agreement in place to deal with impacts and benefits. Regarding power generation, they have reported in the community in the past that they are studying wind and hydro power. Last year and this year they installed a gauge in a stream near Steensby Inlet to measure flow to see if hydro is viable. We are installing a wind tower this month, and next year we will conduct a feasibility study on the wind and hydro; the study will be completed by 2009. The benefit of hydro and wind is using less diesel. Currently our thinking is to start with diesel, but if the alternative energies are feasible, they would be implemented later in the mine life. We hope these answers address your questions.

Reference 2 - 4.74% Coverage

Q5 (Mr. Caleb Sanguya) – I grew up using Milne Inlet and the area interior to Milne Inlet. What we have seen the last couple of years is the airstrip disturbing caribou. No harvests this year. The activities are also impacting narwhal. The biggest issue not discussed is harvest compensation because we are already losing now. For example, one family used to harvest 30 caribou each year. There have been promises that local businesses would be the main contractors, and overnight Iqaluit became the hub. If Iqaluit is the hub then Pond Inlet will not agree. Inuit knowledge is that caribou have always moved through the Mary River area. We have already noticed narwhal changed patterns to avoid noise. Promises were made to Pond Inlet that it would be the hub, but Pond Inlet has been pushed aside. There should be compensation to Pond Inlet businesses for this. There needs to be a better solution for the people of Pond Inlet.

Mr. Chubb – thanks for the comments, which we will take into consideration.

Reference 3 - 2.49% Coverage

Q11 – I want to relate a personal experience as Inuit here. We never had snowmobiles, and when the snowmobiles arrived it took three years for the seals to adapt. Narwhal are disturbed by snowmobiles and don't come this way anymore; they go by Bylot Island. This is something we've observed – behavioural changes. What will happen with huge ships? This will make things worse.

Mr. Kutchaw – thank you for the comments. Any other comments or concerns – people can fill out comment forms at the back of the room, or go see Jamie.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 1 reference coded [1.66% Coverage]

Reference 1 - 1.66% Coverage

Q. The route near the site is being addressed by the adjacent communities; however, the route near Cape Dorset does not seem right. The area includes walrus habitat and migration routes. After the feeding season, the animals go south for three days and spend that time in the area of the proposed route. Narwhals occur along the route. Seals occur in the fall and pup in the area. In the 50's and 60's there were hardly any seals, now there are many and they are travelling to the west. A more ideal route would be between the islands. Ships would affect animals and cause them to find another migration route.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 3 references coded [0.72% Coverage]

Reference 1 - 0.11% Coverage

Question: Levi /Arctic Bay – Your map says you did your study on August 12th?

Warren – Yes

Levi - Sometime around August 12th, fish start to come. This tells me narwhals are hunting fish.

Warren – That is entirely possible

Reference 2 - 0.51% Coverage

Question: Nigel/QIA - Back to narwhal - Is there a map of when the narwhal is in that area and has there been a study of what happens when the ship goes through? Narwhal sensitivity is part of the question. We're also concerned about the temporal and spatial distribution of narwhal.

Warren: We will take the information we have collected through our studies and those of others. We have information on noise, from various vessels, which based on ships moving through certain areas. Regarding narwhal sensitivity, we need to know how well they hear. We also need to know about the frequency of noise and how sensitive they are too it. Some of this information is available for similar species like beluga, so we use the information from that literature for understanding disturbances on narwhal. We also focus on sensitivities during different parts of their life. We focus on the summer open water season. Not shown on the narwhal slide was where we flew. I will show where we flew on that day [Aug. 10th] and explain what areas we covered.

Reference 3 - 0.09% Coverage

Question: Nigel Qaumariaq – Do you have narwhal and seals there?

Warren Bernhardt – Yes. We have conducted a number of marine studies in Milne Inlet that identified those and other animals.

WILDLIFE - POLAR BEARS

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 1 reference coded [5.14% Coverage]

Reference 1 - 5.14% Coverage

HTO Member 3 - Looking at this island, it is all sandy gravel. There are polar bears there too. If you have a polar bear monitor working it would be beneficial for both of us. As environmental concerns, this should be concerned also. As Inuit, you need to monitor your area of interest in terms of security, because animals are not afraid of anything. And this island has walrus, so we need to monitor. So we need to monitor for environmental reasons.

Mr. Chubb – We agree these things need to be monitored. We use bear monitors right now for that reason.

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 3 references coded [9.19% Coverage]

Reference 1 - 2.82% Coverage

Q18 – I indicated earlier that this should be of general scope, not just harvests. Wildlife migrates everywhere. I am concerned about this. I just want to say that the seals are getting their pubs at this time. And there is concern about polar bears. Seal pups are harvested by polar bears – more seals than the hunters – so we won't see seals from our boats this year. A lot of polar bears here right now.

Reference 2 - 3.37% Coverage

Q19 (HTA Chairperson) – This year there are so many polar bears, we have to monitor 24 hours. Some people say polar bears are endangered, but it doesn't seem the case here. Everyday polar bears are being sighted, and they're coming into the community. I remember as a child hardly any polar bears were harvested. Only one in 1947. But currently there are too many around now. When I was a child, it seemed they were increasing. Aerial surveys should have the local population aboard.

Reference 3 - 3.00% Coverage

Q20 – These harvest study has been reported on more than one occasion. Chances are we will carry out the survey for too long and it will become redundant. I remember we never used to see polar bear, but lots now.

Richard – I am left with the impression there is general support here for the harvest study, which is encouraging. We will come back to talk about it again, and in the meantime perhaps the HTA can think about it further.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 1 reference coded [27.40% Coverage]

Reference 1 - 27.40% Coverage

Q2 – Somebody is going to be blaming the hunters that the caribou are going somewhere else. Ever since the mine started, this area used to have a lot of caribou, and when the planes started flying around the caribou are dispersing. And today we are experiencing that the caribou are very far away now. And the blame is going to be on the hunters, and the blame won't be pointing at you, the Company. It's not good when the blame is being directed to the hunters, and it happened recently that the blame was on the hunters, that the polar bear numbers are going down. Maybe someday someone will say the caribou numbers are going down and the blame will be on the hunters. I have gone back and forth between Clyde River and Igloolik, and I have experienced that when I was being employed at Mary River, when the dog team races started in 1999, we experienced that the caribou were abundant, and today the caribou are hard to find. You were saying that you were going to work with Inuit. If you were at the start working with Inuit hunters…. for example in the 1960s and 1970s, when the Nanisivik Mine was opening up, we heard concerns just as today, and the way the operation was going was not as we intended. And the people who were working up here from down south have gone home, and the help was not in place. I heard what you have said before. I heard that the ship had sunk in the waters of the Atlantic. I worked at Nanisivik for 7 years. Those concerns were not at all being used. When Nanisivik was going on, the residents of Arctic Bay were told they could use the ship, and she was never used to benefit the community. And I feel that the same thing will happen with this project. And I know you have a plan for what will happen in the future. Companies come around to ask what we want, and we give our concerns to the companies, and when those concerns are written down and will not be followed, we don't write anything down on a piece of paper, and we only have our brains and thinking. And we have in place that we can work together, but white people don't listen to Inuit and their concerns. And that's how they are. I have worked with scientists for a long time now. Even though they know the answer is wrong, they would work on that wrong answer, because they want to make

profit. Sorry it is like that and we have to agree with each other. I have lived in this area ever since I was a child, and I know the area like the back of my hand. And when the scientists are telling stories of our land, they tend not to give the full answer. You were saying that you are in a hurry and have to go very soon. And now that you will be missing out on the better question and answer session. And maybe that's why you made this short – so you won't be face to face in answering more questions. It has been happening lately when anyone wants to do something and they are in a hurry. And I'm glad that we are face to face and talking about our concerns, and in the future, are those concerns going to be addressed? We go to Igloolik are and the route to Igloolik will be closed. Like for example in Nanisivik the people would have a place to stay and it was not so. Is it going to be like that when the route is plugged? And you will be monitoring the wildlife, and the murres are the most sensitive birds. And on the route to Mary River, there are colonies of Murres at Qikiqtarjuak and near Iqaluit also. And the blame will be on the Inuit, because it happened before and it will happen again. The way this happens is we can't generate any money ourselves. We have to work closely together now. If we agree with each other and the future it will be good. And the next generation will be here and working on this and you guys won't be around then, and we want our next generation to have a good way of life. I have gone down south and seen a lot of dirty places. I have seen animal carcasses on the ground. And I don't want to see in this area where animals are being killed by the train. I have seen a lot of caribou that were killed by trucks and cars. Thank you.

Q3 (Ham Kadlu from Pond Inlet) – I have concern over wildlife. Have you heard that in America Greenpeace said the polar bears are depleting. And I want to say something else – sometimes we Inuit are confronted and blamed. And the route is going to be to Igloolik and also from Milne Inlet. And if the wildlife in this area are scared away, what will happen. For us hunters, we want to kill the animals that we want to use. Are we Inuit going to be blamed again for wildlife depletion? And the reason that I asked this, and I want to be answered, and I grew up eating wildlife not vegetable produce. I was born in 1936 and in 1939 I came to eat the animal meat, and ever since then I grew up with animals as food. Before the stores used to sell meat, it was only our country food and no produce. Up to this day, my body is in good shape, because of me eating the country food. I feel sorry for the next generation who is eating the Qallunaat food. The reason why I ask this question is who is going to be blamed when the wildlife in this area are gone, and Greenpeace down south are saying that the polar bear here are dwindling and the blame is on the Inuit hunters. The hunters are not to blame. So who is going to be blamed when the wildlife is gone? When I'm answered I will ask more questions.

Bill – So the question was who will be blamed when the wildlife are gone. We hope after the previous speaker mentioned working together, that by designing the project and working with the Inuit that the wildlife doesn't necessarily have to be gone. So if we take the practices used by other mine sites, the best practices when shipping through ice, the best practices to operate a railway, we hope to reduce the impacts on wildlife. And because we're going to be here working with you, we can identify if there's been a reduction in the populations of wildlife, and if there are reductions why they are being reduced. Rather than saying that it was just the Inuit, or the mine, or the natural fluctuations that we see sometimes in wildlife such as caribou. So our intention is to share all the information that we collect with you. And that's why we are working with the HTOs in all the communities.

<Documents\Public Consultation\Hall Beach\April 2009 Working Group Minutes - Hall Beach> - § 1 reference coded [3.14% Coverage]

Reference 1 - 3.14% Coverage

Timothy – What I don't like is the bear biologists shooting bears, and taking their claws.

Jason – That would not have been Baffinland scientists. That would likely have been GN scientists.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 1 reference coded [5.25% Coverage]

Reference 1 - 5.25% Coverage

Councilor Simon Nattaq – Originally I am from Hall Beach, and like anywhere in Nunavut I travel and I've been traveling to Coral Harbour and Northern Quebec, and I think John mentioned the questions that I have. Although it impacts my personal life, if there is impact on the environment I would expect there would be an agreement in place. That area - the shipping route is a breeding ground for marine mammals. Polar bears are also living in the area. From my understanding, the ice never used to melt, but I think now polar bears are moving away compared with the past. We already have impacts in our lives. I am not sure Nunavik but Cape Dorset they will also be impacted, and they will also be impacted (Kimmirut?). Nanisivik had ice breakers come in winter. Compared to the past, I didn't see real negative impacts to marine mammals, narwhal, and seals are still there. But the Inuit travel route and losing equipment and so on. In Iqaluit although we have ice the ships still come in and the beluga still come naturally. So although they may be impacted, personally, the ships cannot deter the animals in their activities. We heard a big proposal, although I am Nunavut Beneficiary. I don't want to interfere in the communities but I can say you should add Cape Dorset. If you decide to go the eastern route, you may be able to bring equipment. I don't think they asked to bring big items to the port – part of the benefits package – that they can always go to collect equipment delivered to Steensby. I can't really say on behalf of those communities, but…thank you for considering Iqaluit in your proposal.

<Documents\Public Consultation\Kimmirut\Kimmirut HTA - April 26, 2010> - § 2 references coded [5.20% Coverage]

Reference 1 - 2.96% Coverage

Chairman – In regard to the previous studies, it is essential now to update these studies. For example, when I was a child, there were no polar bears in Kimmirut. I remember 1 PB being harvested per year, and some years that none were harvested. There are now so many polar bears. Wildlife is also changing. So it's essential to update the study. I am putting emphasis on having updated information because it is the most relevant.

Richard – We think it's really important to get current information on where people go hunting with boats that could be near the shipping lanes, for example.

Reference 2 - 2.24% Coverage

Sandy – Will they follow the exact shipping route all the time?

Matthew – What is shown is what we call the "nominal shipping route" and there could be some variation based on ice conditions or storms or other safety considerations for the ship. In general, it is going to be in that area.

Sandy – My concern is that during winter, there are polar bears en route. Are you going to steer away from the polar bears so you don't run into them?

<Documents\Public Consultation\Kimmirut\Kimmirut Public - April 26, 2010> - § 1 reference coded [14.77% Coverage]

Reference 1 - 14.77% Coverage

Q3 – Simionie – As you know at the current time, there is wildlife to harvest, as well there is plenty of natural resources such as animals in the oceans. This is a route by a number of migratory animals. I have no doubt that wildlife will be impacted, and Hudson Strait is a migratory route for birds and marine mammals. There will be an impact on the harvest area in the region. I am quite certain that the project will have a devastating impact on the wildlife, and I am wondering why the Foxe Basin and Hudson Strait route was selected, with the original route by Davis Inlet. And polar bears will likely move to avoid the noise from the ships. And the government says they're all gone but really they just moved away. I am certain that wildlife will move to another location, even though the government might say they are no longer existing species. But really, they just moved away from the noise to find a sanctuary for themselves.

Matthew – With regard to the shipping route, we did look at other options, including going north. We looked at going towards Nanisivik as well as towards Clyde River. These routes were either too challenging for the railway, or the ice conditions on that side of the island are too harsh for the shipping. We also looked at the option of going through Milne Inlet, but Milne Inlet in the winter is too tight to turn the ship safely. The only option at this point in time is the Steensby route. We pull information from our 2008 sealifts where we did have observers on the ship coming and going out of Milne Inlet, and we also use information from shipping operations at the Raglan Mine in northern Quebec, and the Voisey's Bay nickel mine in Labrador. Both of these operations ship through ice conditions. We'll design the ships and shipping routes as well as we can and plan for whatever mitigation is reasonable. Does that answer your question? [Yes]

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 3 references coded [1.24% Coverage]

Reference 1 - 0.38% Coverage

Question: James Atagootak/Pond Inlet – Has there been much study done on the proposed Milne shipping route regarding polar bears, walrus, marine mammals, depths etc.?

MTP: We have done numerous scientific studies and collected IQ information.

James: From Steensby to Foxe Basin - were there studies there too?

MTP: Yes, the same scientific studies and IQ studies were completed specific to that area. There was also a GN study in the 90's.We've completed all required scientific studies.

James: The reason I asked this is because the ship area is huge. Is the route deep enough?

MTP: Yes it is. The ship needs a few meters of water of draft. Our studies show the ships can move through with no issues. Fednav will be here to answer questions on shipping tomorrow.

Reference 2 - 0.29% Coverage

Question: Solomon Qanatsiaq – I'm impressed with your abilities and what you are able to do. If I could recognize a male versus a female polar bear while flying over them I would be happy. When you're flying over them, how do you tell their sex?

Warren Bernhardt – Personally, I can't. But people use different indicators like body size and head shape. If it has a cub it is usually a female.

George Eckalook – I'm amazed too. I can't tell the sex of polar bears. With all the polar bears there... [unrecorded comments]. I don't think we need any ships in this area [location not recorded].

Reference 3 - 0.56% Coverage

Simeonie Aqpik – I'm not a hunter of polar bears. I will use caribou as an example. You can tell if it is a female caribou by looking at the fur. Polar bears are the same. The females have different fur. Certain parts of the fur are longer. The shape of a polar bear's head is different depending if they are males or females. Males have longer haired fur. They have whiter fur that you see when they are running away. I haven't seen a bearded seal on the floe edge. I once put a cup down on the solid ice and I could listen to the seals making noise underwater. The ship will make noise underwater. The noise will go far and be heard by the animals. I want you to have this information. The Inuit will notice the animals are not there anymore. I'm not asking you not to use the route. But, the animals will move away from the route.

MTP: The shipping route through Steensby Inlet will likely be a barrier to hunters travelling through the area. We originally wanted to discuss different options for dealing with this barrier, but now we don't have enough time. We'll have to have this conversation next time in the management planning meetings.

WILDLIFE - SEALS

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 2 references coded [9.74% Coverage]

Reference 1 - 1.58% Coverage

Koonoo – These maps here are stating where the animals are and where the elders go. These maps we had been writing them down where the caribou and fish are, seals, they would ask us questions and we would answer. We were all helping to produce these books.

Reference 2 - 8.17% Coverage

Koonoo – The ice breaker used to come to Nanisivik in May, when the seals and narwhals were heavily impacted. In May, the seal pubs were impacted by the ice breaker. We observed this when Nanisivik was in operation. We see that Baffinland will build the railway and the Foxe Basin shipping route will have an impact on walrus. And I'm sure that walrus will be affected. If the walrus of Igloolik are impacted, we request that they be compensated. And the proposed railway will be blocking the migration of caribou. So the railway and shipping route will have a negative impact. At Nanisivik, the seals and narwhal were impacted. I have a question. Before the economic meltdown there was good employment here in Arctic Bay. Are those guys employed being re-instated when the mine is starting again?

Matthew – This year is still small – 100 people onsite maximum, compared with 300 two years ago. So there will be additional jobs, but I'm unsure at this time how many will go between different communities, or how that would be structured. During mine construction and operations, Arctic Bay has been designated as a hiring point, which means there will be scheduled flights in and out from this community. It's reasonably safe to say that during construction that there will be jobs for everyone who is trained and able.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 1 reference coded [3.74% Coverage]

Reference 1 - 3.74% Coverage

HTO Member 2 – Did Igloolik residents have any concerns on the shipping route? If I was from Igloolik I would be concerned because it is a hunting ground for walrus and bearded seals, and we get walrus from Igloolik as well.

Mr. Chubb – We did hear some concerns from Igloolik. Some people are more concerned than others. We understand the importance of the area and expect that people would be concerned.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 2 references coded [8.16% Coverage]

Reference 1 - 4.56% Coverage

Q1 – Can you show the maps on the PowerPoint? I am concerned about this channel (Foxe Basin) and this channel (Hudson Strait). These islands that the ship lets say (near Rowley) if they have an accident, because the iron is heavy, what will happen to the bottom fish? Also, I lived here in this area before (Baffin – Steensby to Piling) and right now the caribou have moved south and the North Baffin have no caribou. The caribou goes through the area. Also, that dust will be created. If it is crushed it will turn into rust and it will turn into rust if it is left on the ground. I am not trying to stop the project, and that dock fuel and supplies, I am concerned if there is a spill in this Steensby Inlet it would be a concern that it needs to be cleaned up because they are dangerous to the environment. I know the communities, although they say we have Nunavut, that we won't be able to get direct benefits in terms of cash payments, so QIA needs to consider that Nunavut, let's say Igloolik, Hall Beach, Clyde River these communities need to have benefits negotiated. Also, my concern I know Baffinland themselves will use their own environmental studies, I want a separate independent environmental studies that are not contracted through Baffinland but through QIA or from the Inuit Beneficiaries organizations to do the environmental studies. If the company will be like Nanisivik they won't inform the communities. They can use their own environmental studies. When we didn't know it was contaminated. When I mentioned earlier the fuel, they spilled it everywhere and didn't report the spills. Those fuel bladders we saw, they used to – I am not against the project, I am just saying the environmental studies should be done by independent companies through QIA or QC. Thank you for coming here and if there is an accident in Igloolik's waters then walrus and migratory birds – these islands there are birds around those islands and are nesting grounds for birds, walrus, and bearded seals are also in the area.

Mr. Amagoalik – Since you mentioned QIA doing environmental studies, we are monitoring every month they go every month to check that there are no environmental concerns. During the operation, there will be a fulltime monitor onsite.

Mr. Chubb – Thank you for those comments, we've certainly taken notes on those and understand your comments.

Reference 2 - 3.59% Coverage

Q15 (Deputy Mayor David Kalluk) – Going back to Nanisivik experience, we experienced hardship after the mine closed. There are different companies that took over the mine at Nanisivik and we tried to tell the new owners of our concerns. The first owners made

agreements but the second owners didn't make good on those commitments. I am glad you are studying the traditional hunting and I expect the Mary River Project will be in a better position in terms of following agreements. You heard that there are lots of arctic char and seals in Steensby. My main concern is that in Labrador the activity in March-April the seals get babies. I know when the ship goes through the seal hole it will run over the breeding grounds. I learned in Labrador they closed for 2 months when the seals were breeding – it would be one way to disrupt the breeding to let the ship go through the breeding ground of the seals. At least in open water they will be able to swim away from the ship. This needs to be planned when you're negotiating these terms. One more item. In Igloolik and Hall Beach, because their hunting grounds will be affected in that they hunt in Steensby ice after they cross over, they thought that there would be provisions in the ship track to let the skidoos across. In our experience it is hard to cross the ship track when it is not frozen yet so if the ship continues to go it will not freeze over so it would be good to let those hunters get to their hunting ground.

Mr. Chubb – To respond to hunting in Igloolik and Hall Beach and the ship track – it will probably not freeze enough to take a snowmobile across. So it will be necessary to go around. We understand that is a longer trip. Baffinland, the Steensby camp will be available for people to stop and for us to provide food. We have raised this with the QIA and is something we will discuss. Thank you.

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 2 references coded [4.69% Coverage]

Reference 1 - 1.87% Coverage

Q8 – People in Cape Dorset may not be in favour of the proposed route. Young walrus and bearded seals are a main concern. When ships start traversing, narwhal may disappear. Breeding areas for seals and mammals are in the same open water areas where the ships want to go.

Reference 2 - 2.82% Coverage

Q18 – I indicated earlier that this should be of general scope, not just harvests. Wildlife migrates everywhere. I am concerned about this. I just want to say that the seals are getting their pubs at this time. And there is concern about polar bears. Seal pups are harvested by polar bears – more seals than the hunters – so we won't see seals from our boats this year. A lot of polar bears here right now.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 2 references coded [5.53% Coverage]

Reference 1 - 4.91% Coverage

Q6 - Unfortunately we aren't informed of what is happening now. We are not being informed ahead of time of these proposed routes. We were never told about this route shown. We didn't know that there were ships going through this area. Why weren't we informed when the ship started using that route? Seals are disappearing from close to the land. Those people are dealing with the proposed ship route. Why weren't the Inuit in this community being informed? My preference would be for the route to go beyond the three islands (into Nunavik waters), because the route you are proposing to use is the seal hunting waters. Why did those people in Raglan inform the people of Cape Dorset?

Richard – The ship that goes into the Raglan Mine in Nunavik does turn and head to Deception Bay before it reaches Cape Dorset, so you will likely not have been able to see this ship. It wouldn't come right in front of the Cape Dorset community.

Reference 2 - 0.62% Coverage

Q12 – Maybe we will run out of seals by then. If you disperse the seals, make sure you compensate if that happens.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 4 references coded [18.51% Coverage]

Reference 1 - 4.15% Coverage

Q3 – Personally, I am a beneficiaries of Nunavut, I've been living here forever. You live in a warm climate, is that true? Personally I've been living in the north all my life and I am perfectly aware of Milne Inlet and I've had the occasion to hunt there. Last year when there was a ship there, there was a lack of seals and narwhal. The sea is quite different from the railway. I've spent time in Quebec City, and I have observed a train. You can see a train even when you can't see it. Ice breakers are very noisy. The sea mammals are very good at hearing. If I walk on ice the seal will hear me. If there was a narwhal there, it would hear me immediately because they hear much better than I do. I want you to be aware of these – there is definitely a concern of the noise an ice breaker will make through ice. You'll also be traveling through Foxe Basin. It is assumed it will disrupt the walrus. I have lived in Igloolik and hunted walrus.

Reference 2 - 4.08% Coverage

Q4 – Has there been any studies done on the amplification of sounds in water? In Clyde River this summer there was a lot of activity. There was piles being put down for a new building, and some digging of soil for the sewage plant. And so far the seals

have not come as much as before. What kind of studies are being done on the amplification of sound? Because you and I know that it amplifies in water – whether from ships or from land.

Bill – That's a good question – amplification of sound does travel further in water than in air. We haven't completed our modeling of sound yet. We are still collecting data and finalizing the design of the ships. We are building dedicated ships for this project. There was a new ice breaker for another project build about 7 years ago, and they are doing monitoring of that ship to see how it compares with predictions. So yes, we will be doing modelling, but haven't completed those steps yet.

Reference 3 - 4.91% Coverage

Q4 - I am trying to be short, but another question I have, in the NLCA Article 5, it says that if any corporation is liable for damage to wildlife, that we shall be compensated. What form will the compensation be? Because I don't know if you've tried Clyde River seals, everyone here swears it is the best seal. And there was a good shipment of narwhal from Pond Inlet last winter. How, if the damage is in the Pond Inlet area, we get whale from the Igloolik - Pond Inlet area, how far will the compensation go?

Bill – Compensation – when we talked about the IIBA, there are three components that still need to be addressed: the environment section, the wildlife section and the financial section. We haven't started these sections yet, but there are typically a couple of ways to compensate for wildlife, one is calculated from the environmental assessment, and the other is a lump sum.

Stephen – One thing she said is how impacts to food sources is a regional impact. Impacts to walrus impact people here. We need to discuss this with the company. A lot of that information will come from the environmental assessment.

Reference 4 - 5.37% Coverage

Q6 – It's very simple – cost and benefits. When you have to make a decision, you put the pros and cons on a list. The pros for Clyde River has been 18 months / one person employed. The cons are potential damage to our sealing industry, potential damage to air quality, potential damage to the land area, potential damage for the trading that exists between Inuit – getting whale from Pond Inlet – getting walrus from Igloolik, and sharing our seal with them. Those are all the losses – for what – for 18 months of employment? It gets very hard to look at, in a good Inuk-Baffinland way.

George – again, all the concerns that were raised at this meeting have been written down and will be given some consideration. We have to put perhaps more emphasis on QC on what they are doing. We will keep those written down and deal with them in a while. Thank you very much for coming. We had a chance to speak with Baffinland people, and they will be coming back to Clyde River sometime in the near future. And we will try to participate when they arrive here. Since there are no sleeping accommodations here, we need to continue onto another community. We will consult with Baffinland about perhaps coming back together in the fall.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [7.12% Coverage]

Reference 1 - 7.12% Coverage

Community Speaker 13 – I have a question about the iron to be shipped. At Nanisivik they dropped ore and the seals got spots on their livers.

Mr. Cooper – The concentrate at Nansivik is very different than the iron ore.

Community Speaker 13 – The reason I am asking – the area at the dock, there is a lake with fish.

Mr. Chubb – We will be siting facilities to avoid impacts to lakes and fish, and will be monitoring runoff.

Mr. Cook – We as the environmental consultants are conducting geochemistry tests on the ore, to see what compounds and metals are in the ore that could runoff. We are also sampling all the waters around the proposed mine right now so that we can monitor through the life of the mine. As a metal mine, the federal government has regulations that require the monitoring of water quality in the runoff on a regular basis, as well as toxicity testing. The issue of ore causing contamination is something that is very closely studied and watched by government today.

Community Speaker 13 – The reason we're asking is we want to be informed. We are worried the people won't be informed about the effects to fish. In the past, there were promises made to work together at the beginning, but it wasn't the same later. You want money – we don't want to see the animals disturbed.

Mr. Cooper – we don't want to see the land or wildlife disturbed. Everything we do is on Inuit Owned Land and is conducted under permits. Monitoring results are shared with the QIA.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - March 26, 2008> - § 1 reference coded [5.30% Coverage]

Reference 1 - 5.30% Coverage

Q4 – I am Jonah, the airport maintainer currently. First question, that airstrip, is it going to be used or contracted to be maintained by anyone? And second, the shipping fuel tankers that you mentioned in Milne Inlet, will that fuel tanker be dangerous to the sea in

case of spills? Third question, I think the shipping will go year round to Steensby Inlet so I am thinking about the seals, because they have lairs in the ice when they are breeding, and are there any comments or concerns mentioned, because I want the seals to be considered. Do you have plans to study the seal lairs?

Mr. Chubb – With respect to the airstrip, we'll have an airstrip built at Steensby and existing ones at Mary River and Milne Inlet already in place. The airstrip at Mary River will be upgraded so it can handle jets. Like all of the infrastructure required to support mining operations, these will be managed under large design-build contracts. Once built, the commercial arrangements for operations will be a different issue.

With respect to fueling in Milne Inlet, here is a photo from Milne Inlet and a fuel spill exercise that was conducted, to make sure that people on the ship and on shore are ready in case of a spill. One of the things in place is a plan dealing with just fuel planning.

With seals, we've been conducting many studies including seal studies, and when we submitted a project description, we also submitted information on a shipping study, and what should be considered in an environmental review. Seals, as well as other marine life, was included in the scope of what should be considered.

<Documents\Public Consultation\Igloolik\Igloolik HTO Meeting May 17 2011> - § 1 reference coded [4.37% Coverage]

Reference 1 - 4.37% Coverage

Comment from Chair HTO: we realize as elders that the Steensby port location is good for you but we are concerned that it will have an impact on us as the seal pup season in the area at spring time and winter time. The seals den and pup in this area and thus the shipping will affect the population of seals

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 1 reference coded [2.56% Coverage]

Reference 1 - 2.56% Coverage

Q17 – We know that anything and everything, even jobs or employment, I know in the past Inuit are being asked now for input into activity, and I know we have representatives say for QIA is representing us, and MLAs, and they represent us and need to know how we think. I believe we are being represented and our concerns need to be considered by our representatives. Any activity – everyone can not agree and be happy, so tonight we heard all different opinions and concerns. I know animals get used to a noise, even airplanes. Caribous for example, can get used to the machines. In the past, they didn't want to hear anything or even footsteps that smell like humans, but I think they changed in that caribou in a migration will go there even no matter what noise. So Mary River will go – even without noise, have moved on. Hunters haven't seen evidence of caribou, as caribou go to areas where they can feed, even when it is noisy. But it is a concern in that we don't know for sure if shipping in winter, the ships coming in will be really noisy ice breaking, so it needs to be considered more, because we don't know for sure how it will be. In winter there is walrus year round. In Steensby the walrus go out but the seals stay in the area. In summer it won't be a real concern with shipping but my concern is winter shipping. And to make a comment on IQ – I have that personal knowledge and the animals – when you fight over animals they can disappear. If you have no fights over the animals, they will always be around. So we Inuit can be responsible because we are not looking after them whether we don't listen to IQ we can be blamed for their disappearance. We were told to be friendly to animals.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 1 reference coded [12.73% Coverage]

Reference 1 - 12.73% Coverage

Q18 [Mr. George Qallaut] – Igloolik is recognized as a cultural community, inhabited for more than 4,000 years. Everyday, we are extremely thankful they we are here today, and are grateful and respect our ancestors. Baffinland is interested in Inuit Qaujimajatuqangit (IQ), have employed people; as a number of people have asked the question – will you respect and take it [IQ] seriously? Igloolik and Hall Beach are the ones who will be affected by this project. Going back to Mary River, people of Igloolik and Pond Inlet have for centuries met at Mary River during summer hunting caribou. An elder present at this meeting got his first caribou at Mary River. Two mountains will be gone [from mining] in 25 years. Part of their identity will disappear – how can you compensate for this? There are a lot of social issues – in the 1960s the federal government arrived and built schools and other buildings but nothing for Inuit. His grandfather asked "Where is Canada? Who are Canadians?" in 1962. The Canadian Government didn't arrive until 1960 – before that the church was from Belgium, the Hudson Bay post people were from Scotland, and at Hall Beach there were Americans. The social impact of these events was huge and we don't want another big social impact. We are a Third World, we have one of the highest rates of suicide, high levels of drug abuse. Your interest is only the material. How come no one from Baffinland has asked the communities of Igloolik and Hall Beach if they can use Foxe Basin as a route? Foxe Basin is shallow, and noise travels far in shallow water, with a high impact on marine mammals. Alternative 1 [the westerly shipping route] is the birthplace of bearded seal and walrus. Some hunters say Alternative 2 [the easterly shipping route] and some say no; there should be better public consultation on the route. We haven't seen any studies in Foxe Basin on the marine mammals or on using it for shipping. Those are some of my questions, thank you.

Mr. Chubb – We'll try to answer your questions, but if we miss anything let me know. regarding IQ, I think the comment as whether or not they are a "cover up" or will it be taken seriously? No, we fully plan to use the information to influence the project. I am told that already the work helped influence the work at Milne to avoid important areas. Regarding change and impacts, and the loss of Nuluujaak [Deposit No. 1 which will be mined], there are some things that can't be compensated and mines do result in change. The

opportunity is to balance those changes with benefits like social benefits. There is real opportunity with youth to assist with some of the challenges that do exist. The use of Foxe Basin – we are seeking permission and that's why we are here. It is early in the process and we are looking to discuss the project with Igloolik. It will be the end of the year to submit the Project Description and applications and by the end of next year the information on sea mammals, etc. will be presented, and that's why you haven't seen anything. Have I missed anything?

<Documents\Public Consultation\Kimmirut\Kimmirut Public - April 26, 2010> - § 1 reference coded [6.38% Coverage]

Reference 1 - 6.38% Coverage

Q4 – Tommy – We know for a fact that it could have an impact on wildlife, and birds. And there is a possibility for a negative impact, and also I feel that people from Kimmirut must be allowed to work at Mary River, for reasons that wildlife will be impacted in the seas of the Kimmirut people. For example, if the wildlife should dissipate from the proposed route of the ore carrier, chances are that the hunters may have to go out further in the sea. If that should become a reality, there will be need for compensation.

Matthew – There were two questions – one with regard to employment and another regarding compensation. Employment will be covered within the IIBA, and so will wildlife compensation. Baffinland fully anticipates people from Kimmirut working on-site. The specifics of those are part of the IIBA.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 1 reference coded [4.19% Coverage]

Reference 1 - 4.19% Coverage

Q – Regarding narwhals, when hunting in that area, the plane doing aerial surveys was up there also. They were flying very high up and not monitoring the narwhal very carefully. It was apparent that it wouldn't count all the narwhal. When the ship was approaching, the narwhal moved somewhere else, and when the ship was loading the narwhal they were gone from Milne Inlet and then came back. Residents of Pond Inlet… you assume that you have all the knowledge. You appear very knowledgeable but you are not. In the future, if the ships come in that region, they will all be gone. Thank you.

Jayko – When the big ship that was there in the summer, maybe two years ago, I was involved in an aerial survey, and as you travel to the Milne Inlet area, we criss-crossed with the plane conducting surveys and looking at other marine mammals. In an area in Milne Inlet called Bruce Head, there is a lot of narwhal. As the ship approached Milne Inlet. As the ship left the other way, the narwhal traveled form Bruce Head and congregated in Koluctoo Bay, And as the ship passed, the narwhal swam somewhere else and did not want to follow the ship and be disturbed by noise. IQ says before ships arrived we would see the ships arrive – only when the ship is really close to they swim away. There are lots of narwhal and when the planes started landing and taking off. We And sometimes the killer whales go after narwhal. We usually have fewer ringed seals as ships frequent the area. Freighters tend to bother marine mammals a lot. That is something we learned. The wildlife is very essential to us.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 1 reference coded [4.15% Coverage]

Reference 1 - 4.15% Coverage

Q2 (Ham Kadloo) – About caribou, they are delicious and good food. We talk about caribou because regarding the railway. The marine mammals, the seals, are secondary, but caribou are the primary discussions. The marine mammals, seals, narwhals, should be considered too. The real Inuit, we grew up from that and survived from the fat, and have ancestors who survived using the animals. When we speak of our concerns regarding caribou we mention our concerns. When we live in warm houses now we are not concerned about the fat from seals. I heard earlier about a ship to Milne Inlet being frozen in and Milne has seals and baby seals and these animals might disappear, because I know. What I am saying is that for so many years the ship broken engine was at Milne Inlet for quite a while and noise coming from the engines and the seal population went lower, and there was not much seals and I don't know how long that ship stayed there with a broken engine. For that reason, since they live in the ocean, and the sea is used for anything. Like say I went out tourist and they listen with a microphone and listen to marine mammals making sound. Even though you don't see them you can hear them. Anyone walking on the ice you can hear those. For that reason, water carries noise for a lot longer and stronger. For that reason, I am saying that they should be considered too. When we're gone we need assurance that if I say the proposal I saw, if I am trying to deal with them, they would mention the funding and money involved. Let's say, if there are any activity planned by Inuit, we look at the money side of it too, so I understand that the QIA and IQ need to work closely with IQ regarding animals or how to improve their activities. So these are my comments. We who have lived here, our store costs are getting high. I've been down to Ottawa a few times, the prices are so low! Cheap prices! I have children down there, the whole cart in the store, and I was worried when they loaded the cart it was going to cost a lot, but it was negligible. Also, as Inuit we were treated like Indians as if we are the same as Indians but now I heard now that Indians are getting stronger in terms of being outspoken and getting our way, and same with Inuit we need to be outspoken and more vocal. Thank you.

Mr. Chubb – Thank you for those comments. The marine environment is certainly important and part of the work we are doing. It is all at looking at that balance. Your comments are very well received.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 1 reference coded [2.49% Coverage]

Reference 1 - 2.49% Coverage

Q11 – I want to relate a personal experience as Inuit here. We never had snowmobiles, and when the snowmobiles arrived it took three years for the seals to adapt. Narwhal are disturbed by snowmobiles and don't come this way anymore; they go by Bylot Island. This is something we've observed – behavioural changes. What will happen with huge ships? This will make things worse.

Mr. Kutchaw – thank you for the comments. Any other comments or concerns – people can fill out comment forms at the back of the room, or go see Jamie.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 2 references coded [2.38% Coverage]

Reference 1 - 1.66% Coverage

Q. The route near the site is being addressed by the adjacent communities; however, the route near Cape Dorset does not seem right. The area includes walrus habitat and migration routes. After the feeding season, the animals go south for three days and spend that time in the area of the proposed route. Narwhals occur along the route. Seals occur in the fall and pup in the area. In the 50's and 60's there were hardly any seals, now there are many and they are travelling to the west. A more ideal route would be between the islands. Ships would affect animals and cause them to find another migration route.

Reference 2 - 0.72% Coverage

Q. You have to listen to the recommendations of the people. Be sure you tell Baffinland that we have recommended a different route. The chosen one is too close. The route near Salluit has had an effect. If a ship gets too close to Cape Dorset, it would affect seals.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 5 references coded [2.35% Coverage]

Reference 1 - 0.46% Coverage

Question: Solomon/Hall Beach – If I were a white man and the boss of Baffinland I would try to stop at Foxe Basin, reduce the ships and take this Baffin Route. There are seal pups on the far side. I can still go hunting at Pond Inlet. There are seal pups. The people of Pond Inlet live on the seals. They must be aware of them by ongoing monitoring [meaning unclear]. We don't like you handling the animals. Please just observe them. Can the biologists make sure they notify the people if they are going to be handling the seals? And notify the HTOs?. Our support and agreement will be apparent and we can deal with these [meaning unclear]. Thank you.

MTP: I have two comments. First, you don't have to be white to run Baffinland, I'd be more than happy to work for an Inuk. Second, there is a lot of scientific monitoring that needs to be done. We are not proposing any direct animal interaction for this, like having to touch them.

Reference 2 - 0.30% Coverage

Soloman Qanatsiaq/Hall Beach – We used to hunt seals through seal holes on the proposed shipping route. We used to stay over there in the fall and return in the spring. We used to live over there [location unknown] hunting caribou. That area needs to be studied thoroughly before it is used. We don't want the marine mammals impacted, because they are our livelihood. Communication has been good so far. The port will be a barrier to hunters that want to go across. The communications need to be improved. Some of us don't have much way to communicate. Communication is needed in case there is an accident.

Reference 3 - 1.33% Coverage

Stephen Bathory – How do we go about talking about the ideas proposed by Igloolik? It's a matter of how real we want this alternative to be [the Nuvuit Point port site alternative]. Everyone has spent a number of years working on this project and thinking about it. The difficulty we all have is that this all gets funneled into a process run by the Nunavut Impact Review Board. The outcome of our future discussions will determine how real an alternative this is to become. We are working within a window of time. Is it possible Baffinland will look at a new port site? It is not very likely considering the timeline they are working with. Your suggestions are taken very seriously by us at QIA. Now it is a matter of how to address these concerns. Bill has volunteered to travel to Igloolik to discuss this matter. We need to decide how we want to approach this and what we want to decide on the matter.

Mathew Akavak – There were community consultations in Kimmirut and Cape Dorset. They had many questions but weren't given answers by Baffinland. Kimmirut and Cape Dorset are only now getting involved in the Project. Baffinland has already made up its mind. There was a person here who had a question that was brought up four times but never got an answer.

MTP: We've been in Kimmirut three times. Once with NIRB, once for a community consultation visit, and once for an IQ workshop. The same occurred in Cape Dorset. Our IQ visits didn't have a lot of Baffinland representatives attend due to accommodation issues. I was originally scheduled to attend the meetings in Cape Dorset but due to unfortunate community circumstances we were asked to cancel our meetings by the community. I'm a little surprised to hear we didn't answer a question even though it was asked.

Mathew Akavak – You never had a representative from the shipping company in the communities. This is the first time you have a shipping expert here.

Mikidjuk Kolola – There was a visit in June that occurred [IQ workshops]. We hear all the time that questions are written down and someone will get back to us with an answer later on. We haven't gotten answers. My perception is that we just get together and don't have our questions answered. There are a lot of seals in Steensby Inlet. We want to protect those animals. They are our livelihood. It seems you don't care if you impact the animals. You only want your ore.

Mathew Akavak – The only answers we got in Kimmirut were pretty embarrassing. Someone said that when the boat passed over two seals, four would pop up in the back. That was a pretty stupid answer.

MTP: That was only an example. This is the first I've heard about this concern. Perhaps we can discuss this further at break.

Reference 4 - 0.16% Coverage

Question: Louis Uttak/Igloolik – Is there a difference between seals on the solid ice and the moving ice? You are our instructor on this.

Warren Bernhardt – I've heard from various community members they are different. They are different in size and body shape. Particularly in the Kimmirut area the migrating seals are different.

Reference 5 - 0.09% Coverage

Question: Nigel Qaumariaq – Do you have narwhal and seals there?

Warren Bernhardt – Yes. We have conducted a number of marine studies in Milne Inlet that identified those and other animals.

WILDLIFE - SMALLER ANIMALS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 1 reference coded [1.47% Coverage]

Reference 1 - 1.47% Coverage

Leah Oqallak – We've heard there will be training programs for our young people. We know that Inuit people are not very good workers; not very good employees. I like the idea of on the job training programs. There are birds and caribou at Mary River. Are there other animals like geese in the area?

MZ – There are geese in that area. Caribou have been harvested down in that area as well. We are in a low caribou cycle now.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 2 references coded [0.55% Coverage]

Reference 1 - 0.23% Coverage

Question: Sam Pallituq /Clyde River – What about smaller animals? We need to consider the whole food chain.

MTP: Stickleback and Char have been studied as have lemmings, foxes, and wolves, etc. A large number of smaller species are included in the study - Not just the ones we've listed as VECs.

Question: James Qillaq/Clyde River - Have there been studies on smaller animals to the larger ones?

MTP: Every species of importance has had a study done on it.

Reference 2 - 0.32% Coverage

Question: James Atagootak/Pond Inlet – Have studies been conducted on the ocean floor? Would this be a family-oriented mine or just a mining camp? How will it be run? Will we bring families and wives or will there just be employees here? Would the employees live here? I would like an answer.

MTP: We've studied the ocean floor and continue to monitor it. Town sites are not permitted at mines in northern Baffin Island, under the North Baffin Land Use Plan. It will be a fly in / fly out mine only, likely with a 2 week in/2 week off out rotation. Family members will not be permitted to live here. They could perhaps visit though, once or twice a year.

WILDLIFE - WALRUS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet - April 22, 2010> - § 1 reference coded [3.28% Coverage]

Reference 1 - 3.28% Coverage

David – The reason I mentioned Steensby Inlet is that as Inuit, we share our harvest. We get walrus from Igloolik, and provide narwhal. When we weren't getting caribou, we started getting caribou from Igloolik. That is why we are concerned about the wildlife.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 1 reference coded [8.17% Coverage]

Reference 1 - 8.17% Coverage

Koonoo – The ice breaker used to come to Nanisivik in May, when the seals and narwhals were heavily impacted. In May, the seal pubs were impacted by the ice breaker. We observed this when Nanisivik was in operation. We see that Baffinland will build the railway and the Foxe Basin shipping route will have an impact on walrus. And I'm sure that walrus will be affected. If the walrus of Igloolik are impacted, we request that they be compensated. And the proposed railway will be blocking the migration of caribou. So the railway and shipping route will have a negative impact. At Nanisivik, the seals and narwhal were impacted. I have a question. Before the economic meltdown there was good employment here in Arctic Bay. Are those guys employed being re-instated when the mine is starting again?

Matthew – This year is still small – 100 people onsite maximum, compared with 300 two years ago. So there will be additional jobs, but I'm unsure at this time how many will go between different communities, or how that would be structured. During mine construction and operations, Arctic Bay has been designated as a hiring point, which means there will be scheduled flights in and out from this community. It's reasonably safe to say that during construction that there will be jobs for everyone who is trained and able.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 2 references coded [8.88% Coverage]

Reference 1 - 3.74% Coverage

HTO Member 2 – Did Igloolik residents have any concerns on the shipping route? If I was from Igloolik I would be concerned because it is a hunting ground for walrus and bearded seals, and we get walrus from Igloolik as well.

Mr. Chubb – We did hear some concerns from Igloolik. Some people are more concerned than others. We understand the importance of the area and expect that people would be concerned.

Reference 2 - 5.14% Coverage

HTO Member 3 - Looking at this island, it is all sandy gravel. There are polar bears there too. If you have a polar bear monitor working it would be beneficial for both of us. As environmental concerns, this should be concerned also. As Inuit, you need to monitor your area of interest in terms of security, because animals are not afraid of anything. And this island has walrus, so we need to monitor. So we need to monitor for environmental reasons.

Mr. Chubb – We agree these things need to be monitored. We use bear monitors right now for that reason.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 3 references coded [6.45% Coverage]

Reference 1 - 4.56% Coverage

Q1 – Can you show the maps on the PowerPoint? I am concerned about this channel (Foxe Basin) and this channel (Hudson Strait). These islands that the ship lets say (near Rowley) if they have an accident, because the iron is heavy, what will happen to the bottom fish? Also, I lived here in this area before (Baffin – Steensby to Piling) and right now the caribou have moved south and the North Baffin have no caribou. The caribou goes through the area. Also, that dust will be created. If it is crushed it will turn into rust and it will turn into rust if it is left on the ground. I am not trying to stop the project, and that dock fuel and supplies, I am concerned if there is a spill in this Steensby Inlet it would be a concern that it needs to be cleaned up because they are dangerous to the environment. I know the communities, although they say we have Nunavut, that we won't be able to get direct benefits in terms of cash payments, so QIA needs to consider that Nunavut, let's say Igloolik, Hall Beach, Clyde River these communities need to have benefits negotiated. Also, my concern I know Baffinland themselves will use their own environmental studies, I want a

separate independent environmental studies that are not contracted through Baffinland but through QIA or from the Inuit Beneficiaries organizations to do the environmental studies. If the company will be like Nanisivik they won't inform the communities. They can use their own environmental studies. When we didn't know it was contaminated. When I mentioned earlier the fuel, they spilled it everywhere and didn't report the spills. Those fuel bladders we saw, they used to – I am not against the project, I am just saying the environmental studies should be done by independent companies through QIA or QC. Thank you for coming here and if there is an accident in Igloolik's waters then walrus and migratory birds – these islands there are birds around those islands and are nesting grounds for birds, walrus, and bearded seals are also in the area.

Mr. Amagoalik – Since you mentioned QIA doing environmental studies, we are monitoring every month they go every month to check that there are no environmental concerns. During the operation, there will be a fulltime monitor onsite.

Mr. Chubb – Thank you for those comments, we've certainly taken notes on those and understand your comments.

Reference 2 - 1.47% Coverage

Q7 (Koonoo) – Looking at Baffin Island map. Since QIA is responsible for this area, the animals have no. Cape Dorset is a community that will be impacted by the ships' operation -= walrus. the ships will go close by the community, so for walrus it may be a danger. So you're not going to ask Cape Dorset if they have any concerns? Because we are Nunavut. Are QIA aware that maybe Cape Dorset needs to be included? Because they have no committees to represent Cape Dorset. The QIA needs to be aware of that.

Mr. Amagoalik – There's walrus there, and there are different migratory birds, and we told Cape Dorset people and Kimmirut that they need to get together and decide if there will be any impacts in their waters and area in terms of birds and mammals.

Reference 3 - 0.42% Coverage

Q7 - Thank you to the QIA for being aware of that, Igloolik walrus. Igloolik at least have a committee and they can at least make recommendations on behalf of the community. I want the walrus to be looked at carefully.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 1 reference coded [9.90% Coverage]

Reference 1 - 9.90% Coverage

Q1 (Mr. Koonoo Oyukuluk, HTO representative on the Inuksuligarjuk Working Group) – The way the information is presented [the presentation], the company is more concerned about the ore than the wildlife; the wildlife is secondary. Based on my knowledge of the animals, especially marine mammals, I am concerned. In Nanisivik, with ice breaking in May, we wouldn't see any narwhal even in the leads, but they came back once Nanisivik closed. I am concerned about the walrus for the Igloolik hunters – this is not mentioned in the presentation and this should be kept a main goal.

Mr. Chubb – thanks for the good comments. The presentation certainly focused on what the mine would look like. We are studying many things – a very large focus is the environment. We are collecting data through scientific studies and IQ. On what we are doing on marine mammals: we are studying how narwhal respond to the three ships that came into Milne Inlet this summer, and we are studying the habitat where the marine mammals may be present. We do understand the importance of studying narwhal and walrus and the effect on these animals. Our intention is to design a project that has the least effect on wildlife. We are still studying and will submit a project description this fall. Late next year we will submit an Environmental Impact Statement, which will discuss in detail what we've learned about the environment and how the project will relate to it. We are working with the QIA on an impacts and benefit agreement that will address impact issues and how to best support the communities. I hope this helps to address the comments and questions raised.

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 1 reference coded [1.87% Coverage]

Reference 1 - 1.87% Coverage

Q8 – People in Cape Dorset may not be in favour of the proposed route. Young walrus and bearded seals are a main concern. When ships start traversing, narwhal may disappear. Breeding areas for seals and mammals are in the same open water areas where the ships want to go.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 2 references coded [4.86% Coverage]

Reference 1 - 1.68% Coverage

Q11 - You'll be coming back once more, you said? [Yes]. How do we know if the ship will slow down if they see whales or walrus?

Bill – The gentleman's suggestion to have monitors during construction is a good one. And we can put into the shipping contract to log wildlife. Ship captains are ultimately responsible….

Reference 2 - 3.18% Coverage

Q17 - It is very dangerous to show the route as shown. Lots of wildlife – whales, belugas, and walrus. I'm sure you can change as been suggested earlier. Also, this area earlier – why is there no map. We should be able to observe the rest of the map. [Larger scale map shown]. Other things should have been taken into consideration, like global warming. He would also like to see the route not too close to the land, but as suggested past the islands. You must give consideration to the wildlife. This needs to be looked at very seriously. We have to consider future generations as well. Thank you.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 4 references coded [7.50% Coverage]

Reference 1 - 2.75% Coverage

Q5 – I'm not just thinking of Clyde River but Igloolik as well, because they go hunting walrus and it looks like walrus might be affected by the operation. There are not many caribou near Clyde River, but if there is activity going on, the caribou might move out of the area, and the ships might affect the marine animals. We five communities need to be considered, but I am glad you are telling us what you plan to do. Animal meat is what we go after. When we start eating store bought food it is not good for the body. They probably eat better than me, but those people who want to work there, because there is lots of unemployed. How can you train unemployed people before they go to a job? We Inuit keep working towards a goal and keep going at it. It looks like you presented training opportunities earlier. These mining companies who requests employees and training, the Inuit should welcome that.

Mr. Cooper – I just wanted to mention we are sharing our plans with the HTOs and CLARCs in each of the communities. So we welcome the input from the hunters in the communities.

Reference 2 - 2.22% Coverage

Q6 – I have two questions. First, I don't understand Baffinland. When you read it, it says Nuluujaak. Are you using Baffinland to get more approval with that fancy name? And the shipping route, Igloolik and Hall Beach walrus will be affected. Will they be compensated if there is disruption?

Mr. Chubb - With respect to the name, I don't think it gives us any extra permission. It is just the name of our company. We are certainly studying the marine environment with respect to shipping, and the studies and information will be presented in an Environmental Impact Statement at the end of the year, we'll talk much more about the potential impacts. It will talk about our plans to reduce the risk of any negative effects. The NLCA makes provisions for, and our IIBA discussion will include, potential compensation for impacts to wildlife. These things will be discussed.

Reference 3 - 0.96% Coverage

Q11 – [Shipping figure] – Looking at this, there are two routes, near Hall Beach and Igloolik on the west side they are concerned about walrus, but the east side is the preferred. You need to plan for the east side instead to support the concern of Igloolik, because they live on walrus and even send walrus here.

Mr. Chubb – That is what we have heard and what we plan to do.

Reference 4 - 1.56% Coverage

Q12 – Just to clarify that we heard the plans already and the meetings we attended in Arctic Bay – traditional knowledge, we were given information to consider. Because three was no representative of Baffinland in that meeting, there were very good discussions in the meeting. They discussed walrus and caribou and Igloolik and Hall Beach we supported those communities. In the meeting, they were so serious about protecting the walrus that we felt for them. You will probably get more information when you get the report from that meeting.

Mr. Chubb – that is why we have these meetings, to get this information.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 3 references coded [15.39% Coverage]

Reference 1 - 4.15% Coverage

Q3 – Personally, I am a beneficiaries of Nunavut, I've been living here forever. You live in a warm climate, is that true? Personally I've been living in the north all my life and I am perfectly aware of Milne Inlet and I've had the occasion to hunt there. Last year when there was a ship there, there was a lack of seals and narwhal. The sea is quite different from the railway. I've spent time in Quebec City, and I have observed a train. You can see a train even when you can't see it. Ice breakers are very noisy. The sea mammals are very good at hearing. If I walk on ice the seal will hear me. If there was a narwhal there, it would hear me immediately because they hear much better than I do. I want you to be aware of these – there is definitely a concern of the noise an ice breaker will make through ice. You'll also be traveling through Foxe Basin. It is assumed it will disrupt the walrus. I have lived in Igloolik and hunted walrus.

Reference 2 - 5.87% Coverage

Q5 – You've indicated the ship will be carrying ore from Steensby to Europe. When it's coming here, there was indication that the ship will need ballast which will be emptied at Steensby. I have concern with that. Crustaceans are part of the diet of sea mammals. This is why our walrus here and walrus of Europe are quite different. There is a possibility that you empty the ballast water in the arctic and it will have an impact on the sea mammals in the area. The water is not our garbage dump – we look for food in the water. Being concerned about this – I think you should look more into this ballast concept. The fish breeds in the water. We from the arctic live in a cold climate, and when we go into the warm climate it has an effect on our system. Also, being a people who take the resources from the arctic, and the people in this immediate area are not compensated. For example, spread money equally among the affected communities. As unemployed people, it isn't a bitter battle, but it creates problems for people we are unemployed. He's speaking not so much from a position of opposition, but the young people in the future are going to be much more aggressive than we are. Young people today are more into money than people my age. It is not customary for people to want money, but now young people gang up on elders to get money.

Reference 3 - 5.37% Coverage

Q6 – It's very simple – cost and benefits. When you have to make a decision, you put the pros and cons on a list. The pros for Clyde River has been 18 months / one person employed. The cons are potential damage to our sealing industry, potential damage to air quality, potential damage to the land area, potential damage for the trading that exists between Inuit – getting whale from Pond Inlet – getting walrus from Igloolik, and sharing our seal with them. Those are all the losses – for what – for 18 months of employment? It gets very hard to look at, in a good Inuk-Baffinland way.

George – again, all the concerns that were raised at this meeting have been written down and will be given some consideration. We have to put perhaps more emphasis on QC on what they are doing. We will keep those written down and deal with them in a while. Thank you very much for coming. We had a chance to speak with Baffinland people, and they will be coming back to Clyde River sometime in the near future. And we will try to participate when they arrive here. Since there are no sleeping accommodations here, we need to continue onto another community. We will consult with Baffinland about perhaps coming back together in the fall.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - March 26, 2008> - § 1 reference coded [3.44% Coverage]

Reference 1 - 3.44% Coverage

Q6 - I have a concern about the shipping route. They said they will pass through once a day. There are walrus and bowhead whales that will hear noise from the ship. Even as humans, when I hear too much noise I try to go away from the noise. Even animals are sensitive to the noise. Especially the bowhead whales, in the spring time and the numbers are increasing and same with the walrus. They need to be closely studied.

Mr. Chubb – ships and noise are on our list of the things that need to be studied. The opportunity we have had with the bulk sampling program has allowed us to study how narwhal at Milne Inlet respond to the ships that come in. We conducted studies last year, and as you would expect, the narwhal moved out of the way of the ship, but our scientists tell us they didn't see any changes in the way the narwhal reacted the ships. So it was very helpful in the short term. We are looking at the response of whales to noise, and we are also looking at the ship itself and the ship design. It is something we are looking at.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 2 references coded [10.21% Coverage]

Reference 1 - 4.88% Coverage

Mayor Quassa – My question is – the shipping route you mentioned the land and marine mammals will be studied, and our Deputy Mayor went from Iqaluit to Igloolik and through the east side of Spicer Islands. We found another island. We used 22' canoe, but there is walrus there, that will be probably closely studied. So the proposed shipping land will be studied. My question is walrus, seals, bearded seals - they will probably be studied? The ship will be noisy and they will they be studied? When will you be studying the marine environment?

Mr. Chubb – We've already started studying the marine environment. Both the physical environment; the habitat for marine mammals, and part of that involves marine mammal surveys, and we are continuing those. We are incorporating that information from the scientists with focus group sessions to incorporate Inuit knowledge as well. We're also studying marine mammals on the north side in Milne Inlet, to understand how marine mammals respond to ships. Last year we watched what narwhal did when ships came into Milne Inlet, and the scientists observed that they move out of the way of the ship, but overall there weren't any big changes in the way the narwhal behaved in the inlet. We have and continue to study the environment.

Reference 2 - 5.33% Coverage

Mayor Quassa – maybe not but we have clear understanding, and I know we have different organizations that are working on it, and the QIA on their own matters and the Inuit knowledge working group doing their own part and they keep us informed. It is going to be a big project, and as Igloolik residents we expect and know we will be included in the project at Steensby – that area – Igloolik people know that area and use it at any time of year and know the land. For these hazards are being watched – we need to cooperate and work together and have good communication and we thank you for allowing us And our residents need workplace employment, there are lots of unemployment and it would benefit the community through employment but the animals are always our concern. The community and the other communities will continue to have those concerns. Baffinland – they will need to learn to eat Inuit country food. I think Igloolik is known to have traditional food like walrus – it is the main concern for both Hall Beach and Igloolik because it is their main diet, so you need to be careful in your studies and your project. I think Zechariah we went through that area and saw walrus even in shallow water. I don't think there are any other questions – we'll see you tonight and thank you for coming – we apologize about the meeting a little misunderstanding – someone needs to apologize.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - Sept 25, 2007> - § 3 references coded [10.17% Coverage]

Reference 1 - 2.20% Coverage

Councillor: Happy that you have come to talk about jobs. Do you know where our walrus calve?

Mr. Chubb: We are studying this now as part of our IQ studies.

Reference 2 - 5.28% Coverage

Councillor: Igloolik and Hall Beach are well known for their aged walrus meat, like aged cheese down south. He is concerned about disturbing the walrus calving grounds and he hopes that we will navigate around the calving grounds. He is happy that we will be providing jobs.

Mr. Cooper: We are studying the walrus so that we would have the least amount of impact as possible.

Reference 3 - 2.69% Coverage

Councillor: Are you doing any surveys of the seabed for walrus food?

Mr. Chubb: We are surveying seabed wildlife and when this information is available we will share this with the community.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 1 reference coded [1.65% Coverage]

Reference 1 - 1.65% Coverage

Louis Tapardjuk – Did your IQ study indicate areas where walrus are calving? Will the ships stop during this time?

JP – Yes, the IQ study contains information on this. I can show you the maps we generated with walrus information at the break.

GM – Right now the ships will run 12 moths per year.

Louis – Even when they are calving operations will continue?

GM – That's correct.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 6 references coded [9.83% Coverage]

Reference 1 - 0.83% Coverage

Q2 – In Steensby, I don't want any activity from Steensby. If we stop eating marine mammals you can go ahead and disrupt the marine mammals, but I don't want any disruption so I don't want any activity from Mary River to Steensby. I am afraid that with freezing a fuel barge, we want to go hunting walrus and we don't want photographers taking picture of walrus. We went hunting in Mary River for caribou and didn't see any and we are already seeing impacts. I don't want the barges frozen, it is my land and I don't want to see it disrupted. Thank you.

Reference 2 - 2.35% Coverage

Q4 – Since you are inviting me to express my concern, I will do my best to express it. Here in Igloolik, the ship will go through Foxe Basin. As long as they go on the east of the islands we will agree with it, not to the west. As long as it is to the east. We heard that it would be on the west side because the east side is too shallow. If you decide to go with the route. Archaeology is the same. Since as a child I have lived in the area and next month I'll be 80. Walrus live in that area and the ships will go through that area and Steensby will lose the walrus as they will be disrupted. In Hall Beach area when they start the mining there, there will be no walrus in the area. So the ship to Steensby - stop that and go somewhere else. After that, the next generation will grow up without any walrus. If you decide to go on the east side, keep that, because I am going to ask for funding or compensation for the community to purchase meat and food because they will not be able to get the walrus, because even in winter they are always moving, and we know that when noise is going on around them they move out. That is my concern.

Mr. Chubb – In the package you received, there are two routes shown on a drawing. When we were here in September we didn't know which route east or west of the islands would work. We didn't have updated maps about how deep the water was. But we've now confirmed that the east side does work – it is feasible to use. And we have heard Igloolik and it is our preferred route to stay on the east side of the islands.

Reference 3 - 2.04% Coverage

Mr. Louis Uttak – We have only two items we are discussing. One, Baffinland or Qallunaat – there is only two we are discussing – there are lots of details attached to these. But you don't understand what I am saying we are arguing about. Inuit knowledge, and Qallunaat knowledge is money and we live on that today. Due to my ancestors I am here today. The archaeological sites are very precious and sacred to me, even the tent rings and bones, it hurts inside to see because our ancestors survived in that area. Without those ancestors we wouldn't be here.

We forgot something here – there shipping routes – Cape Dorset will be impacted too, there are walrus and other marine mammals, and I saw someone today from Cape Dorset and he said they haven't been notified about the project. Lets be friends. My future generation, the IQ if we are arguing about animals with this guy, for example, I want more animals than him, it would interrupt the animal. In Inuit law it is very strong, if you try to change that way. So I am saying I am a greenpeace but if I kill it I want to eat it too. In the future, animals will be disrupted so in that way I am an animal activist in that way, but I like to eat country food as well, and I don't want to go too long. I want to remind you that cape Dorset has walrus too, so I apologize to those communities as well.

Reference 4 - 1.60% Coverage

Q8 – The activity going on, I like them because activity in the land I like those because we still need some activity on earth to do. We need something to keep our hands busy and we need money. I heard on the radio people selling their personal goods because they don't have any money. Young people are very active and if you offered jobs to young people, they have nothing to do and they are just carrying babies around. We need something to keep us busy. We went through Steensby on ice breakers and we didn't see any walrus scattering. If the ship didn't go directly to the walrus hole they wouldn't move. There are some very shallow areas on the east side, if the fuel tanker was grounded and spilled . We as Inuit are afraid of development, but we are worried about our young people and they have no jobs. And sometimes we are wrong in that we don't like the jobs. If the Inuit want to work, they could be productive people when they have a job sometimes they just quit. Some are good workers and keep going on. I don't want to live without any jobs. Thank you.

Reference 5 - 2.56% Coverage

Q17 – We know that anything and everything, even jobs or employment, I know in the past Inuit are being asked now for input into activity, and I know we have representatives say for QIA is representing us, and MLAs, and they represent us and need to know how we think. I believe we are being represented and our concerns need to be considered by our representatives. Any activity – everyone can not agree and be happy, so tonight we heard all different opinions and concerns. I know animals get used to a noise, even airplanes. Caribous for example, can get used to the machines. In the past, they didn't want to hear anything or even footsteps that smell like humans, but I think they changed in that caribou in a migration will go there even no matter what noise. So Mary River will go – even without noise, have moved on. Hunters haven't seen evidence of caribou, as caribou go to areas where they can feed, even when it is noisy. But it is a concern in that we don't know for sure if shipping in winter, the ships coming in will be really noisy ice breaking, so it needs to be considered more, because we don't know for sure how it will be. In winter there is walrus year round. In Steensby the walrus go out but the seals stay in the area. In summer it won't be a real concern with shipping but my concern is winter shipping. And to make a comment on IQ – I have that personal knowledge and the animals – when you fight over animals they can disappear. If you have no fights over the animals, they will always be around. So we Inuit can be responsible because we are not looking after them whether we don't listen to IQ we can be blamed for their disappearance. We were told to be friendly to animals.

Reference 6 - 0.47% Coverage

Q26 – Thank you for allowing me to speak. I will re-iterate what I said, that I want to protect what I can. Igloolik and Hall Beach are relied on for providing walrus meat. Other communities have no walrus, this is the only place is the only place to get walrus, that is how much I want to protect the walrus.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 2 references coded [13.99% Coverage]

Reference 1 - 1.25% Coverage

Q2 [again] – I don't agree with the proposal to have a dock in Steensby Inlet. A Pond Inlet resident has been in Igloolik and says that the marine mammals have changed in Nanisivik – the marine mammals have come back after a while after closure. Walrus will be disrupted – so no, do not use our waters.

Reference 2 - 12.73% Coverage

Q18 [Mr. George Qallaut] – Igloolik is recognized as a cultural community, inhabited for more than 4,000 years. Everyday, we are extremely thankful they we are here today, and are grateful and respect our ancestors. Baffinland is interested in Inuit Qaujimajatuqangit (IQ), have employed people; as a number of people have asked the question – will you respect and take it [IQ] seriously? Igloolik and Hall Beach are the ones who will be affected by this project. Going back to Mary River, people of Igloolik and Pond Inlet have for centuries met at Mary River during summer hunting caribou. An elder present at this meeting got his first caribou at Mary River. Two mountains will be gone [from mining] in 25 years. Part of their identity will disappear – how can you compensate for this? There are a lot of social issues – in the 1960s the federal government arrived and built schools and other buildings but nothing for Inuit. His grandfather asked "Where is Canada? Who are Canadians?" in 1962. The Canadian Government didn't arrive until 1960 – before that the church was from Belgium, the Hudson Bay post people were from Scotland, and at Hall Beach there were Americans. The social impact of these events was huge and we don't want another big social impact. We are a Third World, we have one of the highest rates of suicide, high levels of drug abuse. Your interest is only the material. How come no one from Baffinland has asked the communities of Igloolik and Hall Beach if they can use Foxe Basin as a route? Foxe Basin is shallow, and noise travels far in shallow water, with a high impact on marine mammals. Alternative 1 [the westerly shipping route] is the birthplace of bearded seal and walrus. Some hunters say Alternative 2 [the easterly shipping route] and some say no; there should be better public consultation on the route. We haven't seen any studies in Foxe Basin on the marine mammals or on using it for shipping. Those are some of my questions, thank you.

Mr. Chubb – We'll try to answer your questions, but if we miss anything let me know. regarding IQ, I think the comment as whether or not they are a "cover up" or will it be taken seriously? No, we fully plan to use the information to influence the project. I am told that already the work helped influence the work at Milne to avoid important areas. Regarding change and impacts, and the loss of Nuluujaak [Deposit No. 1 which will be mined], there are some things that can't be compensated and mines do result in change. The opportunity is to balance those changes with benefits like social benefits. There is real opportunity with youth to assist with some of the challenges that do exist. The use of Foxe Basin – we are seeking permission and that's why we are here. It is early in the process and we are looking to discuss the project with Igloolik. It will be the end of the year to submit the Project Description and applications and by the end of next year the information on sea mammals, etc. will be presented, and that's why you haven't seen anything. Have I missed anything?

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting Aug 16 10 Notes_revised> - § 1 reference coded [7.88% Coverage]

Reference 1 - 7.88% Coverage

Q11 – I am just providing this as a comment. I really don't like the idea of ships in Foxe basin as I am afraid that it will scare the walrus away.
A – If the company is able to move forward with constructing the Mary River Project it will be required to use bulk shipping. The Company has examined a number of potential shipping routes and the route through Steensby Inlet is the route that makes the most sense.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 1 reference coded [5.59% Coverage]

Reference 1 - 5.59% Coverage

Councilor Williams - Yes it is much appreciated. A couple of comments I'd like to make, I have a bit of experience with the impact of shipping and ice, with Arctic Bay. I went before they were shipping, and then saw the impact of ice breakers through landfast ice on harvesters. In that area, I'd like to point out that the area in Foxe Basin is a well known area by walrus occupied year-round, because of the moving ice. I think one of the things people don't assume is that walrus are big tough animals but they are actually quite sensitive – one of the animals with a sense of smell – whales don't but seals do. The one thing that I will share is that my experience with shipping - the habituation of mammals to Arctic Bay – the CD Howe – those vessels, they can see the animals respond days before the ship arrive. They don't any more – there is an initial flee behaviour. If you look at Bay of Fundy, ships have become habituated to ship traffic. I found it interesting you're going to ship and dock in landfast ice throughout winter. One of the hardest things was to dock in landfast ice at Nanisivik with landfast ice. With the continual growth of ice, especially coming off the steel head that go into the water, it will be a challenge over the winter. There will be a lot of focus on shipping but the rail line given the 6 trips will be a substantial barrier to caribou, wolves, any terrestrial mammals. Something to leave with you – I can see that the railway may be a substantial consideration. If you have an area of substantial snow, and you create new snow, they will get onto highways, - Cantung and other remote areas – they will not get off the road into the deep snow and will run until they are exhausted.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - Sept 27, 2007> - § 1 reference coded [1.55% Coverage]

Reference 1 - 1.55% Coverage

Q1 (Simon Nattaq) – There is an area close to Foxe Basin with walrus habitat – I like the eastern route to be used.

<Documents\Public Consultation\Pond Inlet\BIM Notes on GN Development Workshop - November 13, 2007> - § 1 reference coded [2.06% Coverage]

Reference 1 - 2.06% Coverage

- Concerns about walrus and breeding grounds in the Foxe Basin area being disturbed .

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 1 reference coded [15.63% Coverage]

Reference 1 - 15.63% Coverage

Jayko – On the last page of your presentation in Inuktitut, there is some wording I don't like. The translation is a bit different from the English. Baffinland and the QIA will be working towards an IIBA agreement. In 2009 an MOU was signed. To ensure there is employment, training, business opportunities, workplace conditions. And in 2010 the goal to reach agreement in principle. I just want to clarify for the Inuit – they are slightly different versions in Inuktitut. In February we had a meeting in Iqaluit in regards to the Foxe Basin walrus working group, and at that time we asked the questions about the large ships. There will be quite a number of them that will be transporting ore. And on the return trip, they contain a liquid in the hold. In the Foxe Basin area, the walrus especially, and we all consume walrus from that area, the ship will be full in German and will come to the Foxe Basin. This needs careful consideration, in order for the walrus not to contract any disease. Will there be shipping after every four days. It might affect the microorganisms. Seawater from down south contains a lot of contaminants. And directed to the QIA, regarding the final agreement in principle, I keep going back to it, because the QIA should ensure that the communities… the QIA is in a tough situation, because they need to reach an agreement. That is a major concern to us. This problem will persist, providing logistics… You should have a joint meeting to discuss – employment opportunities should be given to the communities involved. It is good to hear that Baffinland is coming to the community, and lots of jobs – good to hear. We are the closest community though. You are going to damage our land, and the marine mammals would be bothered. It will not benefit us, which is unfortunate for our future. I wanted to reiterate that employment and business opportunities should be made available. We agree with KP and their wildlife

research – we have totally supported them in that regard, but the fact of providing employment, and having business opportunities, if it isn't going to be provided in Pond Inlet, I mentioned earlier, that I was glad BIM are coming here, but there is nothing concrete. You are not mentioning good news about employment or contracts. I will go home disappointed. So how will you affect the communities? On the IIBA, it is currently being negotiated, but Pond Inlet does not know anything about it. Pond Inlet needs to be involved in these discussions.

Bill – With respect to the water you mentioned in the ships, when the ships leave Steensby they will be filled with iron ore going to Europe. When empty, they need to be filled with water to ballast the ships and make them more stable. There is a concern that exotic species will be in that ship water. To prevent the transfer of species from one location to another, what ships are required by law and also contractual arrangements is to exchange the water in the North Atlantic, to ensure that the water in the ship is similar to the water at Steensby. That's an important question and one that will be addressed in the shipping plan in the EIS. And we are using our experience on other projects.

I am not sure about the comment regarding salt in the water. The difference in salt concentration is very minor between here and Europe it becomes different from northern hemisphere and southern hemisphere. But this is more or less irrelevant given we will be exchanging water.

Regarding communication, we are planning to improve and issue a bulletin quarterly regarding any announcements that the company has made in the past 3 months, and work planned at site. Qav can read this over the radio.

Dave – On the expeditor, you're right, in 2008 there was a QL employee based here doing logistics. And after 2008 when things slowed down, we didn't need the expeditor again. Regarding the co-op we are continuing the food contract again this year, and we'll need additional services with linen services. We plan to come to talk to the co-op board, and to look at other business opportunities for the co-op. The one thing about the co-op is they are one of the biggest organizations in the eastern arctic.

Philip – I have something to say on funding. As a negotiator, I am wondering about how we are going to negotiate

In Pond Inlet and Igloolik, we have been making every effort to hire people…

QIA are not just agreeing with Baffinland, we are making sure the ….

If we had used our own funding, it would have meant we'd need to borrow money. NTI did that and they are still paying back the federal government. If we used our own funding…. we have not used any of our own money for negotiation. We requested funding from Baffinland…. as a result training has not been activated. As a result, the QIA board decided in March to provide its own funding for training. We would have to figure out how much funding we would need in the high arctic. So we've requested funding that was not forthcoming.

We will be working – the HTO and CLARC – will be working together to see how we could support them. So the QIA will be providing the funding for the workshop. Thank you.

Jayko – Yes, I have a clearer understanding now. It is very easy just to make a comment that he made earlier. It sounded very simple regarding the explanation about salt in salt water. I am requesting that in the planning stages that a representative from each of Igloolik and Pond Inlet should go to Europe and look at the condition of the salt water. Baffinland should delegate two people to from Pond Inlet and Igloolik to go to Europe. I want to see a letter in writing about how Pond Inlet will benefit.

Bill – Yes, regarding the management of ballast water, that will be in a management plan. Before we submit that document to the NIRB, we'll have a chance to come back to discuss with the community what is in the plan. May I suggest that we take a 5-10 minute break.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 1 reference coded [2.04% Coverage]

Reference 1 - 2.04% Coverage

Q14 – I am Inuit – don't think of me as white. [Referring to map] – From here (Milne) to there (Steensby) is 180 km (It's about 240 km). From here to there (bottom of Admiralty Inlet) is the same distance. Or even to Nanisivik. Milne is a narwhal area and Steensby / Foxe Basin is walrus and will probably be affected there. I would prefer if you would go west and even to Nanisivik port. But even if you try to go there [don't know where] it is dangerous. And Inuit are being trained but when mine closes down those who are trained will lose jobs. Have you considered Inuit on ships? I had a blind grandmother who …. [didn't record]. Last one, I know Japanese have offered you lots of money, maybe $100 M. Is it more important to compare 20 years from now if I can get caribou or for you to get money? I am going to ask for more compensation for those that are lost.

Mr. Chubb – I appreciate the comments there. Speaking about the shipping opportunities for employment. There are certainly opportunities on the ships for jobs, and we have talked to our shipping partners about this. As we've discussed several times this evening with respect to impacts and benefits, we need to make sure the benefits outweigh the impacts.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 1 reference coded [1.66% Coverage]

Reference 1 - 1.66% Coverage

Q. The route near the site is being addressed by the adjacent communities; however, the route near Cape Dorset does not seem right. The area includes walrus habitat and migration routes. After the feeding season, the animals go south for three days and spend that time in the area of the proposed route. Narwhals occur along the route. Seals occur in the fall and pup in the area. In the 50's and 60's there were hardly any seals, now there are many and they are travelling to the west. A more ideal route would be between the islands. Ships would affect animals and cause them to find another migration route.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 5 references coded [1.40% Coverage]

Reference 1 - 0.24% Coverage

Question: - Koonoo Oyukuluk /Arctic Bay – Marine mammals do not stay in one spot. Igloolik and Hall Beach they eat the walrus. – My concern is with walrus disappearing. We learned from Nanisivik that walrus will disappear. Our descendents need to know there will be no walrus in the future. Whales were hunted to extinction but now they are coming back. We will need to discuss compensation if extinction occurs.

**We will monitor walrus populations and address impacts if they occur.

Reference 2 - 0.38% Coverage

Question: James Atagootak/Pond Inlet – Has there been much study done on the proposed Milne shipping route regarding polar bears, walrus, marine mammals, depths etc.?

MTP: We have done numerous scientific studies and collected IQ information.

James: From Steensby to Foxe Basin - were there studies there too?

MTP: Yes, the same scientific studies and IQ studies were completed specific to that area. There was also a GN study in the 90's.We've completed all required scientific studies.

James: The reason I asked this is because the ship area is huge. Is the route deep enough?

MTP: Yes it is. The ship needs a few meters of water of draft. Our studies show the ships can move through with no issues. Fednav will be here to answer questions on shipping tomorrow.

Reference 3 - 0.31% Coverage

Olayuk/Arctic Bay – When we leave, they will be dealing with shipping. Maybe that's why we are leaving today. The work is not done. They will be dealing with walrus and the shipping route. Because we don't live there that's why we are going home. We eat walrus and visit each other when routes are open and we eat their food. We are to leave while they deal with shipping routes and sea mammals. I would have liked to be part of this but we will not be given our opportunity to speak and hear the presentations. This would have been an opportunity here to work together. We won't be able to give our input. [Unrecorded comments].

Reference 4 - 0.16% Coverage

Solomon Qanatsiaq – There are leads in Steensby Inlet. The eastern coast of Steensby Inlet has a deep shore. I used to hunt and camp along the eastern shore of Steensby Inlet. There were less walrus back then. I hear there are more walrus there now. [Describes the various locations in Steensby Inlet he used to hunt and camp].

Reference 5 - 0.32% Coverage

George Eckalook – We're happy that we are here meeting with the company. This is the first time that we've met. We want to discuss the following items today:
The road haulage option. This workshop is the first time we've heard about this option.
Polar bear monitoring along the shipping route.
The communities have additional concerns they would like to discuss. The consultation visits don't give out enough information.
Louis Uttak would like to give a presentation concerning walrus and other animals.
There are no representatives from Cape Dorset here. We request that you consult with Cape Dorset.

This workshop has been productive.

<Documents\Public Consultation\Workshops\Kimmirut IQ Workshop Minutes (PC) - June 21, 2010> - § 2 references coded [1.38% Coverage]

Reference 1 - 1.19% Coverage

Q: We have to deal with the maps and we also have to indicate where the animals are. I want to say something. People of Igloolik seem to be agreed on the route now. Last year, there seemed to be more disagreement. The people from Igloolik did not approve the route; they are worried about walrus.
A: (Jason) Yes, there are still some concerns and disagreement regarding the project amongst some people in Igloolik.

Q: We also think that walrus move from Igloolik as well. Let's go to the map now.

Reference 2 - 0.19% Coverage

4. There is no ice in the middle of Hudson Strait during winter, but lots of walrus.

WILDLIFE - WOLVES

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 1 reference coded [5.59% Coverage]

Reference 1 - 5.59% Coverage

Councilor Williams - Yes it is much appreciated. A couple of comments I'd like to make, I have a bit of experience with the impact of shipping and ice, with Arctic Bay. I went before they were shipping, and then saw the impact of ice breakers through landfast ice on harvesters. In that area, I'd like to point out that the area in Foxe Basin is a well known area by walrus occupied year-round, because of the moving ice. I think one of the things people don't assume is that walrus are big tough animals but they are actually quite sensitive – one of the animals with a sense of smell – whales don't but seals do. The one thing that I will share is that my experience with shipping - the habituation of mammals to Arctic Bay – the CD Howe – those vessels, they can see the animals respond days before the ship arrive. They don't any more – there is an initial flee behaviour. If you look at Bay of Fundy, ships have become habituated to ship traffic. I found it interesting you're going to ship and dock in landfast ice throughout winter. One of the hardest things was to dock in landfast ice at Nanisivik with landfast ice. With the continual growth of ice, especially coming off the steel head that go into the water, it will be a challenge over the winter. There will be a lot of focus on shipping but the rail line given the 6 trips will be a substantial barrier to caribou, wolves, any terrestrial mammals. Something to leave with you – I can see that the railway may be a substantial consideration. If you have an area of substantial snow, and you create new snow, they will get onto highways, - Cantung and other remote areas – they will not get off the road into the deep snow and will run until they are exhausted.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 1 reference coded [0.05% Coverage]

Reference 1 - 0.05% Coverage

Louis – We make money off fur pelts, I have not eaten wolf unless I'm really hungry. I'm sorry I jumped ahead.

ARCHAEOLOGY

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - March 26, 2008> - § 1 reference coded [3.13% Coverage]

Reference 1 - 3.13% Coverage

Q2 – I have two questions. You probably find archaeology sites because Inuit used to be in the land. What will happen to the sites, will you just destroy them? There was a slide that mentioned something hazardous or impossible (speaker scrolled through slides). There was an Inuktitut translation about not sure if Inuit were able to work – something about employment. [Discussion to follow up and review the slides with Mishak after the meeting]. About the first question?

Mr. Chubb – the archaeologist goes out and surveys. The first step is to understand the location of the sites and to avoid them if possible. Mitigation plans need to be approved involving documenting the sites so the information isn't lost. But there will be sites that can't be avoided. When we do this work, we have people from the communities working with the archaeologist, and this year we'll have people from Igloolik or Hall Beach working with the archaeologists.

<Documents\Public Consultation\Igloolik\April 2009 Working Group Minutes - Igloolik> - § 1 reference coded [6.56% Coverage]

Reference 1 - 6.56% Coverage

Louis – Will Baffinland avoid archaeological sites?

Jason – Yes, they are in the process of conducting a comprehensive field investigation to determine where the archaeological sites are.

Louis – I've heard rumours that staff have taken pictures of archaeological sites. The law says they shouldn't.

Jason – I will look into this. Please note that the archaeologists often take pictures though.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 2 references coded [7.51% Coverage]

Reference 1 - 3.93% Coverage

Mr. Angutirjuaq – I just don't want you to ignore those other communities. I know once the first caribou passes through the area, more will follow because that's what happens, as long as the first group makes it. It's not that we're opposed to the actual project itself, it is the shipping route. Even if it costs more, we'd prefer another shipping route to the east of Mary River. We also know there are also archaeology sites that will be affected by the project.

Mr. Chubb – With the work we've done, we know there are only so many options of where to go, and for the project to be build, the port needs to be at Steensby. We understand that there are archeological sites and hunting camps in the area, and we are collecting information about that as well. We know that with any mining proposal, there is always going to be some impacts to the land, but our job together is to figure out how to minimize those impacts, and there are many parts to that, including work continuing on the IIBA. At the end of the day, the benefits have to outweigh the impacts.

Reference 2 - 3.58% Coverage

Mr. Qulaut – I want to make one thing clear –we've talked about archaeological sites, and you'll be hiring someone to do it, but we know for sure that people who do the hiring are the ones doing the work. Being a mining company, you'll choose whether or not to accept the report. Do you have anyone who will be doing the archaeological work besides Baffinland people? Like the government?

Mr. Chubb – The permit to do the archaeology studies is not granted to Baffinland but a consultant working for Baffinland. That permit is granted by review by the Government of Nunavut and the Inuit Heritage Trust, and the report that is generated goes to government and not to Baffinland. As part of that work, the archaeologists always look to engage and involve local assistance to be part of the team. For the work at the Steensby area, we would hope that people from Igloolik could be part of that team to work with the archaeologists. Government does oversee this work.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 1 reference coded [0.88% Coverage]

Reference 1 - 0.88% Coverage

Mayor Quassa – Steensby – it used to be an outpost camp. So there are probably old places where there is sod houses and archaeology. Inuit can continue probably to use outpost camps by Inuit because they have occupied that land?

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 5 references coded [11.82% Coverage]

Reference 1 - 2.35% Coverage

Q4 – Since you are inviting me to express my concern, I will do my best to express it. Here in Igloolik, the ship will go through Foxe Basin. As long as they go on the east of the islands we will agree with it, not to the west. As long as it is to the east. We heard that it would be on the west side because the east side is too shallow. If you decide to go with the route. Archaeology is the same. Since as a child I have lived in the area and next month I'll be 80. Walrus live in that area and the ships will go through that area and Steensby will lose the walrus as they will be disrupted. In Hall Beach area when they start the mining there, there will be no walrus in the area. So the ship to Steensby - stop that and go somewhere else. After that, the next generation will grow up without any walrus. If you decide to go on the east side, keep that, because I am going to ask for funding or compensation for the community to purchase meat and food because they will not be able to get the walrus, because even in winter they are always moving, and we know that when noise is going on around them they move out. That is my concern.

Mr. Chubb – In the package you received, there are two routes shown on a drawing. When we were here in September we didn't know which route east or west of the islands would work. We didn't have updated maps about how deep the water was. But we've now confirmed that the east side does work – it is feasible to use. And we have heard Igloolik and it is our preferred route to stay on the east side of the islands.

Reference 2 - 3.51% Coverage

Mayor Quassa – Just to say that those comments earlier about Inuit IQ – because Qallunaat are only being used because IQ is being used for and by Inuit. Our elders in the communities – the working groups – the Qallunaat have no knowledge so they are using the working groups. So those are being used, so I was kind of sympathetic – the Qallunaat are being used to get and use that IQ. I have also heard that railway being mentioned, that there will be archaeological sites. Regarding those, as you now the NLCA the beneficiaries the Inuit have 50% interest and the government 50% interest. In Igloolik, the airstrip is too short because there are archeological sites. You mentioned that it won't always be possible – I don't like hearing that. Our airstrip is so short! So I heard it is possible to go through archaeological sites. Even as Inuit we aren't able to pick up archaeological items we could be charged in court. So when I heard that comment that when not possible you would remove or go through or take archaeological sites.

And studies on animals, we heard there are the caribou workshop and the marine studies, up to know there have been the same studies doing the same. Even the NPC had the same questions to Igloolik about where you hunt, etc. These studies are ongoing. The Inuit will probably be tired of being asked the same questions by other people. The studies that are already done – they (agencies) need to found out by themselves. Before the IIBA agreement there is no mine, we need to be clear on that.

Mr. Chubb – I appreciate the clarification on the IQ study as it is very important that we collect this information. With archaeology, the studies are ongoing. What we can and can't do we need to obtain permission for that. This is part of the ongoing work what archaeology sites may be in the area we are intending to work. And it depends on what is found what we can do. The company agrees there are many studies going on in many areas. We're not just doing new studies; we are looking at all the information we can find that will help us. We're looking to build on what's known. An IIBA is a required part of this project to move forward. The company and the QIA have started discussions early in the process because we know these things take time and we look forward to continued discussions.

Reference 3 - 2.04% Coverage

Mr. Louis Uttak – We have only two items we are discussing. One, Baffinland or Qallunaat – there is only two we are discussing – there are lots of details attached to these. But you don't understand what I am saying we are arguing about. Inuit knowledge, and Qallunaat knowledge is money and we live on that today. Due to my ancestors I am here today. The archaeological sites are very precious and sacred to me, even the tent rings and bones, it hurts inside to see because our ancestors survived in that area. Without those ancestors we wouldn't be here.

We forgot something here – there shipping routes – Cape Dorset will be impacted too, there are walrus and other marine mammals, and I saw someone today from Cape Dorset and he said they haven't been notified about the project. Lets be friends. My future generation, the IQ if we are arguing about animals with this guy, for example, I want more animals than him, it would interrupt the

animal. In Inuit law it is very strong, if you try to change that way. So I am saying I am a greenpeace but if I kill it I want to eat it too. In the future, animals will be disrupted so in that way I am an animal activist in that way, but I like to eat country food as well, and I don't want to go too long. I want to remind you that cape Dorset has walrus too, so I apologize to those communities as well.

Reference 4 - 2.40% Coverage

Q19 (Mr. Jack Hickes) – I have a question on a document; please bear with me if I am vague on the details. NIRB annual report acknowledged damage to archaeological sites at Milne Inlet. I am wondering if you can explain what kind of archaeological sites they were, what was damaged, and how the communities have been consulted on that?

Mr. Chubb – I'll start by explaining the report you referred to. Every year we report to NIRB on the activities of the past year. The purpose of that report is to look at the results of the project versus the expectations as we develop our plans. Whether the impacts and benefits that we predict are being realized. This report was the first related to the bulk sampling program that we are undertaking. Overall the report concluded that the results are largely as we expected. You speak to an issue at Milne Inlet with archaeology - archaeology is certainly one of the programs associated with the work, and there was an area at Milne where work was done before it was assessed and we determined it was an issue of communication on what was cleared and not, and it has resulted in changes in how we are doing work for the year, to make it very clear to everyone that the supervision and management that the work has been done in advance of any activities. That has caused us to adapt our methodology – which is exactly what we want to happen in these cases. In terms of the area of disturbance the area was limited, and the incident was reported to government as required, and we've talked to government about how our procedures have changed as a result.

Reference 5 - 1.53% Coverage

Q24 (Samuelie Ammaq) – We are getting tired, and we will sleep a very little time. I am glad you are here, and I want the employment, but I really want the shipping route from the east from between Pond Inlet and Clyde River. When we get asked for Inuit knowledge we try to as a young person (I am still young inside, and I am only 60 years old). When we are talking IQ, can I ask these representatives a question? Let's say this shipping route is the cheapest way, but the other side costs too much. Are you going to be given money if you go to this side, and get less money to go to the other side. If you are afraid to tell us, is that you are getting more money to go to Steensby? Those of us providing IQ are not getting one dollar for this. …….. I want the mine but I don't want to go to Steensby. I don't care about the land, because I was this tall. If I dig and collect the archaeological items I would be protecting the land but we are not going to make the Inuit artifacts disappear by building the road.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 1 reference coded [3.59% Coverage]

Reference 1 - 3.59% Coverage

Q17 [Mr. Joe Attagutaluk] – A way back, our ancestors lived on the land in that area. They have old places, camps, which you can still see. What will happen if they are destroyed? And sea animals, if they are destroyed – a lot of people say we can't eat all meat anymore – if they are gone will they be compensated? What is the plan for that?

Mr. Chubb – A very fair comment. All mines have a footprint and impacts and our objective is to minimize that impact. For things affected – that is why we are having dialogue with the QIA regarding an IIBA. Through that there will be forms of compensation. The IIBA is a requirement before a mining company can build a mine. regarding archaeology – we're doing a lot of work on archaeology. Before working in the field, the archaeologists go out and check the sites. If possible, we relocate the work to avoid the sites.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - April 2, 2008> - § 3 references coded [8.46% Coverage]

Reference 1 - 2.53% Coverage

Q1 – My name is Anthony – I have a question about the last slide. Archaeology – would like to hear more clarity around "mitigated". Suppose an important site is located on the route along the railway. Even salvage archaeology requires at least one field season 2-3 months. You were talking about how important it was that it is all recorded, and archaeology is a slow process. If it happened, would Baffinland be willing to halt work if they found a site? What would be Baffinland's move?

Mr. Chubb - in that hypothetical situation, it depends on what is found. All mitigation plans need to be reviewed and approved by the Government of Nunavut before you can proceed. It depends on the significance of the site, if you came across something significant.

Q1 - Yes, suppose something significant was found, would Baffinland stop work?

Mr. Chubb - Like everything else, we need to make sure our plans are executed to minimize effects. It is a 4 year construction schedule, so the schedule may not be affected, but the schedule may change to address dealing with a significant site.

Reference 2 - 4.34% Coverage

Q8 (Elder Inuk man) – [Translated in 3rd person] He is sorry there are no other Inuit showing up tonight because it is a very important project. He supports women in the workforce. He would agree once a month for the minister to be onsite. You're not operational yet – you're in the exploration phase. There should be more meetings on this, to inform the community more, especially the Iqaluit area. I heard people getting fired in Mary River who got into alcohol and drugs and he wants those people to be fired – he supports the zero tolerance policy. A couple of things. Regarding archaeology, you won't see things inland; it is more along the coast you'll see sod houses. There may be footprints and tent rings inland but don't worry too much about that. Also, there is a good quality soapstone at Mary River so one of the benefits you can talk about is helping to provide the artists in the communities soapstone. Also there are alcohol and drugs being brought from the south and there are some people who are hiding those, so he doesn't want the worksite to have any alcohol or drugs on site and those people onsite are welcome to get drunk onsite instead. I appreciate the income from mining – it is already having a positive impact on people. Another thing, he owns Baffin Island because he was born here, but he welcomes anyone no matter what race and we need to shake that race off and work as people, and he feels you are tired but he is anxious to keep going now.

Mr. Chubb – Those are all good points. With respect to soapstone, perhaps there is a question we can answer. There is Mary River soapstone in the area, and it has been discussed. One of the questions was whether or not the project will have an affect – no. Also is there an opportunity for increased access for soapstone. We've raised it as a point of discussion with QIA in terms of the IIBA.

Reference 3 - 1.59% Coverage

Ms. Hainnu – Regarding the archaeological sites, you said it will all depend on what is there. What is important to you to preserve or look after? What would be important to you? Can you elaborate on what you consider significant?

Mr. Chubb – First, it is not my area of expertise (response: it is mine). The assessment identifying the resources that are in the area, and documenting the information in the area. It depends on the extent of the use.

Ms. Hainnu – Who does the assessment of the sites?

Mr. Chubb – We have permit holders who do work and report to Government of Nunavut

Ms. Hainnu – Are elders involved?

Mr. Chubb – It involved people from the communities.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Community Meeting - Mach 1, 2011> - § 1 reference coded [2.98% Coverage]

Reference 1 - 2.98% Coverage

There is a lot of soap stone at Mary River and I want the option to get this soap stone. BIM has always been welcoming and I'm grateful for that. There are whale bones that have been removed and disturbed at Milne Inlet. We hope that BIM would stop the project if important artifacts are found.

Greg – Under the Land Claim Agreement BIM cannot disturb the soap stone so Inuit will still have access to this location. Archeological work was done in Milne and this work is included in the DEIS.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 1 reference coded [15.50% Coverage]

Reference 1 - 15.50% Coverage

Q5 – There are some archeological sites at Mary River. We'd like to be compensated for destroying these sites. We are in full support of the project but we are not happy with the working relationship between Baffinland and Pond Inlet. Mary River is our hunting ground.

Elijah – [didn't catch]

Jayko – Igloolik and Pond Inlet are closest to the Mary River site, use this land the most, and should benefit the most. So I was concerned – economic development should be geared towards these two communities.

Stephen – Perhaps I can explain a bit about the relationship between QIA and the communities. The bulk sample that happened in 2008 was a test. It was done without a lot of agreements. There was time to get the project done but not to make agreements. We are working now on agreements for the future mine. We're working on the IIBA, land leases, and discussing with NTI the royalties. For the bulk sample, none of those factors were in place. So they affect how Inuit will relate to the future project. We've heard a lot about the problems. You mentioned the signing of the MOU. That's just a part of what we're doing. There are still opportunities – nothing is finalized. BIM wants to finish the EIS so we need to get ready. These meetings are important for us to hear as we move forward. Thank you.

David – Last year, QIA and Baffinland were negotiating and the MOU was being worked on. Baffinland and QIA tried to put in place the meetings…. Communication running smoothly… When the MOU was being worked out Baffinland was pushing forward…someone said that the contracts are not acceptable the way they are right now. Baffinland almost ran out of money last year, and the

We asked Baffinland to set aside some money to have HTO/CLARC meetings and never came back to confirm. Baffinland is doing a good job about distancing themselves from the community. Meetings stated in 2003 and now… Jayko is right – if Baffinland is not going to come in to Pond Inlet and work close with us, and that is a problem.

The QIA was supposed to have a meeting when that came about and that never materialized. And so we were supposed to be planning on that.

Stephen – Yes, there was a big change one year ago, when BIM decided there was no money to work on the environmental assessment, so our workshop was cancelled. We are looking at options now, knowing the company wants to work on the EA, what workshops could take place – some with Baffinland, and some without Baffinland.

QIA board has set some money aside already, and they'll make a decision in May on what kind of workshop they want. And we want to know from Baffinland on what they will do. The board decided it doesn't want to wait any longer – it is time to act – they've been waiting for over a year.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 3 references coded [9.51% Coverage]

Reference 1 - 5.24% Coverage

Q – I heard there would be a fence along the railroad to Steensby Inlet. It seems this Project has changed due to circumstances beyond our control. We have to balance wildlife conservation versus development. We don't want iron ore ships going in front of Pond Inlet. Sometimes the Project seems to be in limbo. I believe the only limitation of a route to Nanisivik would be its length. I heard there would be a study on archaeological items that might be destroyed by construction, and on potential compensation.

MZ – There will be no fence on the rail line. The rail line bed will be about 1.5 - 4 meters in height and the slope will be very gentle so caribou can walk across it. We are looking at both options for the shipping route. We do want to hear about your concerns regarding Milne Inlet – Thank you. In regards to a route to Nanisivik, the rail line needs to be constructed on a gentle grade for the train to be able to travel. This isn't possible with this route. We would need to blast a number of tunnels, which is very expensive. We've had archaeologists on site who have fenced off archaeological sites, so there will not be anything but perhaps only minor damage occur.

Reference 2 - 0.96% Coverage

Q – It was brought up by a Baffinland scientist. Baffinland would study old Inuit artefacts that will be affected.

MZ – [Discussed archaeological component of EIS and archaeological studies that have been conducted].

Reference 3 - 3.31% Coverage

Joanna – I didn't quite understand what you discussed regarding the shipping route by Cape Dorset and Kimmirut. You said you might not always be able to use the southern route, but you will have ships stronger than what the Coast Guard uses. Will you be doing an archaeological inventory? Or is this already done? The Steensby Port is an old landslide; there could be archaeological sites there. You might want to move the port if there are too many archaeological sites.

MZ – There are some archaeological sites at the Steensby Port site, but we have made sure there won't be any infrastructure developed on these. During some times of the year ice conditions would make shipping difficult in the southern shipping route by Cape Dorset and Kimmirut.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 2 references coded [0.47% Coverage]

Reference 1 - 0.22% Coverage

Question: George Qulaut/Igloolik – Regarding this concern - how do we resolve the problems of what can be disturbed and what cannot be disturbed when referring to archeology finds?

MTP: One way would be to have an Ombudsman resolve issues or have an elder on site to be the in-between person for resolution of issues. We may also have QIA act as an intermediary. Or dealt with in a CLARC meeting? There are options we'd need to consider.

Reference 2 - 0.25% Coverage

Question: Levi Barnabas/Arctic Bay - What will we do with the artifacts that have been found?

MTP: [Showed on the map where archeological items have been found and advised these areas have been tagged and are now being avoided. Baffinland has shifted the location of Project components where possible]. – Where we have to go through these sites and there is no choice we will file a mitigation plan for each site with CLEY. CLEY grants permission to mitigate a site, or not. Community members will participate as usual.

BLASTING

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 1 reference coded [5.72% Coverage]

Reference 1 - 5.72% Coverage

HTO Chair – I mentioned my questions on my friend here, I want to know from you the caribou if they impact on caribou, say the rail line or operation and blasting. If you find out that you are preventing the caribou to cross, would you be able to provide us with a plane 2x a year to go hunting when we know there is obviously an impact. We still need to eat the caribou meat, and we know they still migrate to our area periodically. Would you provide flights or monetary compensation?

Mr. Chubb – We will certainly be monitoring, and caribou we know is important and it is on our list of items to discuss with the IIBA.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 3 references coded [11.11% Coverage]

Reference 1 - 4.36% Coverage

David Kalluk – We're glad to hear there will be no blasting in the water. What happens if there is an accident with the ship? Do you have a contingency plan in place to deal with an accident? The rail line will block off our land to the east. We have to be careful with migrating animals. They move from place to place, based on their feeding. Are rail lines in the south having any effect on animals? Like deer? Do you have any examples? I understand there will be compensation as well. I know you are different than those Nanisivik people. We regret not negotiating benefits with Nanisivik. I want people to be compensated if they are hurt. We used to have an environment committee. I would like that committee to continue.

MZ – We have looked at the rail line between Schefferville and Sept Illes, Quebec. It is not a barrier to the caribou migration. Hundreds of thousands of caribou regularly cross it. The real impact will be during construction. During operations, we believe the impacts will be minimal. If there are damages, there will be compensation. Compensation to be negotiated with the QIA in the IIBA. We will have an emergency plan in place to deal with any potential shipping accidents. All employees at the mine will have a benefits package.

Reference 2 - 2.56% Coverage

Tommy Kilabuk – If you're going to use blasting, what are the impacts? How much study have you done on this and the dust from the blasting?

MZ – The main impact will be with the ammonium nitrate and fuel oil used in blasting. Some of the ammonium nitrate will get into the environment, but it is very highly controlled. Dust from ore will be minimal. Iron oxide is an inert material. It has been stable for 2.7 billion years. It is actually added to animal feed to help with digestion. It is harmless.

Tommy Kilabuk – Blasting will have an impact because of its sound. Noise pollution will be a major impact. It could also impact lake fish and landlocked char.

GM – Noise monitoring will occur so we know what impacts the mine may have.

Reference 3 - 4.19% Coverage

Martha Naqitarvik – The Hamlet Council doesn't really do any liaison work with the community. The animals are very sensitive, so they will be affected. We've heard about the rail line blocking the migration route for caribou. It looks like they will be impacted. Can the company provide supplies if it turns out the caribou have turned back? What have the Hamlet Councils of these communities said about compensation? Is it in your plans to compensate the communities? This has to be part of the plan. We haven't heard if this will be included. We know for a fact the caribou will be impacted and affected from all the blasting and noise. We're not guessing there will be impacts from the smoke from the ship; we know there will be impacts. You have to be prepared to compensate the affected communities. Here in the communities, some people rely only on sea mammals for their food. The company needs to have a good plan in place for compensation.

GM – Thanks for your comments. I think all of the items that you mentioned will be monitored and discussed in our environmental impact statement. In terms of compensation, that will be something covered in the IIBA; you can discuss this with the QIA after our meeting.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 1 reference coded [0.79% Coverage]

Reference 1 - 0.79% Coverage

Q8 (Leah Kulluk) – My question on Mary River – there will be six trains a day – my question is that Mary River deposit will be open pit and taken out. How many times a day will they blast to dig out the ore? How many drills, how much blasting a day? We heard the sizes of the screening of the iron, so how many times will they be blasting a day?

Mr. Cooper – The blasting would take place once or twice a day.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [2.13% Coverage]

Reference 1 - 2.13% Coverage

Community Speaker 13 – I'm asking because it would be terrible for prices to drop and a lot of good jobs lost. We've seen it before with the mines up here. I have also seen residue left behind from blasting.

Mr. Cooper – We will use explosives but will be very careful to have minimal effect. It is important with explosives for runoff not to go into water. There won't be any water in the mine, and this shouldn't be an issue in their open pit.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [8.13% Coverage]

Reference 1 - 8.13% Coverage

David - I was born near Mary River. I'm glad for the proposed mine but I'm concerned about the impacts on wildlife. The reason I'm concerned is because traditional hunters are very few and we wanted to open a meat processing plant that would be economical. If you are going to use explosives it will have an impact on mammals and fish. With one explosive you could do a lot of damage. It would be better if you can build a port further south to reduce ice problems.

Oliver - Timing is very important to try to avoid times when mammals and fish are likely in the area. Separate from timing, we need to get authorization from DFO to ensure that we are below certain levels of noise.

Mike Z. - With regards to the port, there are two main aspects. The water is not deep enough. The second aspect is the rail length which is more than twice as long which means more fish crossings, bridges and tunnels. The rail line has to be a maximum of 1.5% grade which is almost flat. As for the ice conditions there will be specially designed ships.

QIA member - He is not worried about ice thickness, he is worried about seal impacts.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 1 reference coded [4.17% Coverage]

Reference 1 - 4.17% Coverage

– The point and in-between the islands around the point are probably deep enough. I'm not sure. What would happen if the ship ran into shallow waters? What would we do then? There are tons of fish over there. Once you start building the rail route, there will be two tunnels. When you are tunnelling there will be explosives used. What if the fish start dying off in those rivers due to your blasting? How would our descendants be compensated if this occurred?

GM – There are a number of special ways blasting can occur. The blasters can make the rock move only in certain ways, for example. There are also blasting products that produce total combustion instead of leaving residues. Blasting impacts will be addressed in the EIS.

MZ – Once a shipping route is established, it is virtually unheard of for a ship to run aground. A ship running aground often occurs when a ship jumps the queue (at the portsite) because they want to get loaded first. That won't happen here.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council Update - December 6, 2007> - § 1 reference coded [8.93% Coverage]

Reference 1 - 8.93% Coverage

Mr. Saunders asked what the planned timeline is on blasting, and how long the blasting will take, during the bulk sampling program. Mr. McCann indicated that the haul road up the hill was frozen and would require some blasting to finish preparing it, and blasting

for mining may begin as early as late December and last for up to 6 weeks. Mr. Saunders asked if the company could notify the HTO of blasting, as hunters have been going to Mary River lately. Mr. McCann indicated that that is their plan, that there are a few aspects of the bulk sample activities in which notification will be important; the other being road traffic associated with ore haulage. Mr. Enook indicated he has a self-registration in the Baffinland office, and he notifies the site, and they have also been talking about allowing hunters to register their presence at the Milne Inlet camp.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Open House Aug 18 2010> - § 1 reference coded [15.13% Coverage]

Reference 1 - 15.13% Coverage

Q1 – Could the company set off a siren before they blast so that hunters in the area don't think that a war is starting?
A – Usually, at mine sites there is a siren that goes prior to a blast occurring. If hunters were able to hear the blast they would also be likely to hear the siren.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 1 reference coded [6.44% Coverage]

Reference 1 - 6.44% Coverage

Michael Peterloosie – Thank you for remembering my late father [Jayko Peterloosie]. He was a valuable source of IQ. I do not want his words forgotten. How long will the sound travel? There are nine deposits on site? That would be almost 100 years of mining. As a hunter in that area, I would like to know when blasting will occur and how many times it will occur. We also need to know about the safety precautions hunters will need to take. Over a year, what kind of quantities are we talking about? How much dynamite will be used? If I go hunting at Mary River, I would like to know this. I don't want to be caught by a surprise explosion. The railroads in the south are also very loud. I would like to know what the level of sound will be for the railroad. Mary River won't be the only area that will require blasting. You will need to blast along the railroad. What will the decibels be?

MZ – In the mine environment blasting is a regular event. It only occurs when there are no people in the pit. It occurs either at the beginning or end of a shift. Yes, there are nine deposits on site, but we are only focusing on Deposit #1; the other deposits need more work done on them. Blasting will be heard several kilometres away. There might be some blasting needed for the quarry work, but we will try and use already broken rock wherever possible. It is less expensive for us this way. All the information on blasting will be included in the DEIS.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 1 reference coded [3.45% Coverage]

Reference 1 - 3.45% Coverage

Q. We were told that these are big ships. What if the water is too shallow? Would there be explosions to make the water deep enough? I heard that west of our community is shallow.
Outsiders will control our resources and damage our culture. We don't have enough power to control our future. Especially if explosives are used, we need compensation for damage from mining. I am in support of getting a good plan in place. I think sometimes that Baffinland doesn't care about our community, but thanks for coming.

Jason - Baffinland has surveyed the entire shipping route's depth. It is a viable route. The depth surveys they do don't use explosives. Baffinland has been involving Baffin communities for many years now. While the focus was on North Baffin communities at the beginning of the Project, the South Baffin communities of Cape Dorset and Kimmirut are now also an important focus for the company. The company realized there could be issues with shipping route for Cape Dorset and Kimmirut; this is why they have begun speaking with these two communities All matters of compensation will be dealt with through the IIBA process; this is being negotiated between the QIA and Baffinland.

Bevin LeDrew – Noted that depth surveys use equipment like the sounder on a boat.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 3 references coded [0.58% Coverage]

Reference 1 - 0.37% Coverage

Question: David Irngaut/Igloolik – Before I ask questions I have a story. I grew up on the land quite a while back. I am well aware and understand we are dealing with land issues. Will explosives be used in the water for Steensby Inlet?

MTP: Originally we planned to remove 3 – 5 rock areas in the ocean to make them deeper but with a shift in the location of the dock I think we don't have to do this anymore. I will confirm this.

**MTP to confirm whether explosives will be used in Steensby Inlet. This was confirmed later in the Workshop.

David: I have flown over this area. There are shallow spots where explosives would have to be used.

MTP: When Warren comes there will be a map we can look at. The EIS will contain a map showing water depths.

Reference 2 - 0.05% Coverage

Question: Will there be explosions in Steensby Inlet to make it deeper?

MTP: I will need to check.

Reference 3 - 0.16% Coverage

Question: Simeonie Aqpik – Will there be dredging in northern Foxe Basin?

MTP: No. There is only one spot around the port site where blasting will be needed.

Simeonie Aqpik – I heard they were going to do some dredging. No more than one site though.

MTP: There will not be blasting beyond the one site around the port.

<Documents\Public Consultation\Workshops\Kimmirut IQ Workshop Minutes (PC) - June 21, 2010> - § 2 references coded [1.32% Coverage]

Reference 1 - 1.08% Coverage

Q: I believe that the route shown before showed the ship moving close to the community. Is it that they will dredge the ship route? Will there be explosions in the water that will destroy sea mammals? Will it be destroying sea life?
A: (Warren) To the best of my knowledge, there will be no blasting or digging along the ship route in this area [specifies area on map to the east of Rowley Island], although some small amount may occur at the port site.

Reference 2 - 0.24% Coverage

Q: We are very concerned about explosions and dredging. We are concerned about wildlife in that area.

CHANGING INUIT LIVELIHOODS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet - April 22, 2010> - § 1 reference coded [3.28% Coverage]

Reference 1 - 3.28% Coverage

David – The reason I mentioned Steensby Inlet is that as Inuit, we share our harvest. We get walrus from Igloolik, and provide narwhal. When we weren't getting caribou, we started getting caribou from Igloolik. That is why we are concerned about the wildlife.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 2 references coded [11.62% Coverage]

Reference 1 - 9.26% Coverage

Q7 - The agreement between QIA and Baffinland – there should be an agreement with Baffinland between each community instead.

Stephen – There will be three main agreements with respect to Inuit. One will be a land lease with QIA related to Inuit Owned Land for surface rights. Another is related to Inuit Owned Land for sub-surface rights with NTI. The third agreement is an IIBA. As for how each community relates to these agreements there are certainly differences. For example the surface rights held by QIA for this project were selected by Pond Inlet. Although at the time of land selection Inuit decided that benefits would be shared with all beneficiaries this still needs to be balanced with those communities most impacted. QIA wants to ensure all beneficiaries in our region have the opportunity to benefit while at the same time respecting that some communities are more impacted. With respect to the other communities in the region, that is where the agreement needs to address individual communities differently.

Q7 – I don't agree with that, because the five communities are closest to the Project. Broughton, Pangnirtung, etc. are too far and have no impact so should not be included. Only the surrounding communities should have an agreement. The IIBA, I don't agree with that. Back in 2008 when I was president of HTO there was a meeting with Baffinland but it never went ahead. As a community we don't know what those agreements were, and we don't know about those MOUs were between QIA and Baffinland. But those of us that are beneficiaries are left out. We're just not opposing this project. We want to provide input into the project too. I am not trying to be hard, but my children will be grown up by the time the mine is going. We want to see economic benefit too. Our land and water will be impacted by the mine operation. I'm not saying we're against the mine development, but you're going to leave it changed when you're done mining.

Stephen – I think there are two… During the land selection for the land claim, they could chose land for economic potential and Pond Inlet selected the land at Mary River. But when negotiating the NLCA, it was benefits for the entire region. So QIA has the political decision to make on how to distribute benefits. It is the QIA board that you need to talk to.

Q7 – In 2008 when I was with the HTO, we were going to have a meeting with the QIA and the five communities that would be affected. But the meeting was cancelled. Is tonight this meeting, or is that meeting still planned?

Stephen – tonight's meeting is not that one. That meeting, which was postponed two times, was a meeting with 5 HTOs and CLARCs for one week to discuss the project. First it was postponed waiting for Minister's decision. Then downturn and no agreement on who would pay. In QIA board meeting in May, QIA will decide how to proceed on the workshop. So that meeting is yet to happen.

Q7 – Are you going to change the agreement when you hear the concerns from the community, or how are you going to come up with that agreement?

Stephen – if talking about the IIBA, to approve that agreement the QIA needs to talk to Inuit and get their approval. Previously, and separate from the workshop was a community meeting with QIA about the IIBA and concerns, and there will likely be a follow-up on this.

Reference 2 - 2.36% Coverage

Q11 – I'll try to keep it short. I am the original peoples, so we were living a different life and today young people are living a different life then we were living. It is a good prospect to have a mine nearby, where we can get economic benefits. But it will have impact on the environment for sure, but we still need to find economic opportunities for the young people and these benefits that we can get, the QIA is not smart enough in their dealings right now. Mary River is one of the bigger projects – in the future – the QIA have to look at in terms of contracting – the QIA need to look at other ways for getting economic opportunity – not just the mining, but

other industries. As a community we want the economic opportunities the same as any other Canadians. We are looking for economic opportunities in our communities too. That is my comment.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 1 reference coded [0.73% Coverage]

Reference 1 - 0.73% Coverage

Bill – Is it landfast ice or pack ice between the land and the island?

Q8 - The ice conditions are different now from what it used to be.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet - April 24, 2010> - § 2 references coded [21.72% Coverage]

Reference 1 - 17.99% Coverage

Q2 – I've seen big mining companies all over the world. I met these mining executives in Guatemala and I noticed that they follow very different mining practices. Are you going to work with a mining company with a bad reputation? Also, the US wants to stop our hunt, but everyone gets our resources. What benefit will we have if you come to mine? I think in 15 years we won't be able to hunt anymore. What is Baffinland going to do to protect our rights as people? How much are you going to pay us to forget our culture? And the US military has helicopters and other equipment that make no noise – why don't you use this equipment.

Also, I am young. The government doesn't care about us and our culture. What guarantee can Baffinland provide? If we accept this we are basically signing our hunting rights away?

Bill – the first one is the type of partner we are looking at. Most of the large companies in the world, that we are talking to at least, recognize the need to protect the environment because if not it will affect mining in general. And most large mining companies have adopted consistent standards they've adopted around the world. So most large mining companies apply the same effluent standards everywhere, for example. There are some small and also some illegal mining companies, but most large companies have their own code of ethics they follow. And because this project is going to cost billions $ to build, the companies we are looking at are those large mining companies.

Bill – Regarding your comments on culture, I hope in 10 years after the mine is operating, people like you have a choice of whether or not you want to work at the mine, or continue a traditional lifestyle. We are trying to identify which project interactions would be the influences of the mine that would reduce the populations of caribou or marine life. For example, in Labrador the rail lines have been operating for 50 years to the iron ore mines there. We will be adopting their best practices for how the manage impacts to caribou. Similarly for the past 7 years shipping through the landfast ice, not as frequent as proposed for this project though, and we are seeing the practices they adopted to protect wildlife. And I know we can't transfer directly what they do there to here because the environment is different, and that's why we're meeting with the HTOs so that we can use the best practices and adapt new ones, so that you have that choice.

Reference 2 - 3.73% Coverage

Q2 – Tracks on the land remain for over 50 years. I accept that my generation needs jobs and money, but we still need to protect our land.

Bill – I understand that, having worked on a number of mines around the world. I hope that from the knowledge we learn from these sessions and the HTOs that we can protect and enhance the populations. One thing that happens when mines come is we obtain data which provides knowledge, which can combine with Inuit knowledge to help sustain populations of wildlife.

<Documents\Public Consultation\Clyde River\Clyde River HTO - April 24, 2010> - § 1 reference coded [6.19% Coverage]

Reference 1 - 6.19% Coverage

Q5 – Based on IQ, the project will interfere with caribou migration. There is going to be the familiar humans around where the hunters are – caribou will smell the humans. Also, the lifestyle of Igloolik people will be interrupted when the ship travels and they get blocked. There is definitely a need to come up with a benefit to those people.

George – There is going to be a public meeting tonight. We won't have much time here in Clyde River – we need to leave around 9-9:30pm. So therefore look carefully at the document you received so you have ample time to ask questions tonight. We're not trying to rush people, but we want to make sure we make use of the time we have.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 1 reference coded [7.42% Coverage]

Reference 1 - 7.42% Coverage

Q – In Pond Inlet and Clyde River, we will keep hunting animals into the future and eating them. Mary River is an important area for caribou. Are the Inuit working there able to hunt caribou when they are working?

MZ – Safety rules state that no one can hunt within 1 km of any project infrastructure; the same as no one can hunt within 1 km of any community. Everyone will be working 12 hour shifts and we need to make sure they get 8 hours rest. We haven't restricted anyone from hunting in the IIBA, but from a practical point of view they probably won't be hunting in between shifts. There won't be any restrictions on hunting outside of the 1 km radius. Anyone who comes by the site to hunt will be provided with meals and fuel. Accommodation can be provided in an emergency.

Q – Your answer is very good; this is what we have been looking for. When Inuit are not allowed to hunt on their own land, it is not right. Inuit have fast skidoos; people will still go hunting down there. I want to thank you for visiting the communities and announcing your intentions and plans for us to hear.

NQ – Does the 1km hunting exclusion zone apply to Milne Inlet, Steensby Inlet, the rail road and tote road?

MZ – Yes.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council Aug 17 2010> - § 1 reference coded [4.90% Coverage]

Reference 1 - 4.90% Coverage

Q6 – This is more of a comment. I hope you take lots of pictures of the hill before it is mined down.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - March 26, 2008> - § 1 reference coded [6.69% Coverage]

Reference 1 - 6.69% Coverage

Q1 – I want to see the map about the shipping. This line – can you get a close up on further north? This Steensby Inlet area – the eastern shipping route – what about on the west side? It seems to be also on there – I want that removed. After 5 years, we can consider the western route, but only the eastern route should be shown since it is the eastern route. We use the western area of the islands, even in the spring time. Some Igloolik and Hall Beach hunters get together in the western area of the islands. If you can I'd like the western route off the map. In five years, if the animals are OK, then we could look at the western route again. I can't say I want to stop the western route today because my grandchildren today are no longer relying on seals and seal skins are less in demand, because if we try to live off the animals, the future generation will suffer. I think the mine will help the future, but the environment needs to be studied to see if the animals are impacted. That is my thought; I don't know what other people think. Another thing, there is employment of young people in Mary River and some people return home. If people work at Mary River, whether man or woman, they need to have counselors that they can talk to at the site, because young people have no real commitments to stay in the job if they have family problems at home, they need a place to talk to at the site. There should be some kind of social or employment counselor to discuss personal matters that are involving employees. (Applaud)

Mr. Cooper - thanks for the comments, and I apologize about the figure, we are planning to go with the eastern route and the western route should not be shown. That choice is based in large part due to the comments we received at the last public meeting.

The second comment I think is a very good one. We've been thinking for some time now of the possibility of having an elder at the site as a counselor for young people. This is an idea that we will be looking into this year and next year.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 1 reference coded [1.23% Coverage]

Reference 1 - 1.23% Coverage

Councilor Uttak – We have two futures. We have two different species of people here. Non-Inuit knowledge and Inuit knowledge. Non-Inuit want these things, and Inuit want these other things. But in the future, we need to work together and be friendly towards each other because our grandchildren's future will be impacted.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 3 references coded [15.14% Coverage]

Reference 1 - 1.42% Coverage

Q3 – I have a difference of opinion from the person who just spoke. Regarding Nanisivik, the mine was careful not to disturb habitats and animals OK. The youth need jobs; elders are passing on and with them the use of the land. We are glad for the jobs. We need to look past our stomachs and think of the jobs our kids will have. [loud applause]

Reference 2 - 0.98% Coverage

Q6 – I have a different opinion as well – related to children. This project brings employment. Kids today can't eat only meat anymore – they need money to buy store food. I will support you to have a route through our region. [applause]

Reference 3 - 12.73% Coverage

Q18 [Mr. George Qallaut] – Igloolik is recognized as a cultural community, inhabited for more than 4,000 years. Everyday, we are extremely thankful they we are here today, and are grateful and respect our ancestors. Baffinland is interested in Inuit Qaujimajatuqangit (IQ), have employed people; as a number of people have asked the question – will you respect and take it [IQ] seriously? Igloolik and Hall Beach are the ones who will be affected by this project. Going back to Mary River, people of Igloolik and Pond Inlet have for centuries met at Mary River during summer hunting caribou. An elder present at this meeting got his first caribou at Mary River. Two mountains will be gone [from mining] in 25 years. Part of their identity will disappear – how can you compensate for this? There are a lot of social issues – in the 1960s the federal government arrived and built schools and other buildings but nothing for Inuit. His grandfather asked "Where is Canada? Who are Canadians?" in 1962. The Canadian Government didn't arrive until 1960 – before that the church was from Belgium, the Hudson Bay post people were from Scotland, and at Hall Beach there were Americans. The social impact of these events was huge and we don't want another big social impact. We are a Third World, we have one of the highest rates of suicide, high levels of drug abuse. Your interest is only the material. How come no one from Baffinland has asked the communities of Igloolik and Hall Beach if they can use Foxe Basin as a route? Foxe Basin is shallow, and noise travels far in shallow water, with a high impact on marine mammals. Alternative 1 [the westerly shipping route] is the birthplace of bearded seal and walrus. Some hunters say Alternative 2 [the easterly shipping route] and some say no; there should be better public consultation on the route. We haven't seen any studies in Foxe Basin on the marine mammals or on using it for shipping. Those are some of my questions, thank you.

Mr. Chubb – We'll try to answer your questions, but if we miss anything let me know. regarding IQ, I think the comment as whether or not they are a "cover up" or will it be taken seriously? No, we fully plan to use the information to influence the project. I am told that already the work helped influence the work at Milne to avoid important areas. Regarding change and impacts, and the loss of Nuluujaak [Deposit No. 1 which will be mined], there are some things that can't be compensated and mines do result in change. The opportunity is to balance those changes with benefits like social benefits. There is real opportunity with youth to assist with some of the challenges that do exist. The use of Foxe Basin – we are seeking permission and that's why we are here. It is early in the process and we are looking to discuss the project with Igloolik. It will be the end of the year to submit the Project Description and applications and by the end of next year the information on sea mammals, etc. will be presented, and that's why you haven't seen anything. Have I missed anything?

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 1 reference coded [3.25% Coverage]

Reference 1 - 3.25% Coverage

Q – I recall you saying the North Baffin communities would be more affected than South Baffin communities. Your company name is 'Baffinland', which implies all of Baffin Island.

GM – The name of the company is just a name. The NIRB has included Cape Dorset and Kimmirut as affected communities. Obviously those two South Baffin communities are important to us.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 1 reference coded [5.36% Coverage]

Reference 1 - 5.36% Coverage

Peter:
As residents, we are not thinking about just preparations that Mike talks about, but thinking of the future. Hunting is our lifestyle; environment studies will be very brief but we will be here much longer. We have always co-existed with the environment. We come

here not to hear just about good news, but the bad as well. We want the mine to go ahead, however we want clear understanding. For this reason we voice our concerns. If we have clear understanding it will go more smoothly.

Mike:
We are changing somewhat for the bulk sample. Perhaps it did not go well. We should have sat down with Co-op and QC. Bulk sample short term, then activity will decrease; start permitting late this year. It is still exploration. Pond Inlet is important to Baffinland, but other communities are also interested. People voicing concerns are very important whether it is good or bad.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 1 reference coded [4.66% Coverage]

Reference 1 - 4.66% Coverage

Q4 – Sounds like the operation won't be starting for a while. You should know that for us that are animal lovers, when we are gone, the rest of the community won't be that protective of animals, and you will be able to do whatever you want. We should be taking care of our animals, so the next generation will use them also. And I feel that the younger generation are more sensitive. They tend to stop. I think it's going to be good to have employment at Mary River, and if you are helping Pond Inlet in any way it will be a good cause.

Matthew – We spent a lot of time, through science and the IQ work to understand how the land is used, and we're looking to design that into the mine itself to reduce the impacts as much as possible. During construction and operations, we will be continuing to monitor the effects of our operations.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 1 reference coded [3.52% Coverage]

Reference 1 - 3.52% Coverage

Q5 – Would it proceed even though Baffinland seems to be contempt by proceeding with the proposal. Suppose the community does not support the proposal, then what will you do.

Bill – If there is general agreement that the project should not proceed, then it will not proceed.

Q5 – We need to look at the pros and cons and consult with the community. Once you get a clear sense of approval. The Igloolik people know the area very well, and we too care about the Milne Inlet area, and therefore we cannot approve of ships going to that area. For some reason it seems that our wildlife is not being ignored based on the economic picture. I think that's the whole perception – that you have no concern for the wildlife. Our livelihood consists of the animals. We don't live like the white people – who rely on the financial situation only. We rely on harvesting. Lots of money and no wildlife is not good. The QIA you should ask the concerns of the Inuit. You're only negotiating on these agreements without consulting. You should consult with the people before you bargain.

Stephen – The QIA are consulting. .I… If the communities don't support the shipping route, it would put the QIA in a difficult position regarding the project. It starts with the environmental assessment, and there is the IIBA and negotiations will continue.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 2 references coded [0.49% Coverage]

Reference 1 - 0.24% Coverage

Question: Solomon /Hall Beach - I would like to speak again. Caribou are kind of scarce right now. We do not live with them and they are not in our land right now and we don't know which direction they are going. We do not travel the same as our ancestors. We travel less now and don't have as much knowledge. We try to catch what animals we see. True hunters used to go inland when the time was right but we are no longer like that. I am not in tune with Baffin Island right now, but thank you.

Reference 2 - 0.25% Coverage

Louis /Iglooik – Don't be deceitful with each other. Our ancestors brought us here through their survival on country food, with no white man. I might behave like a white man, but it is my father's words I use when I go hunting. I don't know computers and can't speak English, but I am passionate about our knowledge. Sure, I want money but it is insignificant. It is the animals we have to be careful of. Small and large animals, even eggs, we treat them all the same. Basically, they are our lives. Thank you.

CHANGING MINE PLANS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet - April 22, 2010> - § 1 reference coded [7.60% Coverage]

Reference 1 - 7.60% Coverage

Sakiasee – Last year, there was a study to see if there will be a mine there. Richard was one of the people working on that. They stopped, and the plan was on hold, until finances. Are you confident enough to proceed with the mine? Enough finances?

Bill – No, not enough finances to start the mine. We have enough for this year's work, and net year's work, but not enough to invest in the capital of the mine, and that's why we are looking for a JV with a larger company, and loan guarantees from the government including the Government of Germany. So that aspect of the project is still uncertain.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet Council - March 28, 2008> - § 1 reference coded [5.18% Coverage]

Reference 1 - 5.18% Coverage

Also, for clarification, we've been in the past those in authority, and those companies, they've already proposed the project and then come to ask for input but plans are already made so it doesn't help because the project is already decided on. How can they improve it when it is already there?

Mr. Chubb - Baffinland has been working with many people on this project and we've already received input from Hamlets, communities, working groups, and already this has helped us. So what we are seeking permission for is not something the company decided on their own, we've had lots of help.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 1 reference coded [2.93% Coverage]

Reference 1 - 2.93% Coverage

Q8 – This proposed production rate is 18 million tonnes per year (Mt/a). If the five communities agree to reduce that amount, is that possible? This is to reduce the shipping amounts.

Bill – the 18 Mt/a production rate was selected based on a couple of factors. First, for us to sign agreements with those several iron smelters, they need assurance of product, and they need to know that they will get a certain amount from us. So one factor is supplying the customer at that amount. The second is economies of scale – the amount of money to pay for the capital cost, operating expenses, agreements, etc. So that's why 18 Mt was selected.

Q8 – So 18 Mt is demanded?

Bill – yes, that's what we can sell in the market.

Q8 – For 18 Mt, are you guys rushing? What's the rush?

Bill – We're talking 8 years before production, and that's a long time. The annual production rate is based on what we can sell into the marketplace. Our belief is that there is sufficient amount of ore for decades, and I tried to explain that earlier, but…[didn't catch]

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 2 references coded [4.60% Coverage]

Reference 1 - 1.01% Coverage

Q11 (Noire Ikalukjuaq) – The price of iron fluctuates. The companies that sell iron or other products, I know from Nanisivik they had an agreement but they never followed the agreement. In terms of the price, maybe another company might take over Baffinland. What would happen if another company took over, what price would you sell and would the IIBA be part of the project even if another company takes over?

Mr. Chubb – The agreements are signed they are legally binding, so if there was a change, they would still apply.

Reference 2 - 3.59% Coverage

Q15 (Deputy Mayor David Kalluk) – Going back to Nanisivik experience, we experienced hardship after the mine closed. There are different companies that took over the mine at Nanisivik and we tried to tell the new owners of our concerns. The first owners made agreements but the second owners didn't make good on those commitments. I am glad you are studying the traditional hunting and I expect the Mary River Project will be in a better position in terms of following agreements. You heard that there are lots of arctic char and seals in Steensby. My main concern is that in Labrador the activity in March-April the seals get babies. I know when the ship goes through the seal hole it will run over the breeding grounds. I learned in Labrador they closed for 2 months when the seals were breeding – it would be one way to disrupt the breeding to let the ship go through the breeding ground of the seals. At least in open water they will be able to swim away from the ship. This needs to be planned when you're negotiating these terms. One more item. In Igloolik and Hall Beach, because their hunting grounds will be affected in that they hunt in Steensby ice after they cross over, they thought that there would be provisions in the ship track to let the skidoos across. In our experience it is hard to cross the ship track when it is not frozen yet so if the ship continues to go it will not freeze over so it would be good to let those hunters get to their hunting ground.

Mr. Chubb – To respond to hunting in Igloolik and Hall Beach and the ship track – it will probably not freeze enough to take a snowmobile across. So it will be necessary to go around. We understand that is a longer trip. Baffinland, the Steensby camp will be available for people to stop and for us to provide food. We have raised this with the QIA and is something we will discuss. Thank you.

<Documents\Public Consultation\Clyde River\Clyde River HTO - April 24, 2010> - § 1 reference coded [19.24% Coverage]

Reference 1 - 19.24% Coverage

Q3 – He indicated that the expected life of mine is 21 years. And I've heard the mine could go beyond 21 years.

Q4 – I have also heard that the harbour will be at Steensby. We heard at one time that the loading dock would be between Clyde River and Pond Inlet, but apparently now it will be at Steensby.

Q5 – Once the mine starts you will be coming to the community to collect workers? Also, there is ongoing financial crises here. The economic base here in the community is quite small – would it be possible for Mary River to transport food through Mary River and onto here, to reduce the cost of food here in the community?

Matthew – In previous meetings Baffinland has said a mine life of up to or exceeding 100 years. The Project description confirms that we will operate for 21 years, and that's based on a portion of Deposit No. 1, and there are five deposits. Legally we can't say it will run for more than 21 years, but there is a great degree of hope that it will run for longer than that. But for now we will only be able to operate for 21 years, and we'd be working with the QIA and the government if we wanted to extend that.

Regarding the port, Steensby is the proposed port. We've looked at other locations, including somewhere between Clyde River and Pond Inlet, but it is very challenging there due to the terrain.

Regarding workings coming directly from Clyde River, the project plan also states that during construction and operations we would transport between Mary River and Clyde River. Clyde River is a proposed point of hire.

Regarding delivering food to Clyde River, those type of economic benefits would appear in the IIBA.

Stephen – The comment regarding air freight – there may be an opportunity under the IIBA to address some of these topics. Working with Baffinland on air freight is just one way QIA is working with Baffinland. QIA has also been negotiating with Canadian North and First Air to receive better freight and ticket prices. About two weeks ago First Air sent a press release. That is something that QIA wants to work on, even if there is no Baffinland.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [0.80% Coverage]

Reference 1 - 0.80% Coverage

Community Speaker 16 – Is this presentation just a draft and it will be revised?

Mr. Cooper – plans will change, possibly with input or as a result of these meetings.

<Documents\Public Consultation\Hall Beach\Hall Beach CLARC - March 26, 2008> - § 1 reference coded [21.37% Coverage]

Reference 1 - 21.37% Coverage

Mr. George Qaluat – this proposal keeps changing. We should be thankful that when doing consultation you heard the concerns of the people, and I thank you for your sensitivity on this. We survive on the waters, and there's 4,000 years of occupation in the area and we live on marine and land animals. These concerns will keep coming up from the people for 3 main reasons. We haven't seen the hydro power plan to make electricity using water – why it isn't included in the proposal? And in Steensby Inlet the first camp we saw culverts going to the sea and that's been removed as well. So what was the reason for removing these pipes? These are the questions for the future. These changes to the proposal – we need to know what the changes are and we will be listening and telling our constituents. For that reason, I am glad to hear in Hall Beach and Igloolik that they want to be a uniform voice. The Igloolik and Hall Beach area and residents will have the most impact in the waters that they hunt on.

Mr. Chubb – perhaps we can speak about project changes. We continue to learn more all the time. We just finished the feasibility study – our engineering study – to define the project. But we can fully expect that by the time the project is built, that there will be changes. But the main components of the project are defined.

Mr. Chubb - Baffinland is studying hydro, and perhaps one day we will look to power some or all the project from hydro. But we still have more information to collect to determine if that is possible. We still need to talk to a lot of people and obtain input as to whether or not it will be accepted. We need power irregardless, and we need power to build the hydro. So we need diesel to build the mine and hydro – like a chicken and egg scenario. We don't know if it is possible yet, but it will come forward as a separate application.

Mr. Chubb – regarding pipes into the ocean – I am not sure I understand.

Mr. Qaluat - In the earlier version of the Steensby camp, there was a proposed pipeline going into the ocean – water intake.

Mr. Chubb – plan still shows water intake into the ocean for water supply.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [3.15% Coverage]

Reference 1 - 3.15% Coverage

Another comment. I thought you would accept our request to project changes. When we suggest changes you don't consider our suggestions.

Greg - We've been coming to Igloolik from 2005. We have had people from Igloolik come to Mary River. An example is the shipping route where we listened to people and ultimately moved the shipping route to the east to reduce potential impacts to marine mammals. This was a response to our community.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet - April 21, 2010> - § 1 reference coded [1.61% Coverage]

Reference 1 - 1.61% Coverage

Mayor – Is there new management at Baffinland?

Bill – I am new, our president has stepped down but is still on the board of directors.

<Documents\Public Consultation\Igloolik\Igloolik HTA - April 21, 2010> - § 1 reference coded [5.68% Coverage]

Reference 1 - 5.68% Coverage

Solomon – Is there any long-term proposal to use another route?

Matthew – No. If the capital is committed to one option it would be used for the life of project. It would be too expensive to build a second port, even if a viable alternative existed.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 1 reference coded [5.38% Coverage]

Reference 1 - 5.38% Coverage

Q19 – I wish I could be elected to the QIA board because he is interested in and likes money. I want to be Inuk and I love been Inuk. I hate white people but I like white people. Our ancestors only taught us how to be hunters. I like Paul Quassa being our Hamlet's mayor – he knows better than me how society works and that's why he's mayor. I've worked very hard at being Inuk; I am 54 years old now. I want a promise from you, Baffinland, to have that name all the way through the project. With Nanisivik, they had this name, established promises, but then they are gone and the water license is issued to a different company name. The second promise I need is if you use that route, I want elders from here to study the islands for walrus each month, and if the numbers decrease, I want compensation of $200 million to buy new equipment to go further to hunt. I love my people in Igloolik!

Mr. Chubb – Regarding the company name, in the business world we can't promise this [no name changes]. The IIBA is a legally-binding agreement that is transferred irrespective of any changes to the company. Regarding the second question on walrus, monitoring will be an important part of the project. Mitigation through compensation will be defined in the IIBA but I can't comment on a dollar figure.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 1 reference coded [6.04% Coverage]

Reference 1 - 6.04% Coverage

Councilor Williams - This is my own understanding – Baffinland is not necessarily the company that will own and operate the site but you're doing the preparation, getting the site ready, getting the environmental review, but at some point you need deeper pockets that come in to do the construction to do the infrastructure. If I am wrong, I could use some clarity on how it works. I guess what I am looking at is what year do we know that this will happen? I don't feel right now that this is a guaranteed done deal. It appears to be feasible, it's being tied up and got a ribbon on it, but at what point can we go to the bank to say it's going ahead. What is the date that you can say it is guaranteed?

Mr. Cooper – From a regulatory review, our target is to start construction in 2010, and that is tied to the regulatory process. So being a done deal is part of getting through the regulatory process, with the timeline we have now. In terms of Baffinland's tenure, the information we've shared with the public, we have 100% control of the leases. We have hired CIBC world markets and [didn't catch] to find minority partners for us, and those two international firms are talking to many international co. with those deep pockets. We've had a favourable response around the world. The mission is to find minority partners who form joint venture or who make a minority investment in our shares, or both. There are examples of junior companies who have found partners and retained control. Many of these companies have no interest and expertise in developing a mine in Canada's arctic regions, and their interest is other motivations like retaining control. You'll see Baffinland as controlling for decades only if we are successful with regulatory and IIBA – our plans are to be the corporate entity that develops the asset. Hopefully it answers your question.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 3 references coded [3.49% Coverage]

Reference 1 - 0.71% Coverage

Q – Are you going to close the Project down ?
A – No we do not want to do that to happen, however , we need to get our finances in place to continue advancing the project.

Reference 2 - 0.85% Coverage

Q – What will happen to the land if you shut the Project down ?
A – We have enough monies to do the necessary abandonment and reclamation work. This is a Government requirement and we are fully funded.

Reference 3 - 1.92% Coverage

Q – Are their any commitments from big Companies to invest in Baffinland ?
A – We had several Companies come to the Site last summer. Unfortunately the global recession hit and these investors had to change their focus from acquiring new investments to protecting what they already owned.
Corporate Management is still meeting with and discussing investment opportunities with a number of Companies. They are working hard to find a strategic Partner, this year.

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 1 reference coded [0.76% Coverage]

Reference 1 - 0.76% Coverage

Billy Palluk suggested it would be good to get copies of the BIMC presentation video to schools etc. David Q wondered what would happen if BIMC is bought out by some other company. The response from BIMC was that the intent is to stay whole.

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 1 reference coded [4.20% Coverage]

Reference 1 - 4.20% Coverage

Joshua Arreak (Housing manager) asked how they would know for certain that what they have been hearing about the high grade ore is true, and if this can be confirmed by someone else than Baffinland. The same applies to what they are being told about the lifespan of a mine at Mary River being 100 years.

Rod Cooper replied that all the work completed on the project is done by other people independent of Baffinland, and banks, investors, and the government require the work to be completed by credible professionals outside of Baffinland. Rod Cooper added that they are currently working on a 25 year mine life, but this is based on only 1/5 of the deposits.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 1 reference coded [2.33% Coverage]

Reference 1 - 2.33% Coverage

Mr. Mike Richards - One time you talked about ownership and securing funding because Baffinland owns the right to develop the mine. You have no real assets do you, you're looking for business. Will this be primarily Canadian ownership?

Mr. Chubb - Baffinland is junior mining company and we are looking to bring in minority partners to support the ongoing development of the project.

Mr. Richards - My concern is that in countries like Chile if they are exploited by foreign ownership they lose control.

Mr. Chubb - None of us can predict the future, this project is our sole focus, and our model is to establish strong partners to move it forward. One of the things we were talking about - like IIBAs they are legal instruments and irregardless so of any changes in ownership those agreement are retained.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 1 reference coded [6.35% Coverage]

Reference 1 - 6.35% Coverage

Jayko – In 2003, Baffinland first came here to discuss the proposal. Then later on it became evident that you have a link with Pond Inlet. And unfortunately at this time the Hamlet was unfortunately disrupted by the previous HTO. We'd like Baffinland to start frequenting Pond more often. We understand that IOL is managed by QIA you still must have a close working relationship with Pond Inlet. Contracts must remain with Pond Inlet. Once Baffinland started working with QIA Pond lost most contracts. Contracts should be given back to Pond Inlet. The original plan was to use Milne Inlet to ship ore. Since then we've been advised that Milne was not usable so you changed to Steensby and you forgot about us. The HTO will get a contract to do Polar Bear monitoring but that also disappeared. This was very helpful to the HTO – the young people had jobs. We need to be used more. It is our land. We had thought we'd have economic growth in Pond Inlet but once you started working with QIA the benefits disappeared. In the fall when we learned of an agreement that hurt us. The HTO must be given the opportunity for additional contracts.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - March 31, 2008> - § 3 references coded [11.00% Coverage]

Reference 1 - 4.77% Coverage

Another – one question – you are trying to get approval for 2007 you said you'd bring in a sealift in July up to November, so I heard you'll increase the traffic in Milne Inlet. You're not going to make any changes to your plan in terms of increasing traffic in Milne Inlet. In 2007 you did you're…[Didn't record].

Mr. Chubb – I am a bit confused. The work we are doing right now the bulk sample we have 5 ships of ore to ship this year, each with 50,000 tonnes of ore. That has always been the plan. The ships in 2009 (next year) as part of this project (mine development) this is part of what we are talking about now. In 2007 we wouldn't have talked about this.

Mr. Paneak – I think you were originally planning 7 ships in 8 months, then 8 ships in 9 months, and now 10 ships in 12 months.

Mr. Chubb – As we gather more information, things develop and change. Previously we had identified a 8 month shipping season out of Milne Inlet. As we looked at that further, we determined for the project that the port and the shipping needs to be out of Steensby Inlet, and that we need to ship12 months out of the year. As we've gathered more information, we've identified more iron ore and the amount of ore being shipped has changed too. So over the past several years, it's helped further to define the project.

Reference 2 - 1.68% Coverage

CLARC Member – We heard that one of the information was that it would be 100 years operation, but they know how long. I'm saying not to detract from the original plan – not go too different.

Mr. Chubb – Perhaps if I understood the question - is it the life of the project? This document just talks about Deposit No. 1 and we have Deposits 2, 3 and 4 as well. So we expect that the project will be much longer, but we re heard today to talk about Deposit No. 1.

Reference 3 - 4.55% Coverage

Mr. Alooloo – Just to clarify – there was a plan in the beginning to go to Milne Inlet with a port, but afterwards they decided to go down to Steensby Inlet. Igloolik and Hall Beach people, if they don't agree with it, because it is there hunting ground, would you change back to Milne or how would you try to divert the port or is there any other way to go about it.

Mr. Chubb – We have been meeting with those communities about a port at Steensby and some of the discussion has been about the map behind you here, a shipping route through Foxe Basin. It was clear to us through those discussions that if the shipping route was through Foxe Basin the preference would be the easterly route. Some people there are concerned about shipping in Foxe Basin. In studying the project, for the project the port needs to be Steensby. Milne was studied in the beginning, and as we learned more, Milne Inlet is really not feasible. We brought in shipping companies and what we have been told is that for the size of ships Milne Inlet is too narrow to be practical. So we've looked at different areas and for a feasible project it needs to be Steensby. It is under that premise that we are working – because the port has to be in a location that can feasibly work.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Open House Aug 18 2010> - § 1 reference coded [16.66% Coverage]

Reference 1 - 16.66% Coverage

Q3 – Is there a chance that the trucking option could go on indefinitely?
A – That would not be the plan at this time. The Mary River project is a very large project and it makes the most economic sense for there to be large volumes transported each year, which would require the rail and larger ship transportation

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 1 reference coded [1.05% Coverage]

Reference 1 - 1.05% Coverage

Q10 – Right now you are explaining about your plan for the project. As the time evolves, your comments change?

Bill – Possibly. The plan for the project needs to be frozen for the environmental assessment. We will know by June what the final project description will be for this process. If we make a major change in the project, we'll plan to come back to the communities to talk about the change.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 2 references coded [6.19% Coverage]

Reference 1 - 3.94% Coverage

Q7 (Mr. David Qamaniq, QIA Community Liaison Officer) – Welcome Derek, Rod, and Len and QIA; welcome to Pond Inlet. In 2004 I was elected to Mayor in Pond Inlet so in 2005, there was a 4-prop plane carrying equipment and we didn't know what was going on. You brought in a Hercules. During a public meeting, when you wanted to study the iron, you said this quality of the iron you can only determine if you send a sample overseas, it has to go through the factory and from that you can determine the quality after you take the samples out. You have not send any sample overseas and you know right away that it is a good iron and a good demand

overseas esp. China. There was no bulk sample sent out and you're already submitting a Development Proposal. Are you going to keep changing your plans that you're going to do this in this year? My comment is mainly a statement. But the railway is a concern as a Nunavut Beneficiary and the caribou migrate and we cannot stop them. So the trails they use – if you make the rail line, can you make the train stop to let the caribou cross? Will you stop the train and let the caribou cross before carrying on?

You also mentioned you're going to leave a tanker frozen in Milne Inlet and at Steensby as well, during construction. I am concerned about that. In Milne Inlet, someone said there are fish there and it is a breeding ground for narwhal. The ships are noisy – your plans I don't want to approve them – because you could store the fuel on land instead of on the ice. The ship carrying the fuel – how many litres are you going to store? Instead of storing on the ice, build a storage tank or bladders on the land. If the communities oppose the tanker, how many bladders would you need? I have other questions but for now I will let other people ask.

Mr. Cooper – Thank you for your comments. I can give you some information about the first questions, samples sent out. We have sent out core samples to a laboratory in Germany for testing, since 2004.

Mr. Chubb - There were two questions as well. One was regarding trains and stopping. The trains will be traveling 6 times a day and 110 cars, so the stopping distance is very long, so the train wouldn't reasonably be able to stop. The second question was about shipping and freezing in, and we talked about that. The number of litres is approximately 5 ML in the ship.

Reference 2 - 2.24% Coverage

Mr. Paneak – I am getting more questions as I listen. I want a clarification. 700 tonnes of ore has already been sent to Germany as a sample. Before you considered hydro dam and it is in not in the project. We will still have the concern about the same. It is a concern. Also, we are not concerned about ourselves but about our children and future. When I am home alone I think about my children and don't want my children to blame me for getting away. I know you want to get this done right away, but we live here and will continue to. The iron is not going anywhere. We live here and you are only here to make money from the rock. It is IOL you are working on, and it could mean if I was down south and I am working in Ontario and you hire someone from Quebec, and they say don't hire out of the province. I want to know if you sent that 700 t to Germany as a core sample. Can you confirm that you did that?

Mr. Cooper – I am not sure I understand the question, but I can confirm we sent the rock to the lab in Germany, and it went to that lab because it is the best recognized lab for that test in Europe.

Mr. Chubb – Perhaps a comment on hydro. We are still in an early stage on hydro, it's not part of t…..[didn't catch] So hydro would be a separate project and like we are doing here, we could involve people very closely on that process.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 1 reference coded [1.83% Coverage]

Reference 1 - 1.83% Coverage

Jesse Nutarak – About the Bulk Sample – my comment is that there are other mining companies, like at Nanisivik, who said good things before they started up. There, there were great promises, like having an 80% Inuit workforce.
Is Baffinland now in the same situation of changing plans? We have seen what happened in Nanisivik, where the good promises never materialized.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 2 references coded [1.39% Coverage]

Reference 1 - 0.44% Coverage

Question: Olayuk/Arctic Bay – I am pleased to be part of this workshop. We have never met here before. I like this, and if our discussions are to be used then it is better for planning and I am happy that these communities are gathered and the company values their opinions. Employment impacts on life. We had Nanisivik and the people and animals were impacted. Seals were impacted. The workers there did not notice or were not concerned. The seals became deaf and they could no longer dive. Whales were changed also. Nanisivik had caribou for a while. There will be an impact on everything. I am happy our suggestions will be used. Nanisivik is a good example. In the past they never followed through on commitments. White men are wiser when it comes to [unrecorded comments] but the company changed hands, so responsibilities were passed. If you weren't employed you did not benefit from Nanisivik.

Reference 2 - 0.95% Coverage

George Eckalook – QIA would also participate, not just Igloolik. We represent all of Baffin region. All 7 communities will need to participate. Before lunch we heard the company's plans were set. You are basically concerned about how much money things will

cost. We are mainly concerned with the animals. We have to work together – Baffinland, us, and the government. There were concerns that were brought up. This is an area where seal pups are born and where hunting occurs. We were told that building a rail line to Nanisivik is too expensive. In Steensby Inlet the boat will have to go backwards through all that ice. I am concerned about the marine life in the ocean.

David Irngaut – I'm looking at the extra cost of building that port at Nuvuit Point. When I go home to Igloolik we will be discussing this issue with HTO, Hamlet and CLARC members. We should probably go and visit this point. [Comments about DFO unrecorded].

MTP: We have been engaging with DFO on a number of matters.

Nigel Qaumariaq – This is the first time we're seeing the baseline data. That includes us who are in QIA. I believe you are still collecting some baseline data. So, you made your decisions without all your baseline data. I think you need to take some steps backwards now.

MTP: Steensby Inlet has been identified as a potential port site since 2007. I'm going to go back in the meeting minutes to see what was discussed.

Warren Bernhardt – [Brings up imagery of the proposed port site on Google Earth].

MTP: You can see the area is very shallow around that point. However, I don't want to base our discussion on Google Earth imagery. I will look at my notes.

Bill Napier – I would suggest that everyone take a look at the EIS and what is currently being proposed. We can then sit down together to discuss the issues. We have been collecting baseline data for a long time. We will continue to collect data through to mine closure.

CLOSURE & RECLAMATION

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 2 references coded [5.26% Coverage]

Reference 1 - 0.62% Coverage

Matthew – I think you might be asking about closure costs?

Q6 - Yes, that was part of my question, because when Nanisivik closed down, there was no funding. I think you need a plan to do reclamation work after closure.

Reference 2 - 4.63% Coverage

Q9 – I'm concerned about shutdown after 21 years – what are you going to do with materials. When we closed Nanisivik, we took about 60% underground, and 40% went offsite. With global warming… what are you going to do with contaminated materials?

Bill – Mary River is an open pit mine. We'll dismantle the rail line and transport offsite, along with the trains. Some material, which we call inert material, will be buried offsite. We won't have a mill onsite, so we don't have the typical types of contaminated materials you are mentioning. Hazardous materials like waste oil will be transported offsite each year. So at closure we shouldn't have much material to send offsite. The biggest concern at closure will be the pit water, and the stability of the waste rock piles. Those are the two key items for closure.

One thing to add, our intention before we submit the EIS is to come back and present our findings, so when you read the EIS you will have heard it before.

Q9 – Send everything offsite.

Bill – typically the inert material is buried. Most likely the mobile equipment will be moved offsite. Sometimes communities request things to be left in place. At one mine the community asked for the power line to remain. Typically closure plans are reviewed and revised and can consider local input.

Q9 – Thanks you answered my question. When we were cleaning Nanisivik we were going to sandblast things in the mill, then they decided just to put it underground.

Bill – The advantages of underground – and we don't have an underground mine, only an open pit – is that depending on the rock there can be very little water entering into the underground.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 2 references coded [8.12% Coverage]

Reference 1 - 2.80% Coverage

Q2 (elder woman) – I have a concern about the mining. We were in Nanisivik for 10 years. It is a concern where the contamination or hazardous materials were being ignored. If that iron ore if it is left alone that huge stockpile is going to blow dust, the wind will scatter the stockpiles and if it is a different size than Nanisivik it will be a bigger concern to leave the crushed iron in the open to leave it stored without barriers. Also, when Nanisivik closed down, there was nothing to show to the community – infrastructure and buildings – we couldn't even get that and during the mining they were available but when they closed they said no one will take those buildings or equipment. So my concern is that I heard that in Northern Quebec communities that I am envious of the community in Salluit they have a mining company there that they get paid once a year, including their children. So if you are going to just contaminate our land we need to be compensated. And Igloolik would be opposing the activity because it is their hunting ground, so they should be compensated for the loss of their animals. I want to be like the Northern Quebec communities. These are my concerns. My concern before the mine starts when they have the mine proposal they look for approval but since they are a business they need to look at the best way to make money so when they start operating they don't' worry about what was discussed before the start of the mine

Reference 2 - 5.32% Coverage

Q6 – My comment, I am glad to see a mining company planning to start a mine because we need jobs. There are no jobs here, in Arctic Bay, Pond Inlet, there is no real place to work so I am glad to see the mine development, but the concerns that we have heard, I want them to be respected and at least looked at. I know the Nanisivik experience, you won't use any processing or chemicals or tailings pond and you'll simply crush and load and take it out. When Nanisivik was closing out I was part of a

committee and we had meetings in Iqaluit and here in Arctic Bay, and we asked what the community wanted in terms of the closure of the Nanisivik Mine, but whatever we requested in the meetings not even one was respected or followed. Having meetings have no purpose if they don't listen. When Nanisivik was closing down, the only thing we heard is that they have no money for benefits to follow those recommendations. There will probably be a closure plan somewhere down the road. Whatever the results of the meetings and the concerns should be at least answered. Also, my question will you have, since you have a mining company, can people have shares in the company? If it is reasonable price, each share, because I think Nanisivik should have started the share thing with company membership. But only through employment was the only benefit we saw, but we want more than just getting jobs, we want to get our foot in the door and ability to get some money back too, being a shareholder.

Mr. Chubb – Thank you for the comments and questions. The first part of the comments with respect to closure and how it happens, the speaker referenced that we might have a closure plan in the future. Even for the work we are doing today, we have a closure plan and this plan is reviewed by many different groups. This plan is required by the lease that we have with the QIA and to make sure that the money is there for closure, there is already a letter of credit being held by the QIA. This plan is reviewed each and every year. There was a question with respect to ownership or shares in the company. Baffinland is a public company and anyone can buy shares. Each share today is somewhere about $3.65.

Mr. Paneak – I didn't quite understand if there was contamination in animals or environment how we could compensate or mitigate the environment. We could negotiate these terms in the IIBA, so the agreement would outline what work will be done. They are required under the NLCA to have an IIBA in place. The IIBA agreement we keep mentioning is Canadian legislation so it is a requirement to have in place before they start the mine. Through the IIBA we can agree to the terms of the compensation, and the mine won't start until the agreement is signed. That's how it is.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - December 4, 2010> - § 1 reference coded [10.49% Coverage]

Reference 1 - 10.49% Coverage

Q – You said the mine life would be 21 years. What would you do with the camp after the 21 years?

LB – We were only referring to mining Deposit #1. In the meantime we would look for other possibilities to mine ore in the area.

GM – Thank you for your question. My next presentation will provide more details on this. There have been other discoveries at Mary River in addition to Deposit #1. There are now nine deposits at Mary River. Our project proposal only focuses on Deposit #1; this is what will be applied for under NIRB. There is more work to be done on the other eight deposits. However, our initial work leads us to believe there will be mining at Mary River long beyond 21 years. In the EIS we have also included a mine closure plan, which details how we would remove equipment and clean up the site.

Q – I don't feel I was responded to correctly. There would be a camp there, accommodations, equipment and a railroad. What would happen to all that?

GM – Once all the mining is finished at Mary River the site would be reclaimed to as natural a state as possible. But we do think the mine will last beyond 21 years.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 2 references coded [4.91% Coverage]

Reference 1 - 3.13% Coverage

Q8 – This statement or comment, when you close the mine, all equipment will be buried in the fill, so if you are going to abandon and reclaim, I want everything shipped out and not be buried. We heard about mining equipment being cleaned up, but I think they just dig a hole and bury it that is not clean up. In Arctic Bay, Pond Inlet, they probably have wind in Mary River too, so any buried will be open in the future. I don't want any equipment buried this time.

Mr. Chubb – Our plan during normal operations and closure is to have a landfill on site just like all of us in our communities have a landfill. What's important is to make sure the landfill is operated properly, and that only materials that are not dangerous go into the landfill and we develop plans and monitoring for that. We also develop a closure and reclamation plan for when the mine does eventually close and the proposal and summary you have talks a little about the closure plans. Even for the work we are doing today at Mary River, we have an abandonment and reclamation plan that has been developed, and to make sure that the plan is executed, under the lease we have with the QIA we have posted a letter of credit as security for that work. Thank you.

Reference 2 - 1.78% Coverage

Q9 – The railway to Steensby – will you put rails on it and fix up the land to put rails on it? I am thinking they are trying to clean up DEW-line sites and find a lot of material that need to be cleaned. You're not just going to leave the rail line intact when you leave? Will you fix up the line to put the rail on and not leave it when you go?

Mr. Chubb - That's a very good question. I was just looking at the plan that describes the thinking on that. The railway will be built up and to put steel rails on and the rail line of course is going to cross drainages, rivers and streams. The steel rail lines would be removed and taken away as part of closure and the crossings would be taken out.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 2 references coded [3.21% Coverage]

Reference 1 - 1.33% Coverage

Community Speaker 11 – Have you ever thought about what you'll do with the buildings when the mine closes?

Mr. Chubb – The mine will be around for a while, more than 25 years, but all mines close and as part of applications they'll be putting forth the plans to close the mine.

Reference 2 - 1.88% Coverage

Community Speaker 13 – We have seen before mines close when the price drops – will this happen?

Mr. Cooper – As a low-cost producer, we expect to be able to operate for a long time.

Community Speaker 13 – I'm asking because it would be terrible for prices to drop and a lot of good jobs lost. We've seen it before with the mines up here. I have also seen residue left behind from blasting.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 3 references coded [6.65% Coverage]

Reference 1 - 2.37% Coverage

Mr. Joe Attagutaluk (QIA) – Regarding the 2009 planning, I understand the plan but want clarification on the fuel barge being frozen. How long will it be frozen there, and what kind of finances do you have approval? If you go down (don't have money to proceed), what would happen to that fuel barge? And as Philip mentioned, there needs to be reclamation. Would you set aside some funds to keep up with the increasing costs? Would you receive the funds for reclamation work to cover all areas that need to be reclaimed?

Mr. Chubb - Thank you for those two questions. The 2009 plan with the fuel tanker - the tanker would come up in summer and would be frozen in the winter, and then used in 2010. With the requirement for reclamation, we have a reclamation plan for the work we are doing now, and part of that plan was to develop a cost estimate to reclaim the land if we didn't continue beyond our current work. When we negotiated this and QIA issued us the lease in August, one of the terms of the permission is that the company put the money aside and issue a letter of credit for the current reclamation. So there is already money put aside for reclamation, in the event that the work is not completed. In seeking permission to bring equipment and materials up in 2009, we would be updating our reclamation plan and the security may change as a result of that. Those provisions you talked about are already in place, and what is normally done is that plan is updated on an ongoing basis, because we know that one dollar today is not necessarily one dollar tomorrow.

Reference 2 - 1.33% Coverage

Q13 (Hon. Tapardjuk) – Inuit will be able to participate in the mining industry, and they will be getting royalties because it is in the land. My question is after 21 years, that mountain may have been used up. After 21 years, there may be some additional iron ore in that region. After 21 years what are you planning to do?

Mr. Chubb – The proposal we put forward is approximately 21 year mine life. We are continuing more work and our hope is to extend the life of the mine to longer or expand the output of the mine. At the end of the mine life just like the work we are doing right now, we have a reclamation plan that has been developed and reviewed and we posted security. So tonight we talked about building and operating the mine for 21 years, part of the plan is how we would reclaim the land. All mines close, so we talk not just about building and operating but closure.

Reference 3 - 2.96% Coverage

Q21 – I have a question and also a comment. I don't have real concerns about the Mary River being employment but the shipping routes I have a concern. I think of it as a concern because only shipping in the summer time, but now I understand it will go more than 100x a year and because Steensby is shallow you have islands. For that reason, looking at the bigger map, Pond Inlet and Clyde River – in between the shipping route to Steensby – it is about the same distance, but yet you are saying it was the only option to go through Steensby. The only area not occupied by Inuit is closer, but you're saying it…. Airplanes I am not concerned about. We use outboards and snowmobiles to go hunting, which are noisy. We have dog teams but we are not using them to hunt. So those ships if they run all winter I thought they would be gone 3 days. 1 day seems too much. Most not approving shipping routes now, so if you don't get approval, those equipment in Mary River and all other equipment – would they be removed if you don't get permission from Inuit?

Mr. Chubb - At the end of activity at the Mary River site, whether the end of the mine or for some reason Baffinland weren't to continue its work, there would be reclamation that would be undertaken. Certainly we've been listening to the comments tonight and the discussions we've been having. Perhaps I can go back to the comments of the previous speaker. In the work we do onsite we look to involve people in the programs. This year we used a ship from Igloolik to do some depth work, and there were many of the environmental programs that had local assistance from Igloolik and other places. The second question was with regard to hunters in the area and the work that we do. Baffinland of course understands and respects the use of the land and the hunting in the area, and we don't discourage that. The other point on that as well is that we've supported the annual community hunt from Pond Inlet as well.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 1 reference coded [2.85% Coverage]

Reference 1 - 2.85% Coverage

Mayor Sheutiapik – That touched on a few items I want to mention. You mentioned sustainability. We crisscrossed in Igloolik because we are doing integrated planning. Yellowknife – there has been a mining precedent for a long time, and wishes before there was long-term planning because they are struggling with old mining works. I guess that is the result of the NIRB – not to leave it in the ground and my children or grandchildren have to deal with. That is a concern – we have to plan today. It will be a challenge. It will be very important to deal with it today. The train tracks – you said it is Crown, is it because it is close to the shoreline? It is IOL, correct?

Mr. Chubb - It is IOL and Crown. The vast majority of the lands the rail will travel are crown. I think it is about 37 km of 143 km that is IOL. The figure, all the area that is white is Crown lands.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - April 2, 2008> - § 1 reference coded [0.99% Coverage]

Reference 1 - 0.99% Coverage

Q3 – Regarding your document, there is a section on closure plans. I think it is a translation difference, but I understand the landowner is required to clean up the site. Who will be responsible for clean up of the site?

Mr. Chubb - The company would be responsible.

Q3 - It says that the license-holder will be responsible for the cleanup, so does it mean Baffinland will be responsible?

Mr. Chubb - Yes, it does.

<Documents\Public Consultation\Kimmirut\Kimmirut Public - April 26, 2010> - § 1 reference coded [10.44% Coverage]

Reference 1 - 10.44% Coverage

Q2 – Will the landfill you want to build be current and up to date to today's codes? Dust could also impact the wildlife in the region, although it was mentioned that there will be monitoring of wildlife, I am wondering if there will be constant assessment, or breakdowns regarding monitoring. At closure, what is the plan for infrastructure? Will there be reclamation and things put back in place?

Matthew - The landfill, yes, the landfill was designed to current standards, and was reviewed by the Nunavut Water Board and the QIA. Regarding dust, we will be carrying out dust monitoring. We wouldn't directly monitor wildlife unless there was significant dusting occurring. Regarding monitoring, we are currently required to have over 20 monitoring plans, some of which are simple monitoring plans and some are complicated, and there will be reporting for that and communications back to the communities. With

respect to closure, we currently have provided more than $10 million financial assurance for the current operations, and QIA has been involved in that process. In order to move through the permitting process, we'll be required to complete a thorough closure plan, which would need to be approved by government agencies and the QIA. Baffinland would post the amount of financial assurance specified in the approved closure plan.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 1 reference coded [0.85% Coverage]

Reference 1 - 0.85% Coverage

Q – What will happen to the land if you shut the Project down ?
A – We have enough monies to do the necessary abandonment and reclamation work. This is a Government requirement and we are fully funded.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Community Meeting - Mach 1, 2011> - § 2 references coded [9.07% Coverage]

Reference 1 - 5.02% Coverage

Na…Young student - I'm a hamlet councilor and I'm enrolled in Arctic College for environmental studies. What I would like to see is the planning for the end of the mine, all the infrastructure that won't be used in the end. People from Pond Inlet go to Milne Inlet for food. The project will be negatively impact hunters. You should consider compensation for the hunters since we can't live on store bought food alone. I would like to see more benefits to the community, not just the mandatory things.

Greg – We are regulated to have a reclaimation and closure plan and to have money set aside to for abandonment and reclaimation. It is an important part of this mining project. For Milne Inlet, we have not made any final decisions. If we did want to move forward with shipping from Milne, there will certainly be consultation.

Reference 2 - 4.05% Coverage

Elder woman – People rely on this area for food and clothing. In the past people use to pick up their own feces so they would not contaminate the area and scare the caribou away. When white people come here and start camping they leave their garbage. When Inuit became politicians they started making progress towards cleaning up these sites. When you finish your project you should bring the area back to it's original state to ensure we have wildlife in the future. We have no caribou now because they are waiting for their food to grow back and then they will return. So do not contaminate the area. I have heard that land locked char are already getting contaminated.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 2 references coded [10.95% Coverage]

Reference 1 - 4.38% Coverage

Councilor #3 – in the 1960s the Mary River deposit was discovered, and in 1960s the companies, when it was closing, they left everything behind, and the last companies that worked there, they left behind everything. When you start mining, have you considered how you will close the mine and if you will leave the infrastructure behind and it rotted away. In 1960s we were afraid of white men. Have you considered after mining in Mary River and how you are going to deal with abandonment?

Mr. Chubb - Yes even with the work we are doing today, some of the equipment you are talking about we are bringing together and dealing with that old equipment. With closure, even with today's activities, we've worked through that planning. We have a plan that is part of the lease with the QIA. There is money associated with the plan that has been set aside a letter of credit to make sure the money is there and closure does happen. With the Mary River Project, the proposal talks about closure – how we will close the full-scale mine. So yes, we are already planning for that. Although the project will have a very long life, at some point every mine closes.

Mr. Amagoalik - Before there was no agreement and they just left and didn't' ask for any consultation. That was before. Even sewage or hazardous materials, they didn't consider a new way. But since the NLCA, they are required to plan for abandonment and reclamation. And before the IIBA agreement they won't start the mine, they can only start after the signed the agreement.

Reference 2 - 6.56% Coverage

Councilor 4 – Thank you for your consideration, because I think I heard that in the previous mine – not here in Pond Inlet but somewhere else – the equipment they put all the infrastructure underground. You're not planning to do that just leave your equipment? There will be a lot of infrastructure. You're not planning to leave in the pit or somewhere. It might cost a lot to bring down south.

Mr. Chubb – We do have closure plans that we are always working on and depending on the materials what we do with it. There will be a landfill for inert, non-hazardous materials operated at the site, as part of normal operations during operational and closure. In terms of closure, there could be things left in the pit too. Any materials that are hazardous will always be taken off-site. The idea is to not leave anything that is hazardous.

Mayor Kublu – Can you go into more details of what is inside the plan?

Mr. Chubb - Mr. Mayor, on Page 50 of the larger document, we have more details. Perhaps I'll speak a little of what is said. The plan is all about making sure the land is left in a safe condition, so anything left will be in a stable condition and there aren't any issues. We want to be sure in the long term that the site will begin to go through recovery of the land – it will take a long time for vegetation to grow. We'll follow guidelines by the federal government and what is current good practice. The pit itself will be left in place, the waste rock stockpiles will be left stored. The roads and airstrips will be scarified. Infrastructure and equipment will be recovered, and inert materials will go into landfill or pit. The large docks provide future opportunities so the dock structures won't be removed. Any hazardous materials, fuels and oils or hazardous wastes will all be transported off-site. One of the things as well, if there are any residual soils that are contaminated, those will be managed as well, and depending on the details as to how best to deal with it. The railway tracks will be removed. It's going to take about 3 years to decommission the site, and in our plans we've committed to 5 years that we would come back to make sure that all the goals of reclamation is being met. And as is the case today, the project will require a full plan.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - March 31, 2008> - § 1 reference coded [1.60% Coverage]

Reference 1 - 1.60% Coverage

Mr. Paneak – It is past 6 pm, my question was in 2009 you will store equipment and material in Steensby Inlet and Milne Inlet, and you're waiting for approval up to 2010 and you don't know you'll get approval. But there is already equipment there. If you don't get approval, will you remove your equipment there?

Mr. Chubb – If we don't get approval, we will have to remove it, and we expect part of that would be security to reflect that.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 2 references coded [8.74% Coverage]

Reference 1 - 7.18% Coverage

Q – On the last page of the presentation in Inuktitut, it says about employment that jobs during construction and during operations, heavy equipment operation, loaders, dozers, mining equipment, rotary drills, I don't understand…[listing careers] It appears that Mary River will become larger than Pond Inlet in the future. There are things that are not available in Pond Inlet that will be at the mine site. It will be a large community. There will be a town in Mary River. What will happen when it closes? There is too much activity around Baffin with regards to wildlife. There is a lot of activities going on. They want to look for oil in the Lancaster Sound area. IT is a grave situation. All because of economic issues, and everywhere our wildlife and environment is being destroyed. Will the communities of North Baffin be compensated? In the future my grandchildren and their children will need to rely on wildlife – they can't rely on white man's food – we always yearn for country food.

Bill – Our intention is not to have a townsite at Mary River. There will be an accommodation complex and the workers will fly in to work and then return to the communities. The infrastructure that is there – the jobs you mentined – you asked about technical services – these are the geologists – not like we have now which are exploration geologists – but mine designers. There will be environmental personnel who will continue the collection of data at the site and offsite to make sure that the habitat is protected for the land and marine mammals. We expect during operations there will be 670 people working at site, and only half of this at site at one time, so we will be much smaller than Pond Inlet's size of 1,500.

Regarding the protection of wildlife, we will be… We've already made two changes to the railroad already. We moved the railway to avoid an old wolf trap that is very old. And we also moved the rail line to avoid some willows which are very rare. Those are two examples of changes that have been made to the project. There will be others. But we still need to transport the ore to the coast, and then to Rotterdam. We believe we have the best proposal right now.

You asked about closure – we will have an open pit that measures 2.5 km by 1.2 km. After closure, the railway will be removed, equipment will be moved off site. There will be some inert garbage that will be disposed of in the landfill. We will remove all infrastructure that the community wants us to remove. One project – they asked for the port to remain and the accommodation complex to be kept. Those things will be taken into consideration. Regarding the tote road, we'll have to talk to QIA and INAC. We'll be estimating costs as well.

Reference 2 - 1.56% Coverage

Colin – You two are obviously new to Baffinland, so I can understand what some previous generations in the company have said. Baffinland had stated that after the bulk sample that the infrastructure at Milne Inlet would be removed and cleaned up, but that hasn't happened. Can you comment on this?

Richard –

Stephen – That is also QIA's understanding. At the time, economic conditions were different and Baffinland expected to proceed to mine construction. We have a lease currently, and there is an abandonment and restoration plan with financial assurance. QIA will be reviewing this.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 1 reference coded [2.04% Coverage]

Reference 1 - 2.04% Coverage

Q14 – I am Inuit – don't think of me as white. [Referring to map] – From here (Milne) to there (Steensby) is 180 km (It's about 240 km). From here to there (bottom of Admiralty Inlet) is the same distance. Or even to Nanisivik. Milne is a narwhal area and Steensby / Foxe Basin is walrus and will probably be affected there. I would prefer if you would go west and even to Nanisivik port. But even if you try to go there [don't know where] it is dangerous. And Inuit are being trained but when mine closes down those who are trained will lose jobs. Have you considered Inuit on ships? I had a blind grandmother who …. [didn't record]. Last one, I know Japanese have offered you lots of money, maybe $100 M. Is it more important to compare 20 years from now if I can get caribou or for you to get money? I am going to ask for more compensation for those that are lost.

Mr. Chubb – I appreciate the comments there. Speaking about the shipping opportunities for employment. There are certainly opportunities on the ships for jobs, and we have talked to our shipping partners about this. As we've discussed several times this evening with respect to impacts and benefits, we need to make sure the benefits outweigh the impacts.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 2 references coded [0.39% Coverage]

Reference 1 - 0.06% Coverage

Question: James Qillaq /Clyde River – I'd like to know what plans for reclamation are in place once the mine is closed.

Reference 2 - 0.33% Coverage

Question: George Qulaut/Igloolik – What about investing in our children? On the human side for example, Baffinland used to give computers to the schools. Will they still do this? Other mines have come and gone and there have been huge impacts regarding social issues. There have been issues with drugs and alcohol. What happens after 21 years?

MTP: I'm not sure we have a plan for dealing with this when we leave.

Socio–economic study should consider "what happens after" the mine closes down. ** As part of the IIBA's financial compensation measures, opportunities for resources to be set aside that will help with the transition from operations to closure should be presented.

COMMUNICATION & CONSULTATION

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 7 references coded [41.49% Coverage]

Reference 1 - 4.79% Coverage

Levi – Thank you for your presentation to the HTO board members. Our community is completely stopped with Baffinland. We lost our liaison coordinator. Are you going to hire another liaison coordinator? And how are you going to communicate with all the communities in the region?

Matthew – At the current time, there is no plans to re-hire the liaison coordinator. That's as a result of the size of the project. If we obtain the financial backing to proceed, and the scope of work increased at the site, then we'd likely replace the CLOs in the three communities where the offices were shut down. On a communication side, we will make at least one if not two visits again this year. In addition, both Nick and Qav will be helping out with communities that don't have CLOs.

Reference 2 - 3.92% Coverage

Levi – Tonight you are going to have to answer to allot of people. When there's an oil spill we hear it from CBC. We just learned from CLARC committee that there is an IQ agreement, but we don't hear feedback from Baffinland regarding the concerns we've raised.

Matthew – In late 2008, all work on the environmental assessment side was stopped. And that work only recommenced last month. The main reason you haven't heard how we've incorporated IQ into the study, is because we haven't done any work on the project like that since 2008.

Richard – We have a database of all the comments received and will present in the EIS.

Reference 3 - 7.26% Coverage

Vice-Chair – Thank you for coming. We thought Baffinland had abandoned when we lost our CLO. There is no communication between Arctic Bay and Mary River, which is important given that we hunt close to Mary River. For that specific reason it is important for us to know what is going on in Mary River. It seemed like we were abandoned, especially the HTO members. It is not the first time it happened. It is important to come to the community and tell us the decisions that you have made. We have suggested and you agreed to have us come to the community each year, but it hasn't happened. Again, it is essential to have a dialogue with this community, and to be informed on what is happening in Mary River. And employment from Arctic Bay was halted. So therefore we suggest to you that the CLO be re-activated. We've been getting information from Pond Inlet. This matter is important and needs to be dealt with urgently.

Matthew – We'd have to further discuss the options around the CLO, but due to the fact that last year was just a one-drill exploration program, and staffing was cut here, although with 13 other positions. We will work on a better communication system.

Reference 4 - 10.43% Coverage

Vice-Chair - What do you propose?

Matthew – Right now, we are scheduled to come back at least once if not twice this year. And the second proposal was to have Qav more available to the community, including the use of call-in radio shows where he can answer questions on a more frequent basis. Would this help in the communication?

Levi – that will help. If there are environmental issues out there, we need to be able to answer. Are you planning to go back to Igloolik to have another consultation soon? Because Igloolik, Arctic Bay and Pond Inlet all share the same wildlife resources where your proposed project is located. Igloolik is the community that will really be affected, so that's why I ask if you're going back to talk to Igloolik.

Yes, we'll be going back.

Levi – If we didn't have to search out there two years ago for my father, we wouldn't know what Baffinland put on the land, such s barrels on lakes that were melting in the spring. These are the issues that we don't hear from Baffinland – where they put their barrels, where there are oil spills, we don't hear these things. When we searched with a plane, people from IG and here we were finding things we don't even have a clue. The community had not been consulted. This affects the migration of our animals. Soon the helicopters will be flying around here. These are the things that are questioning to us by the community members. Why are we getting helicopters here? Can you tell us if you have barrels of fuel out there?

Matthew – I can't answer that. We've never had a helicopter up here in two years. As for fuel caches, I know we haven't cached any fuel except for the GN over the past two years.

Reference 5 - 5.36% Coverage

Levi – Our concerns are raised when our hunters come back and tell us about these things.

Vice-Chair – we are concerned about the communication issue here with Arctic Bay. We are not angry or upset, but we would like to hear what is going on. You indicated that you are not going to operate like Nanisivik mines. We don't want to be treated as we were by Nanisivik. I can get to Mary River without stopping on a skidoo. Nuluujaak is very close by. If you keep us informed what is happening then there will not be any problem. We were harmed by NAN esp. with wildlife, we were being affected. For that specific reason we want to know what is going on at Mary River and with wildlife. Sometimes it is difficult to deal with this kind of business as an HTO member. We are responsible for the environment and wildlife. Again, we would like to be informed. Thank you.

Reference 6 - 2.45% Coverage

Leah – When people were working up at Mary River, they didn't seem to have any responsible guy who was coordinating the workers going in and out of rotations. When this goes ahead again, will transporting workers to and from Mary River better coordinated? There were guys being left behind.

RAC – Heard this before – suggest taking this back as a recommendation to have stronger coordination.

Reference 7 - 7.28% Coverage

Matthew –With respect to communication issues, we're going to go back at Baffinland and talk about it now, and give clarity tonight on how we will handle that. You also referenced a site visit promised previously? I don't know about this, so I am asking.

Vice-Chair – Before the HTO members had gone up to site for a tour, from Igloolik and Pond Inlet. When they were up there he had requested that every 5 years or so that they go up for a site tour. Or every year. That time before we had Tommy Kilabuk as HTO Chairperson, and we wanted a site visit every now and then. I know that during the economic meltdown that wasn't possible.

Matthew – Personally I wasn't aware of that commitment, but I will look into that for this year.

Vice-Chair – It's just that we don't have to have a site visit, but as long as there is communication coming into the community. Because there is no communication. For that reason, there is concerns being voiced out, because we don't know what's happening. You will get a better idea when the community meeting is on and the community is voicing their concerns.

Matthew – Than you for your time, and we look forward to seeing you tonight.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 8 references coded [30.88% Coverage]

Reference 1 - 0.84% Coverage

Q1 – There were problems especially in 2008 regarding employees meeting the plan. There was poor coordination. Will that be addressed?

Matthew – We heard the same comment during our meeting today with the HTA/CLARC, and we will be bringing it up with our site managers to see that it can be addressed.

Reference 2 - 2.47% Coverage

Q2 - Thank you. We saw the plan for socio-economic impact. The mining companies, when they find minerals, they don't always disclose what they find. The details of the project they do, we don't always know who they are sending it to. My concern is the communities nearby, the wildlife, the land will be impacted. So for that length of time they are mining, it will have impact on both marine and land. So I would think that the Companies that are buying the ore should be told that the communities need help too. We get goods from down south and the prices here are high. When the mine is operating, they should look at subsidies for reducing the cost of bringing in food here, because every community and their land will be impacted. If the mine starts operating, it will be generational and we'll feel the impact, so if there could be a subsidy program, that's my only concern. Thank you.

Reference 3 - 8.66% Coverage

Q4 – I have a number of questions. First, in 2007 to 2008, I was working as a polar bear monitor in Mary River. We had staff consulting, I guess, from Nuna Logistics. The hiring consultant, polar bear monitors and heavy equipment operators – they were selecting the people who can work. When Qikiqtaaluk Logistics (QL) were in control, two communities were involved. QIA staff would decide who was going, when were they returning, and depending on the flight, they would arrange that flight. But in the same year they changed - the Baffinland crew took over that. So after that, QIA also took over again that logistics, but when you're working, changing the role of these agencies as not good. You need one main agency that can look after the staff/employees when you have one agency involved in hiring, it would be better. When you're working for them, when they keep changing your superiors, you don't know when you are leaving or returning. Those kinds of questions, if you keep changing the contractors, then it isn't steady employment.

Q4 - My last question – I heard from one of the QL staff, because they didn't know if they'll be looking after the staffing for Baffinland, they said that QL will no longer have the contract for heavy equipment. I would like to know what the update is on that, for this year. Or are there any contracts this year?

Bill – Thank you, and with respect to your first comment, you're right it needs to be worked out for construction. This year again, Nuna will be the main contractor, so there will be some heavy equipment operators again, and our intent is to use QL to hire the heavy equipment operators, and other requirements.

Stephen – A lot of the experiences we heard about from 07-09 are experiences we can draw upon for the future. During 07-08 there was the bulk sample and there were no IIBA and contracts without any bigger picture in mind. Now we have that experience to negotiate how contracting is done. We realize there has been a lot of confusion around contractors and employment. These processes are being worked on so that they will be much better in an operating mine.

Q4 - Thank you. So if that's improved, I will be happy, because it was no fun with your superiors / contractors were changing. And you probably also remember in the beginning that Baffinland said they'd do community visits, and hire people from the closest communities: Pond Inlet, Arctic Bay, etc. When I was working there in 2007 and 2008 it wasn't like that. There were only a few people from Arctic Bay. At least Pond Inlet had reasonable numbers, and very few from Hall beach and Igloolik. And Clyde River had even less, in 2007 and 2008. But it was Iqaluit residents that were the bulk of employees, and Kimmirut people. Baffinland didn't follow their comment that they would hire from surrounding communities. So those from communities nearby did not like all the employees coming from Iqaluit. It was upsetting. So that needs to be improved too. I didn't like the QIA. They would like to build a hotel in Iqaluit, but that hotel in Iqaluit was not good for us here, so I didn't like that.

Reference 4 - 2.37% Coverage

Q6 (HTO Vice-Chair) – Welcome. My question I'm glad to hear your presentation and thank you for it. Communication is important today, because we don't know updates on Mary River. It's been a while that we've heard anything, so I want a meeting all night go get updated. Mary River is very close to Arctic Bay, so we want to know what's going on there. My question – since Mary River started – have there been any spills or any wildlife issues or other environmental concerns or disasters?

Matthew – In 2009 there were only minor spills, all reported. In 2008 there was one larger release of diesel at Milne Inlet but contained within a berm. Our monitoring of all spills that have occurred show no impact. As for wildlife incidents, there have been no large animals injured. I believe there have been a couple of foxes killed on the road over the years.

Reference 5 - 3.88% Coverage

Levi – Does George want to mention of the employment?

George – The question – being laid off. When Mary River was starting out, there was a question earlier whether Baffinland hired on their own from down south, and using QIA's CLOs to look for people who can work. In the beginning we didn't, but after a while, when Baffinland lost the funding, after the bulk sample, there were a lot of people who were laid off, and the QIA were carrying from and trying to… the administration of the QIA wasn't running smoothly in the beginning, but they learned that. The first question they asked – where would the iron go. You can see now that it is going to be delivered overseas to Rotterdam. I want to mention this, because we want to hear from not only the Inuit lost employment. Same with Nanisivik, they brought in planes of workers from down south. Baffinland will be different – Inuit will be more involved. I want to hear Baffinland offering these jobs to the Inuit. Skilled jobs will be offered to the Inuit. So in that agreement, we will iron out those details on employment and training. We are trying to do better, because we've already learned from the contracts we have with our corporations, so we have a better idea now of how to do the contracts. When Nanisivik was starting out we didn't have our NLCA. Now they have to follow the NLCA. As QIA we will be talking on your behalf.

[Applaud]

Reference 6 - 9.26% Coverage

Q7 - The agreement between QIA and Baffinland – there should be an agreement with Baffinland between each community instead.

Stephen – There will be three main agreements with respect to Inuit. One will be a land lease with QIA related to Inuit Owned Land for surface rights. Another is related to Inuit Owned Land for sub-surface rights with NTI. The third agreement is an IIBA. As for how each community relates to these agreements there are certainly differences. For example the surface rights held by QIA for this project were selected by Pond Inlet. Although at the time of land selection Inuit decided that benefits would be shared with all beneficiaries this still needs to be balanced with those communities most impacted. QIA wants to ensure all beneficiaries in our region have the opportunity to benefit while at the same time respecting that some communities are more impacted. With respect to the other communities in the region, that is where the agreement needs to address individual communities differently.

Q7 – I don't agree with that, because the five communities are closest to the Project. Broughton, Pangnirtung, etc. are too far and have no impact so should not be included. Only the surrounding communities should have an agreement. The IIBA, I don't agree with that. Back in 2008 when I was president of HTO there was a meeting with Baffinland but it never went ahead. As a community we don't know what those agreements were, and we don't know about those MOUs were between QIA and Baffinland. But those of us that are beneficiaries are left out. We're just not opposing this project. We want to provide input into the project too. I am not

trying to be hard, but my children will be grown up by the time the mine is going. We want to see economic benefit too. Our land and water will be impacted by the mine operation. I'm not saying we're against the mine development, but you're going to leave it changed when you're done mining.

Stephen – I think there are two… During the land selection for the land claim, they could chose land for economic potential and Pond Inlet selected the land at Mary River. But when negotiating the NLCA, it was benefits for the entire region. So QIA has the political decision to make on how to distribute benefits. It is the QIA board that you need to talk to.

Q7 – In 2008 when I was with the HTO, we were going to have a meeting with the QIA and the five communities that would be affected. But the meeting was cancelled. Is tonight this meeting, or is that meeting still planned?

Stephen – tonight's meeting is not that one. That meeting, which was postponed two times, was a meeting with 5 HTOs and CLARCs for one week to discuss the project. First it was postponed waiting for Minister's decision. Then downturn and no agreement on who would pay. In QIA board meeting in May, QIA will decide how to proceed on the workshop. So that meeting is yet to happen.

Q7 – Are you going to change the agreement when you hear the concerns from the community, or how are you going to come up with that agreement?

Stephen – if talking about the IIBA, to approve that agreement the QIA needs to talk to Inuit and get their approval. Previously, and separate from the workshop was a community meeting with QIA about the IIBA and concerns, and there will likely be a follow-up on this.

Reference 7 - 1.97% Coverage

B10 - I got that. My last statement is the communities involved, like Clyde, Arctic Bay, Hall Beach, Igloolik and Pond Inlet. There should be a real person in each community that can actually supervise the staff working in Mary River, in terms of organizing them, the flights, or informing the staff when they're leaving, because more than once in the past people working in Mary River were confused about where to go, and when, etc. They had to go to Iqaluit and then finally Mary River. When I was in Iqaluit I saw people in Iqaluit trying to go to Mary River, and when they were traveling from Mary River to Arctic Bay that they had to wait several days. When operating, Baffinland needs to be more organized.

Reference 8 - 1.43% Coverage

Levi – You have two CLOs here – from Igloolik and Pond Inlet. When are you going to have a CLO re-instituted in Arctic Bay?

Bill – We don't have any current plans to replace the CLO, but we are looking at engaging our existing CLOs to engage this community more, including making major announcements. Once we ramp up, then we would be in a position to put someone here. We've heard that there is a need for logistical support. I think we could talk to you about what qualities/experience this position would need.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 1 reference coded [3.59% Coverage]

Reference 1 - 3.59% Coverage

Q15 (Deputy Mayor David Kalluk) – Going back to Nanisivik experience, we experienced hardship after the mine closed. There are different companies that took over the mine at Nanisivik and we tried to tell the new owners of our concerns. The first owners made agreements but the second owners didn't make good on those commitments. I am glad you are studying the traditional hunting and I expect the Mary River Project will be in a better position in terms of following agreements. You heard that there are lots of arctic char and seals in Steensby. My main concern is that in Labrador the activity in March-April the seals get babies. I know when the ship goes through the seal hole it will run over the breeding grounds. I learned in Labrador they closed for 2 months when the seals were breeding – it would be one way to disrupt the breeding to let the ship go through the breeding ground of the seals. At least in open water they will be able to swim away from the ship. This needs to be planned when you're negotiating these terms. One more item. In Igloolik and Hall Beach, because their hunting grounds will be affected in that they hunt in Steensby ice after they cross over, they thought that there would be provisions in the ship track to let the skidoos across. In our experience it is hard to cross the ship track when it is not frozen yet so if the ship continues to go it will not freeze over so it would be good to let those hunters get to their hunting ground.

Mr. Chubb – To respond to hunting in Igloolik and Hall Beach and the ship track – it will probably not freeze enough to take a snowmobile across. So it will be necessary to go around. We understand that is a longer trip. Baffinland, the Steensby camp will be available for people to stop and for us to provide food. We have raised this with the QIA and is something we will discuss. Thank you.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 4 references coded [9.06% Coverage]

Reference 1 - 1.17% Coverage

Q4 - Are you coming back one more time?

Bill – we'll be coming back again in June to do the IQ study and to discuss the harvest study further. And we'll be back again before we submit the EIS – probably late in the year.

Reference 2 - 4.91% Coverage

Q6 - Unfortunately we aren't informed of what is happening now. We are not being informed ahead of time of these proposed routes. We were never told about this route shown. We didn't know that there were ships going through this area. Why weren't we informed when the ship started using that route? Seals are disappearing from close to the land. Those people are dealing with the proposed ship route. Why weren't the Inuit in this community being informed? My preference would be for the route to go beyond the three islands (into Nunavik waters), because the route you are proposing to use is the seal hunting waters. Why did those people in Raglan inform the people of Cape Dorset?

Richard – The ship that goes into the Raglan Mine in Nunavik does turn and head to Deception Bay before it reaches Cape Dorset, so you will likely not have been able to see this ship. It wouldn't come right in front of the Cape Dorset community.

Reference 3 - 0.82% Coverage

Q9 - You did go on the radio station when you were here last time, and there were hunters that were asking to move the shipping route away from Cape Dorset.

Reference 4 - 2.16% Coverage

Q10 - Is it possible to have the QIA officials and Cape Dorset community members to have a discussion without Baffinland present?

A/SAO – I spoke with Steve and Nigel already and they will be dealing with this issue a few months from now on what they are proposing to do, before the project starts, they will be submitting a statement to the Cape Dorset people. So we will have that discussion down the road.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - December 4, 2010> - § 3 references coded [11.09% Coverage]

Reference 1 - 2.27% Coverage

Q – You visited our community on Southampton Island [Coral Harbour] previously and we were against that route. What about the comments raised from that community?

GM – We have no other choice than to go between Cape Dorset and Southampton Island

Reference 2 - 5.97% Coverage

Q – There has been a consultation meeting previously in regards to the shipping route. Was Baffinland alone on those meetings? Or were other people involved?

GM – Baffinland has been meeting in the communities for many years. Just recently Baffinland hosted a meeting of the communities at Mary River to discuss a number of issues, including the shipping route. We have also had a lot of discussion with the HTOs and CLARCs.

Q – Do you have meeting minutes for those meetings that could be publically shared?

GM – When the environmental impact statement is released there will be a section that chronicles all the meetings that have occurred.

Reference 3 - 2.85% Coverage

Q – Some of the handouts are very hard to read. They have small printing. For important topics the printing should be more visible and readable. You need a magnifying glass to read this. Next time you have a meeting you should clarify who is hosting the meeting. We thought it was QIA hosting this meeting.

<Documents\Public Consultation\Clyde River\April 2009 Working Group Minutes - Clyde River> - § 1 reference coded [1.21% Coverage]

Reference 1 - 1.21% Coverage

Isa – It is good to see a company that is not greedy, and that comes to talk to the communities.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet Council - April 1, 2008> - § 1 reference coded [1.31% Coverage]

Reference 1 - 1.31% Coverage

Councilor – I think we have not too many questions, but the plans it is good to see, because you approached the Hamlet council and without being approached you don't really know what is going on. The training programs would be going with the current positions being filled. Thank you.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet Council - Sept 19, 2007> - § 1 reference coded [4.60% Coverage]

Reference 1 - 4.60% Coverage

Mayor Paneak replied that communication is the main thing for good cooperation, and since they live there and Baffinland representatives don't, that communication is the only tool for working together actively and productively.

<Documents\Public Consultation\Clyde River\Clyde River HTO - April 24, 2010> - § 2 references coded [21.63% Coverage]

Reference 1 - 10.63% Coverage

Q1 – Baffinland had their own study – there were two sets of studies? One by Baffinland and one by Pond Inlet? It seems there were two sets of IQ studies going on. Can you clarify what studies were involved?

Richard – Our study involved the establishment of working groups in the five North Baffin communities near the project, individual interviews in Igloolik, Arctic Bay and Pond Inlet; and workshops on caribou, land use and marine mammals in all five communities. We also had a separate researcher doing community research on socio-economic issues such as education, health and social issues. Perhaps that is the other study?

Q1 – I think so.

Matthew – We are currently preparing an EIS, which is a requirement of NIRB, which we intend to submit to NIRB at the end of this year or early next year. We're hoping to complete the process in late 2012 or 2013. Following that we would have a 4 year construction period and start operating by 2017 for 21 years, followed by a closure period. I have copies of the presentation we are going to give tonight. We won't go through it right now since we will tonight but I'll hand out copies. It may answer questions.

Reference 2 - 11.00% Coverage

Q7 – You've indicated that the ship will continue to operate year-round. As well, that people from Igloolik and Hall Beach. Once the proposed ship route, and also they will be consuming a lot of gas. We expected to travel to other communities like Igloolik and Hall Beach. I wonder if there is anything Baffinland can do regarding travel between the communities? Could they acquire gas at Mary River to continue a trip to Mary River?

Matthew and Richard – Baffinland has indicated previously that hunters can stop in for a meal or coffee at either Mary River or Steensby, and purchase fuel at market rates, or receive emergency fuel.

Q7 – The reason I'm asking the question, it will impact people's travel and they will require detour.

Q5 – Perhaps it would be worthwhile for Baffinland to write to the hamlet what you just indicated about emergency gas. Make it clear to the hamlet for the benefit of the community of Clyde River. It would be good to indicate that you can help in the case of emergency.

Stephen – The issues of hunter support, etc., and your comments on this, will be included in the IIBA. So those are very important comments, and we've heard the same comments in other communities.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 1 reference coded [3.94% Coverage]

Reference 1 - 3.94% Coverage

Q4 – I want to thank you first for your clear presentation, but I just want to state that Inuit knowledge study going on, I suggest that they be more involved in the design of your project, that there's no IQ working group in Clyde River that there may be a lack of communication could create if these working groups are not consulted or involved. So I encourage that you plan with the working group, because we are still using the lands but Inuit lived on the land and it was important to them. So that previous question – we

still travel to other communities, and the Inuit Quajimajatuqangit working groups or elders need to be more involved in the design of the project. Thank you.

Mr. Chubb – Thank you for your comments. The IQ studies that have been going on will continue. We have used information from those studies and will continue to do so. This year we are supplementing the working groups with other opportunities for broad input too. We're having focus sessions just on caribou and just on marine mammals, for example. So we agree it is important. Richard Cook who is with us has had the longest involvement with the working groups. He may have a few words to say.

Mr. Richard Cook – Yes, we came into Clyde River last fall to establish the working group here, and recently the members participated in the working group workshop in Arctic Bay, but unfortunately there were only two members able to attend. We held caribou focus sessions in Clyde River several weeks ago as well and plan to carry out more work in the community.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 3 references coded [39.03% Coverage]

Reference 1 - 17.79% Coverage

Q2 – Somebody is going to be blaming the hunters that the caribou are going somewhere else. Ever since the mine started, this area used to have a lot of caribou, and when the planes started flying around the caribou are dispersing. And today we are experiencing that the caribou are very far away now. And the blame is going to be on the hunters, and the blame won't be pointing at you, the Company. It's not good when the blame is being directed to the hunters, and it happened recently that the blame was on the hunters, that the polar bear numbers are going down. Maybe someday someone will say the caribou numbers are going down and the blame will be on the hunters. I have gone back and forth between Clyde River and Igloolik, and I have experienced that when I was being employed at Mary River, when the dog team races started in 1999, we experienced that the caribou were abundant, and today the caribou are hard to find. You were saying that you were going to work with Inuit. If you were at the start working with Inuit hunters…. for example in the 1960s and 1970s, when the Nanisivik Mine was opening up, we heard concerns just as today, and the way the operation was going was not as we intended. And the people who were working up here from down south have gone home, and the help was not in place. I heard what you have said before. I heard that the ship had sunk in the waters of the Atlantic. I worked at Nanisivik for 7 years. Those concerns were not at all being used. When Nanisivik was going on, the residents of Arctic Bay were told they could use the ship, and she was never used to benefit the community. And I feel that the same thing will happen with this project. And I know you have a plan for what will happen in the future. Companies come around to ask what we want, and we give our concerns to the companies, and when those concerns are written down and will not be followed, we don't write anything down on a piece of paper, and we only have our brains and thinking. And we have in place that we can work together, but white people don't listen to Inuit and their concerns. And that's how they are. I have worked with scientists for a long time now. Even though they know the answer is wrong, they would work on that wrong answer, because they want to make profit. Sorry it is like that and we have to agree with each other. I have lived in this area ever since I was a child, and I know the area like the back of my hand. And when the scientists are telling stories of our land, they tend not to give the full answer. You were saying that you are in a hurry and have to go very soon. And now that you will be missing out on the better question and answer session. And maybe that's why you made this short – so you won't be face to face in answering more questions. It has been happening lately when anyone wants to do something and they are in a hurry. And I'm glad that we are face to face and talking about our concerns, and in the future, are those concerns going to be addressed? We go to Igloolik are and the route to Igloolik will be closed. Like for example in Nanisivik the people would have a place to stay and it was not so. Is it going to be like that when the route is plugged? And you will be monitoring the wildlife, and the murres are the most sensitive birds. And on the route to Mary River, there are colonies of Murres at Qikiqtarjuak and near Iqaluit also. And the blame will be on the Inuit, because it happened before and it will happen again. The way this happens is we can't generate any money ourselves. We have to work closely together now. If we agree with each other and the future it will be good. And the next generation will be here and working on this and you guys won't be around then, and we want our next generation to have a good way of life. I have gone down south and seen a lot of dirty places. I have seen animal carcasses on the ground. And I don't want to see in this area where animals are being killed by the train. I have seen a lot of caribou that were killed by trucks and cars. Thank you.

Reference 2 - 10.36% Coverage

Q4 – It is my opinion that mining companies use mining jargon to hide what they are saying. I'll give an example – pg 10 of the presentation. If you look at the first slide on page 10, I know I have very good English, but I don't understand things such as bathymetric, effluent discharges from treatment systems. I don't know what bathymetric means, and what reports have you given to my people on the work you've done, in English and my language. When I look at the translation of the Inuktitut, you see typos everywhere. Who looks after those things? For example, "environmental assessment". The translation of this material is absolutely horrendous. Typos everywhere. I don't want you to explain bathymetric, but I would appreciate if jargon wasn't used so much. I know you can't avoid jargon sometimes, but you should do your best. The next question – is Baffinland a publicly traded company?

Bill - Yes.

Q4 - Who are the owners?

Bill - There are 350 million shares that have been issued, so many people own Baffinland.

Q4 - Who are the main owners?

Bill - One of the largest is RCF – Resource Capital Fund.

How is QC involved?

Stephen – QC is a contractor.

Does QC own any shares?

Stephen - No

Q4 - Do QC directors own shares?

Bill - We don't know – there is no easy way of telling.

Q4 - How can we find out? Because as an ordinary QIA member, that's what I hear is that some of the officers of QIA and QC are shareholders in the company. How can QIA be advocating on our behalf, when there's this cloud of dirty hands, perhaps? Maybe not dirty hands, but scratching each other's backs? How can I expect QIA to be acting on my behalf and that of my children? That is what ordinary Inuit from Baffin are hearing – that the QIA officers are looking out for themselves, and at the same time saying they are advocating for us.

Bill – The use of jargon in the presentation – you're right. We can work harder to simplify the language. With respect to the translation, we've decided we'll have one translator do the translation and another check on that. And to make a comment, we are a publicly traded company – we have not made any deals with anyone else. You know, if you're a lawyer, we need to follow stock exchange rules. We have to sign as officers of the company every quarter that we follow those regulations.

Reference 3 - 10.88% Coverage

Q6 – To QIA and Baffinland, thank you for coming. I would like to raise a specific issue for both. As a hunter, the Pond Inlet area is my hunting area all year round. I go to Nuluujaak by ATV and snowmobile as well. You say that QC is responsible for hiring in the beginning. Mary River was designated by people as IOL. As I indicated earlier for your information, I heard Baffinland, QIA, Pond Inlet, Arctic Bay, and Igloolik informed these communities that you will be employing people from these communities when you were starting out. I have never seen a Clyde River person working at Mary River. I have seen workers from Iqaluit, Qikiqtarjuak, Kimmirut, and Arviat. The Northern Baffin communities are the least employed. I think Baffinland have 2-3 employees on that side. There is a need for training. No more CLO in Clyde River – why is that? We've never seen anything from QL or QC, when they represent 13 communities. You have indicated you are going to teach survival on the land. You do environmental studies to convince the people that it is working well. QIA are simply negotiators, not educated about the environment and the land. The most disappointing part – what employment will be created? Where are the royalties going? It seems to be the situation here. I would like to tell you that in the NLCA, I agree Baffinland going along with the NLCA, but Nuna Logistics. The communities should be getting contracts. It's time for people from this community, Pond Inlet, Igloolik to get involved. If you're going to use QC or Nuna for hiring we're not going to get work. You need to deal with the community. It's time to start training people in preparation for the mine. Someone also stated that why is that you have named the affected communities – why can't you give them responsibilities, instead of to QC? Those five communities have been designated. If the wildlife is going to be impacted, the beneficiaries, how are they going to be compensated? I have on a number of occasions been to Mary River. Your emphasis is on the environment. Are you going to utilize Pond Inlet much more? There was no HTO or QIA involved at the site. Maybe there is a way of rectifying this situation.

Communicate very well. Sometimes we don't agree with you – because you haven't been around. It's a small world now. We want to communicate more things. You're leaving soon. You're hungry for money – we're hungry for animals. Big difference. We have to communicate together.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 1 reference coded [6.58% Coverage]

Reference 1 - 6.58% Coverage

Peter Paneak – When I worked at Nanisivik I was away from home. When Mary River first started there seemed to be a lot of information coming to the community, then it stopped. I would like to see a CLO for Clyde River. They provide a valuable role. There are people who are about to graduate from grade 12 and they need to be informed of employment opportunities. Some of them know as much as people who were educated down south. If a unilingual white man was lost and stuck up here he could be helped out by us. Unilingual people may not know about numbers and words but they can still work and help out. As long as they are trained properly they can work very well. I can't consider myself too old to work.

GM – Thank you for those very valuable comments. Our plan would be to bring back a CLO to Clyde River once construction begins at site. Making the young people aware of employment opportunities is very important. We met with the high school students today to discuss employment opportunities at site. Brian and I were also here before to discuss this with the students.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 5 references coded [23.07% Coverage]

Reference 1 - 7.14% Coverage

Community Speaker 2 – Incidents, like in Pond Inlet there was a person that drown [Discussion confirmed this was two kayakers in 1998]. Also, one time there was a ship near Nanisivik.

Mr. Bob Gorman – That was the Fin Polaris and I know the incident. It was the sinking of a foreign, in-experienced ship and crew off Disco Island off Greenland in 1992. At the time Fednav was a shipping partner for the mine but a decision was made to charter a Finnish vessel instead of a Fednav vessel to carry a cargo with an inexperienced crew who had never been in the Arctic before. This was not a decision made by Fednav. This incident is an example of why only very experienced ship operators and crew should be used for a project such as this and this is why Baffinland has come to Fednav for help with the project. As for why the communities were not informed I can't speak to this except to say that the Nanisivik Mine was operated in a different era. There wasn't the land claims agreement then and there wasn't the kind of community communication as there is now.

Community Speaker 2 – We'll want to be notified. I want good teamwork on an honest project. If we continue to see people on their back – negative effects. I worked in a mine for 7 years, so I know how hard it is. Up in Nanisivik people weren't notified of what happened.

Mr. Cooper – This is why Baffinland has set up a community liaison and an office, and through newsletters and other means, as communication is very important.

Reference 2 - 1.74% Coverage

Community Speaker 2 – In the past there was public consultation and they talk about that but once they've left town it changes. Like the mine at Resolute [Polaris] every time the company representatives are in town they are listening and collecting information, but then it changes.

Mr. Chubb – Baffinland can't speak to other mines, but we are committed to this.

Reference 3 - 1.40% Coverage

Community Speaker 2 – Also, I've seen very good employees working and other workers talking behind his back and he quits. Losing good employees, lots of time is lost. It's very good that Clyde River is included in the project, but I want communication to work better than other mines we've seen.

Reference 4 - 5.67% Coverage

Community Speaker 9 – Welcome to Clyde River. I'll be working with you in the future hopefully, if you don't think I am too old! In the last year I've been working with southern people. I understand how it works, we have different ways and we can't connect. I know that before we couldn't work together as a team, hopefully we can work together well in the future. "Mine" means "mine" as in ownership. People have been hunting there for a while and this won't be possible with a mine operating. Even those things will happen. I know it [the project] will go ahead – nothing will stop it. We like country food – will workers have access to country food? We eat it all the time.

Mr. Cooper – One of the greatest challenges is to make Inuit feel comfortable working at the mine. We started serving country food this year and it is appreciated. By hiring QC this year we have supervisors who are Inuk and they have morning meetings in Inuktitut. We are trying to make the workplace friendlier to Inuit. One other program we are working with Qikiqtaaluk Corporation on is a cultural orientation program, so people from the south understand the culture and are able to work more effectively with you.

Reference 5 - 7.12% Coverage

Community Speaker 13 – I have a question about the iron to be shipped. At Nanisivik they dropped ore and the seals got spots on their livers.

Mr. Cooper – The concentrate at Nansivik is very different than the iron ore.

Community Speaker 13 – The reason I am asking – the area at the dock, there is a lake with fish.

Mr. Chubb – We will be siting facilities to avoid impacts to lakes and fish, and will be monitoring runoff.

Mr. Cook – We as the environmental consultants are conducting geochemistry tests on the ore, to see what compounds and metals are in the ore that could runoff. We are also sampling all the waters around the proposed mine right now so that we can monitor through the life of the mine. As a metal mine, the federal government has regulations that require the monitoring of water quality in the runoff on a regular basis, as well as toxicity testing. The issue of ore causing contamination is something that is very closely studied and watched by government today.

Community Speaker 13 – The reason we're asking is we want to be informed. We are worried the people won't be informed about the effects to fish. In the past, there were promises made to work together at the beginning, but it wasn't the same later. You want money – we don't want to see the animals disturbed.

Mr. Cooper – we don't want to see the land or wildlife disturbed. Everything we do is on Inuit Owned Land and is conducted under permits. Monitoring results are shared with the QIA.

<Documents\Public Consultation\Hall Beach\101204 Hall Beach Public Meeting - December 4, 2010> - § 1 reference coded [14.78% Coverage]

Reference 1 - 14.78% Coverage

Q – People of this community weren't aware of this meeting tonight. We would like to see a Baffinland CLO in this community.

LB – Baffinland and the QIA have been working together for three years and meeting with the communities. We are now at the tail end of our community consultations.

<Documents\Public Consultation\Hall Beach\Hall Beach CLARC - March 26, 2008> - § 1 reference coded [3.29% Coverage]

Reference 1 - 3.29% Coverage

Mr. Abraham – I noticed in your proposal that there are many approvals still required. In 2009 they will start hauling equipment even without that permission. At least now we understand it is a real proposal now. I didn't know about the meeting tonight, so I rushed into the meeting. We need to really understand what is happening.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council - Sept 26, 2007> - § 1 reference coded [5.14% Coverage]

Reference 1 - 5.14% Coverage

Deputy Mayor Enoki: When will you return to the community with answers to our questions?

Derek: We are planning to come back to the community in the New Year. In addition, we have an office in the community as well as we produce a regular newsletter, both of which are intended to keep the community informed. We will also be answering questions through the IQ process.

Rod: Tonight all questions and answers will be written down and provided to the community.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - Sept 26, 2007> - § 1 reference coded [3.42% Coverage]

Reference 1 - 3.42% Coverage

Q6 [un-named] – If Baffinland were to open its mine, how often will you report to the community about your operations?

Mr. Chubb – All the time – that is part of why they have established the offices in the communities. They are always looking for ways to provide information to the community, and to receive input from the communities.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 3 references coded [6.66% Coverage]

Reference 1 - 0.66% Coverage

Mr. David Angutirjuaq – I am very glad, and thank you, that is all I want to say. In the future, I would like to see the same people working together and to accomplish something.

Reference 2 - 1.54% Coverage

Mr. Awa – I just want to say that I am extremely pleased the way the meeting is going. IN the past this type of meeting never existed, we were treated like dogs and they just went ahead. Now we can voice our concerns as a human being and an Inuk and I am very glad to speak out. We are extremely grateful and thank John Amagoalik for the founding of Nunavut. We thank you so much. I thank each and every one of you.

Reference 3 - 4.46% Coverage

Mr. Qulaut – I just want to say that we know we had an opening prayer, but I would like to have a closing prayer as well. I'd ask David Angutirjuaq to do a prayer. We've had a very successful meeting with all the parties involved, including CLARC, HTO, QIA Lands, QIA IIBA, and Baffinland. We'll be working together in the future and I'd like to see another meeting like this in the future with open minds and open hearts. I'd like Baffinland to provide that you do what you say and bring your own translator. The next document, please have the all words and documents translated in Inuktitut. You said you have a strong CLO for translation, please use him. We mentioned that we are Canadians and we are not the only ones concerned about Nunavut – we should listen to them

as well. One remark my Grandfather asked me – what is Canada? What is a Canadian? Who is an Canadian? It struck me, as all the white people in this community were from Europe…where are the Canadians? We are taking a huge step forward and we are able to negotiate with Baffinland on the project and we are participating and our voice is being heard and we are grateful for this. We have our concerns and we hope we can address these.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 3 references coded [7.77% Coverage]

Reference 1 - 2.04% Coverage

Matthew (QIA). These are plans and they have consulted their consultants but not the people. Who did you consult?

Mike Z. - We used CanaRail for the rail line and Fednav and Sandwell…for the Port location. Steensby Port and Milne Port were determined to be the only viable ports.

Reference 2 - 3.15% Coverage

Another comment. I thought you would accept our request to project changes. When we suggest changes you don't consider our suggestions.

Greg - We've been coming to Igloolik from 2005. We have had people from Igloolik come to Mary River. An example is the shipping route where we listened to people and ultimately moved the shipping route to the east to reduce potential impacts to marine mammals. This was a response to our community.

Reference 3 - 2.59% Coverage

It would be more acceptable to have the port further south. We need to consider our descendants so that they can enjoy the benefits of the wildlife. Thank you for visiting our community. When we be visited again and consulted and informed of future plans?

Greg - Yes we would like to come back every 6-8 weeks to provide you with how aspects are advancing.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting May 17 2011> - § 1 reference coded [3.72% Coverage]

Reference 1 - 3.72% Coverage

Louis – We should develop objectives on how we can work together. When someone does not understand a proposal one is naturally against it. Once we understand it is easier to accept. I also worry about my children and grandchildren.

Matthew – now we are in the EIS there is more opportunity to share more and more information. We are working actively with QIA to get more and better information to all communities

<Documents\Public Consultation\Igloolik\Igloolik Hamlet - April 21, 2010> - § 2 references coded [5.77% Coverage]

Reference 1 - 3.01% Coverage

Brian – We are trying to establish cell phone service here in Igloolik. What kind of phone service will you have at the site? I am wondering if there is an opportunity to share resources when Baffinland sets a bigger system up?

Bill – I'll write that down.

Reference 2 - 2.76% Coverage

Mayor – You mentioned you will submit the draft EIS by 2010 or 2011?

Bill – The earliest would be December 2010, or in the first quarter of 2011.

Mayor – Will there be discussion in the community before the submission?

Bill – Yes.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 2 references coded [6.56% Coverage]

Reference 1 - 1.23% Coverage

Councilor Uttak – We have two futures. We have two different species of people here. Non-Inuit knowledge and Inuit knowledge. Non-Inuit want these things, and Inuit want these other things. But in the future, we need to work together and be friendly towards each other because our grandchildren's future will be impacted.

Reference 2 - 5.33% Coverage

Mayor Quassa – maybe not but we have clear understanding, and I know we have different organizations that are working on it, and the QIA on their own matters and the Inuit knowledge working group doing their own part and they keep us informed. It is going to be a big project, and as Igloolik residents we expect and know we will be included in the project at Steensby – that area – Igloolik people know that area and use it at any time of year and know the land. For these hazards are being watched – we need to cooperate and work together and have good communication and we thank you for allowing us And our residents need workplace employment, there are lots of unemployment and it would benefit the community through employment but the animals are always our concern. The community and the other communities will continue to have those concerns. Baffinland – they will need to learn to eat Inuit country food. I think Igloolik is known to have traditional food like walrus – it is the main concern for both Hall Beach and Igloolik because it is their main diet, so you need to be careful in your studies and your project. I think Zechariah we went through that area and saw walrus even in shallow water. I don't think there are any other questions – we'll see you tonight and thank you for coming – we apologize about the meeting a little misunderstanding – someone needs to apologize.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - Sept 25, 2007> - § 1 reference coded [15.68% Coverage]

Reference 1 - 15.68% Coverage

Mr. Brian Fleming: I know that there are both environmental and social/cultural effects that have to be studied. To get to the final approval there will be trade-offs between of environmental and social issues in order to arrive at a balance. This is a big project, possibly the biggest in the region. Is there a document that summarizes the project? It is very hard to map out who all the players are and how the community fits in. The community doesn't know what is going on at the IIBA level. We don't want to find out at the last minute what is going on.

Mr. Cooper: There will be three significant reports produced by the end of this year and next year. The first is the project description by the end of this year. The second is the EIS by the end of next year. The third report is the IIBA next year as well. We would like to supplement this reporting with our bi-monthly meetings with the council as well as radio announcements and newsletters through our CLO's. We can't speak for the QIA but they will come to the community and have indicated that a member from Igloolik will be added to the negotiating team.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 2 references coded [3.22% Coverage]

Reference 1 - 0.91% Coverage

Louis Tapardjuk – Why is QIA here?

Levi Barnabas – To hear the community's concerns. Not to support the Project, but to learn from the community. We will hear community comments privately after Baffinland leaves.

Reference 2 - 2.31% Coverage

George Qullaut – We saw this presentation in Iqaluit. There is one part that is missing in your presentation tonight. Can you show the slide of the aerial surveys that was shown?

GM – I don't have a copy of it. We could provide it at a later date.

George – I don't want it for myself, I want the people here to see it. No wonder it was taken out of your presentation – It's because you don't want the people to see it.

GM – No, it wasn't taken off. It was presented in a very different presentation. We can provide that if you like.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 8 references coded [11.95% Coverage]

Reference 1 - 1.64% Coverage

Q1 – Philip [Paneak] mentioned that you can have confidential information but since we are IOL there should be no secrets with the company withholding information.

Mr. Chubb – I think it was a comment that Philip made in his presentation. I can speak to the company's position on sharing information. Our approach is very clearly to work with all our stakeholders and to listen and present our plans, and that's what we've done to date and what we will continue to do. We are being clear and transparent on our plans and that is our approach on business.

Mr. Paneak – I think I needed to be clearer. We are not trying to withhold information, but in order to negotiate and before the agreement is reached, we need to keep our position confidential. It is not about being secret, since we represent the Inuit and negotiate. In order to reach the agreement, the negotiations are not known to anyone. Only the NLCA beneficiaries would have a meeting, but since non-beneficiaries would not be involved and we are trying to keep it with only the beneficiaries, we need to be confidential.

Reference 2 - 2.08% Coverage

Q3 (Samuelie Ammaq) - I am shy to say but I will say my comment. As Inuit we have our way of having meetings. My question, as Igloolingmiut, are we the only ones? Maybe the Igloolik HTO is not being considered? We heard that railway is going to Steensby, what about going to between Pond Inlet and Clyde River? There is nothing there – we want you to go to the east, as if you know you're lying to us, because none of us have agreed here in Igloolik. I thought I could use the railway to pick up soapstone but realize it won't work that way. I recommend the rail line be moved to between Pond Inlet and Clyde River. Show us the two rail lines you are proposing.

Mr. Chubb – Perhaps I can answer the questions or comment. The first was to make sure the company keeps talking to the HTO. The company has been talking to many people and will continue to, including the HTO. We want to hear what people have to say and that's why we are here. The plans that we have submitted have taken into consideration the things we've heard so far. With respect to the railway and its location to Steensby and not to towards Clyde River, we've had to look at where the ore can go to be taken to Europe. At one point, we were looking at different locations and the only location feasible for the project is the Steensby location. That is the only location that we have found that will work.

Reference 3 - 0.86% Coverage

Q6 – Thank you. Last comment. Steensby Inlet – it looks like they really want to use it, and it is a 143 km railway from Mary River to Steensby and it is all outlined. You can deal with that because you can't bring the ship now, there is no land use plan for that. The land use plan Article 11 in the NLCA it includes the waters in the oceans. In Foxe Basin our hunting grounds there is no land use plan so you cannot use it and put ships there. I am saying to the QIA that we want to be included in the discussions. The only interest of the company is in money. Thank you.

Reference 4 - 2.18% Coverage

Q9 (Mrs. Elisapee Quassa) – This is more directed to the QIA officials, I was going to raise this question to them, there are in Igloolik Inuit IQ committees. They are consulting with Elders, for example, these are elders never been to school and there are some that have been and our kids are attending schools. The Baffinland and QIA as well as the Hamlet we don't hear what goes on. We have 5 elders from Igloolik and we get to hear things that we never heard from elders. I am wondering at this time if QIA does Inuit knowledge studies as well. Philip you indicated earlier that Jason is the coordinator of Inuit knowledge for communities of Pond Inlet, Arctic Bay, Igloolik, Clyde River and Hall Beach. These are the five communities that we have gathered elders from. There is also a tall lady from Pond Inlet. From May 2007 I when the elders group was first formed, I was informed I was asked to assist and I have ended up assisting those people. I was objecting what Philipisie was saying earlier. Do you have elders helping about potential issues? I wasn't totally satisfied when you mentioned elders. In the case of the QIA, I would encourage you, the one sitting beside you is an elder, I think QIA should put more emphasis on elders, and the elders here at this meeting has been participating in these studies. These groups were formed with the support of the elders. Even though ….so I advise you not to criticize elders in that way.

Reference 5 - 4.26% Coverage

Q22 (Mr. George Qulaut) – My personal comment, I live in Igloolik. We heard from you different things, especially mining activity in Mary River, and I noticed this is the third time you are coming to the community to present your plans. We believe your comments that you respect Inuit concerns. When we heard a commitment or comment, we believe you. You also make mistakes and we also get heard untrue stories. When you first came here you said that if you go through on the shipping route there will be five ships. Then second time you came you said there will be 7 ships going through for 9 months so we believed that too. But the shipping route we didn't agree with the shipping route, so if there are going to do that much traffic we don't agree with it. We have the preference for the shipping route for 9 months. So we believed that , and you asked us as people representing the community. Now you are saying 10 ships will be build, and the shipping will be every day and we heard in the summer there will be more ships involved. So we're confused now, which one to believe. Most of us here hear different comments, the majority don't want any activities in our waters, especially 365 days a year and it will be used at least 320 days a year, and it is a concern about accidents. We've heard different comments and support as well. Please consider these comments. When we heard you covered the archaeological sites. Please tell us the truth because we believe every word you say.

Mr. Chubb – Thank you for that. Perhaps we can walk through the evolution of the project over time and why the number of ships have changed and the plan sounds different. As we discussed, we've been doing work since 2004, to understand the ore deposit and what the project might look like. As our understanding grows, the plans develop further and the plans become more developed and refined. Initially we looked at Milne Inlet. We looked at a certain level, a smaller amount of mining, and as we considered all of these things the plans developed. So the number of ships has grown because the size of the mine has grown. The plans for shipping through Foxe Basin have always been 12 months, so the apparent changes are growing understanding the changes in the project. We have finished a technical study – a feasibility study – which supports the development of a project proposal. We are continuing to learn more, so there will be still some changes we anticipate as we move forward. But we've got to the point where the big pieces are together, so the changes are to be smaller. This is what happens with every project, as you learn more and understand. So part of that has to do with communicating often to the community, so we are communicating plans that are still under development, so we can use the information we get back in our planning.

Reference 6 - 0.35% Coverage

Q23 – Perhaps the president of the company should be here, and of QIA and NTI, INAC, etc. so they really understand the issues. As Inuit, we are only representatives, and you are only representatives. Let's get the top people here.

Reference 7 - 0.21% Coverage

Q25 – As an Igloolik resident, I see people coming and consulting with the community, and even when the Inuit say something, we don't see it.

Reference 8 - 0.36% Coverage

Q28 - I wonder if the Baffinland Chairperson and QIA and INAC Chairman can come to the community and hear our concerns.

MR. Chubb – I can only speak to Baffinland but we are taking minutes and will take the comments back for consideration.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 2 references coded [15.11% Coverage]

Reference 1 - 12.73% Coverage

Q18 [Mr. George Qallaut] – Igloolik is recognized as a cultural community, inhabited for more than 4,000 years. Everyday, we are extremely thankful they we are here today, and are grateful and respect our ancestors. Baffinland is interested in Inuit Qaujimajatuqangit (IQ), have employed people; as a number of people have asked the question – will you respect and take it [IQ] seriously? Igloolik and Hall Beach are the ones who will be affected by this project. Going back to Mary River, people of Igloolik and Pond Inlet have for centuries met at Mary River during summer hunting caribou. An elder present at this meeting got his first caribou at Mary River. Two mountains will be gone [from mining] in 25 years. Part of their identity will disappear – how can you compensate for this? There are a lot of social issues – in the 1960s the federal government arrived and built schools and other buildings but nothing for Inuit. His grandfather asked "Where is Canada? Who are Canadians?" in 1962. The Canadian Government didn't arrive until 1960 – before that the church was from Belgium, the Hudson Bay post people were from Scotland, and at Hall Beach there were Americans. The social impact of these events was huge and we don't want another big social impact. We are a Third World, we have one of the highest rates of suicide, high levels of drug abuse. Your interest is only the material. How come no one from Baffinland has asked the communities of Igloolik and Hall Beach if they can use Foxe Basin as a route? Foxe Basin is shallow, and noise travels far in shallow water, with a high impact on marine mammals. Alternative 1 [the westerly shipping route] is the birthplace of bearded seal and walrus. Some hunters say Alternative 2 [the easterly shipping route] and some say no; there should be better public consultation on the route. We haven't seen any studies in Foxe Basin on the marine mammals or on using it for shipping. Those are some of my questions, thank you.

Mr. Chubb – We'll try to answer your questions, but if we miss anything let me know. regarding IQ, I think the comment as whether or not they are a "cover up" or will it be taken seriously? No, we fully plan to use the information to influence the project. I am told that already the work helped influence the work at Milne to avoid important areas. Regarding change and impacts, and the loss of Nuluujaak [Deposit No. 1 which will be mined], there are some things that can't be compensated and mines do result in change. The opportunity is to balance those changes with benefits like social benefits. There is real opportunity with youth to assist with some of the challenges that do exist. The use of Foxe Basin – we are seeking permission and that's why we are here. It is early in the process and we are looking to discuss the project with Igloolik. It will be the end of the year to submit the Project Description and applications and by the end of next year the information on sea mammals, etc. will be presented, and that's why you haven't seen anything. Have I missed anything?

Reference 2 - 2.38% Coverage

Q27 [His Worship Paul Quassa] – I didn't know iron ore had a spirit [laughing, in reference to the translation of the previous comment]. We can't go on all night long, and this won't be the last consultation; Baffinland will be back every other month. Next time we will hear what has happened to date. We have high unemployment and this is a major factor in the support for this project. Baffinland is doing good work. The IIBA we have to trust in that process to get benefits expressed. Thanks to Baffinland for coming from Toronto to our "Republic of Igloolik" [laugh].

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting Aug 16 10 Notes_revised> - § 1 reference coded [8.60% Coverage]

Reference 1 - 8.60% Coverage

Q9 – The EIS is going to be a very technical document. Is there anyway that the EIS can be simplified so that local people can understand it?
A – Unfortunately, the EIS is required to be quite technical in many areas; however, there is a project description section at the front of the document that will have an executive summary which may be helpful and there will be various parts of the document that will be translated so that may also be helpful.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 1 reference coded [0.93% Coverage]

Reference 1 - 0.93% Coverage

Mayor Sheutiapik – Some people will support in terms of employment, and I know myself, but us in Nunavut this is our precise land and resources as we feed from Nunavut. But we need to sit down and talk about it so I am glad to see these communities being included in these discussions.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - Sept 27, 2007> - § 2 references coded [26.37% Coverage]

Reference 1 - 7.85% Coverage

Councillor: There are Elders who may not be open to the idea of mining but most are not against it.

Rod: We involve many Elders in our IQ groups based at many of the effected communities.

Derek: We have been able to bring three of our IQ groups to the Mary's River site in the past week.

Reference 2 - 18.53% Coverage

Mayor: This is the first time a mining company has come to the community to talk to us. This is a milestone and is much appreciated. A lot of what is done in Nunavut is by consensus and this is good.

Rod: We realize that there has to be more benefits to the Inuit than impacts from the project or it will not go ahead. That is why we want to involve the communities.

Mayor: Communication is very important and communities are often not involved so this is good.

Derek: Outreach is important, not only public meetings but with our IQ working groups as well as having Community Liaison Officers in the communities to serve as drop-in points for people to get information on the project.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - April 2, 2008> - § 3 references coded [9.57% Coverage]

Reference 1 - 4.38% Coverage

Q7 (Inuk woman from before) – Inuit and also women have a traditional role and can be very skilled. The problem is Inuit are traditionally not proud of themselves. What they can do – they are not traditionally boasting about themselves. There needs to be some kind of employment counselor to recruit Inuit woman. They need to see an Inuit leader in the company to provide guidance to Inuit woman. They won't tell you they can do this or that – you have to ask if you can do this and that. I think it would be a good idea for a role model for women to look at and see, he or she is Inuit and is in leadership. When they can have a role model, either way they can see that Inuit are able to do the leadership role, too.

What I am trying to say that sometimes Inuit and Qallunaat get misinterpretation. Someone can be the communicator between Inuit and Qallunaat. Us Inuit women – I am an elder – and on my resume – maybe I can say just a few words that I can do more. Us Inuit can't say "I can do that; I know I can do it". We don't do that. That's what I am trying to say. We need a communicator between Inuit and Qallunaat. Thank you.

Mr. Cooper – We couldn't agree with you more. We've been trying several things over the last 1.5 to 2 years. We've established CLO offices staffed by local people. We now have five translators, Mishak being one. That's one bridge. Another thing we've done with Qikiqtaaluk Logistics is ask them to provide front-line supervisors, and they struggled with this a bit but have been successful in finding us Inuit supervisors. The Inuit supervisors will meet the night before to discuss the next day's plans, and the next morning the workers have the option to speak and get instruction in either language. We have 5 CLO's translating, and are getting more translated materials at site all the time. Those are some of the early steps we are taking.

Reference 2 - 4.34% Coverage

Q8 (Elder Inuk man) – [Translated in 3rd person] He is sorry there are no other Inuit showing up tonight because it is a very important project. He supports women in the workforce. He would agree once a month for the minister to be onsite. You're not operational yet – you're in the exploration phase. There should be more meetings on this, to inform the community more, especially the Iqaluit area. I heard people getting fired in Mary River who got into alcohol and drugs and he wants those people to be fired – he supports the zero tolerance policy. A couple of things. Regarding archaeology, you won't see things inland; it is more along the coast you'll see sod houses. There may be footprints and tent rings inland but don't worry too much about that. Also, there is a good quality soapstone at Mary River so one of the benefits you can talk about is helping to provide the artists in the communities soapstone. Also there are alcohol and drugs being brought from the south and there are some people who are hiding those, so he doesn't want the worksite to have any alcohol or drugs on site and those people onsite are welcome to get drunk onsite instead. I appreciate the income from mining – it is already having a positive impact on people. Another thing, he owns Baffin Island because

he was born here, but he welcomes anyone no matter what race and we need to shake that race off and work as people, and he feels you are tired but he is anxious to keep going now.

Mr. Chubb – Those are all good points. With respect to soapstone, perhaps there is a question we can answer. There is Mary River soapstone in the area, and it has been discussed. One of the questions was whether or not the project will have an affect – no. Also is there an opportunity for increased access for soapstone. We've raised it as a point of discussion with QIA in terms of the IIBA.

Reference 3 - 0.85% Coverage

Ms. Hainnu – I think the translator missed something. Why one meeting in Iqaluit, why not two or three?

Mr. Chubb – we are trying to have multiple meetings with various groups. Meetings with Hamlet, HTO, CLARC, and the public. That is for meetings. Obviously one public meeting – we want to select the times of the year. We had over 600 people on just this trip.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - Sept 27, 2007> - § 1 reference coded [16.07% Coverage]

Reference 1 - 16.07% Coverage

Q2 [un-named] – I commend you on a job well done going around talking to the communities. How are you working with the Inuit organizations to get them involved in ownership? I'm sure a project like this requires a lot of money.

Mr. Cooper – regarding your first comment, communication is key, and that's why we had 5 community groups visit the site last week. We have been successful in working with Inuit organizations this year. Qikitaaluk Corporation (QC) has been involved in the development of spill plans, cultural awareness training, catering and manpower. QC is also working on the road. Our mining contractor is Nuna Logistics, an Inuit-owned corporation. We have also been working with Canadian North and NEAS (Nunavut Eastern Arctic Sealift). In previous years about $3 million has been spent by Inuit companies but this year it is probably around $20 million.

Q2 – any ownership discussions? With NTI (Nunavut Tunngavik Incorporated)?

Mr. Cooper – No, there has not been. They are talking to the QIA (Qikiqtani Inuit Association) regarding an Inuit Impact and Benefits Agreement (IIBA) regarding training, and royalties from mining the ore will be payable to NTI.

<Documents\Public Consultation\Kimmirut\Kimmirut Hamlet - April 26, 2010> - § 2 references coded [9.90% Coverage]

Reference 1 - 6.97% Coverage

Q – I'd like to be included in the HTO discussions – I go out hunting sometimes too. I'd like to hear some comments from the HTO. I was on the HTO board for quite a while.

Matthew – we are proposing two studies to be carried out in Kimmirut. The first would be a harvest study. In addition, Baffinland hasn't collected any Inuit knowledge from this community, so we'd like to return in late June to carry out a workshop, to give us a better idea of how you use the area.

D/Mayor – I am going to make comments later on tonight.

Reference 2 - 2.93% Coverage

Q1 – In the month of June, if you were to plan this ahead, because we hardly have anyone in town. If you plan this ahead before you come, it would be much better.

Matthew – We plan to as the HTO – we want to be flexible.

<Documents\Public Consultation\Kimmirut\Kimmirut HTA - April 26, 2010> - § 1 reference coded [10.43% Coverage]

Reference 1 - 10.43% Coverage

Matthew – I was going to get to that. To close off the IQ, what time of year would be best to catch people in the community?

Matthew Akavak – They do want to participate. As for time of year….

Chairman – We do want to participate fully in Kimmirut, especially in the QI as well as harvest study. It's not specific for hunters, its for the whole population of Kimmirut. We would like to participate fully in this study, especially given the route is going to go quite close to our community.

Q2 – Sandy Akavak – Best time would be after ice break-up.

Joe – I want to make some clarification. In regard to the IQ study in Kimmirut, those people would like to meet with the HTO. Need to emphasize that the HTO becomes a full participant of the study. Richard's and Matthew's question is when is the best time to come, for reasons that the people going out on the spring camps. Will it be during ice break-up when ice is too soft to travel? So we get as many people as possible. So the question is specifically when is the best time?

Chairman – Ice breakup starts sometime in June. We have the earliest break-up. There are also other people living on the other side of the community when the ice is too rotten for travel. We don't wait too long for ice breakup because it is earlier on the other side of the community. Does it have to be in spring time, or at the certain time of year? Or in October? Do you have any constraints?

Richard – We're hoping to complete the workshops in the next few months, so that we can process the data and integrate the results into our reports on the environmental impact statement in the fall.

Q2 – May June is when people are usually hunting for. How long would it take? We would try to make ourselves available.

Richard – 3 days probably.

Chairman – If in June, perhaps June 20 to the end of the month will be the appropriate time. If we really do have concerns, we will make every effort to attend the workshop.

Q2 – I am supporting it to be up to the 20th, because the workshop is not going to take that long.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 1 reference coded [1.41% Coverage]

Reference 1 - 1.41% Coverage

LB – Since we now have the Nunavut Land Claims Agreement, companies must come and consult with the communities. We must follow the Agreement's procedures now.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 12 references coded [42.48% Coverage]

Reference 1 - 7.59% Coverage

Mike: Distributed letter and provided update on project. There were many issues from last meeting due to communication and the fact that there has not been enough communication. In regards to drilling, the exploration drilling will start when the water is running. Regarding hiring, as of May 17, 2007 there was 39 NLCA beneficiaries at the site, 23 are from Pond Inlet, 12 from Iqaluit and 4 from other communities.

The Breakdown is as follow:

Supervisors		-	3
H.E. Merchandising	-	2	
H.E. Operations	-	7	
Filed Technicians	-	12	
Bear Monitors	-	9	
Cooks		-	2
Plumber	-	1	
Carpenters		-	2
Electrician		-	1
Apprentice		-	1 (Person from Pond Inlet taking electrician apprentice)

All of the above employees were hired by the Qikiqtaaluk Corporation (QC), however this is not a permanent situation. This is due to the tremendous amounts of bulk sampling over the next fifteen (15) to eighteen (18) months. There will be a return to a smaller exploration program afterwards, similar to May 2006.

Regarding employment during the bulk sample, there are a few points to make:

- Large sample but not a mine
- BIM is a small company; and exploration is a temporary activity
- Employment for full-scale mine will be directly with Baffinland

Reference 2 - 11.15% Coverage

Tom: Maybe old debits at Co-op?

James: The concern he has is people in Nunavut, especially Pond Inlet, have worked very hard on NLCA, difficult to identify the land selection. The Mary River parcel of IOL was negotiated very hard. If the wildlife is not there, then at least our children can participate in economic development. Some people feel that they are not participating. People felt they were involved in Pond Inlet through the Co-op, which the community owns – providing catering, construction and employment.

One of the major concerns is the slowing down in communication. When writing papers like politicians [with reference to the Baffinland letter], then people get turned off as often only the good stuff is shown. There needs to be an open dialogue and honesty regarding economic development and socio-economic issues (i.e. shipping). The letter on the first page is encouraging some kind of commitment or interest group.

Mike: Philip [Paneak] and David [Qamaniq] are negotiating on the Inuit Impact and Benefits Agreement (IIBA). One of the plans for the QIA is to set up a committee to understand and manage expectations – this hasn't been done yet. He has been coming for three years talking to Hamlet, CLARC. etc., with a total of ten public forums. We will try to have more meetings, but there is a need for more communication from existing structures. We are also working with Pisiksik and other groups.

Joana: At the last meeting, trust was broken leading to communication problems. One complaint was that people just heard the same items over and over from Baffinland, and there is a need for some action to be taken. The letter given is good, however there are questions such as "who is the supervisor"?

Mike: Not sure who the supervisor is; the letter did mention a past Inuk supervisor.

Reference 3 - 2.57% Coverage

Joana: Misconceptions - don't think so, unless based on the information received.
Training program and jobs - here are people in Pond Inlet who are already trained. We keep hearing Baffinland will need people [for jobs], but more details are needed.

Mike: We are using contractors right now and the opportunities for employment are seasonal. We don't want to take employed people from the community with existing jobs.

Reference 4 - 2.30% Coverage

Joana: To support your operation, we need to know what is coming.

Mike: Our needs will be defined in the feasibility study currently under preparation. We have provided rough information to the Hamlet and can see if they can share this.

Joana: She does not want it but should be made available; she asked Colin as this information would help the company and help us.

Reference 5 - 0.56% Coverage

James: We need to have a voice in the future. We have not had open communication to now.

Reference 6 - 1.78% Coverage

Peter [Co-op Chairman]: We met this morning and this afternoon and I think we can all voice our concerns, and I'm just here to listen. I know other businesses are discussing as well. We could meet later and see if we are hearing the same thing because we have been getting mixed information

Reference 7 - 1.42% Coverage

Jayko Alooloo: All the good aspects are mentioned in the letter; we need to receive both information. We are seeing just the bad stuff. From the beginning, it should have been included to be open, and then we would not be here today.

Reference 8 - 1.19% Coverage

James: Baffinland needs to address two aspects when they apply to NIRB:

15. environment
16. community support

Baffinland needs to address both these items. We're going to have to re-build trust.

Reference 9 - 7.82% Coverage

James: I think our approaches are different. If I try to weasel myself into the first election, in the second one people will know. We know development. When we are suspecting all is not open and honest, we will question it. We have a process of explaining later that things did not work in the past. Need to know the "big picture" ahead of time. Why is it that Baffinland did not tell the community about the Co-op ahead of time? It does not benefit Pond Inlet any more, no matter how well QC does. For you as long as Inuit

owned, it's ok, but not ok to use it. Nunasi, they have no share in there. Nunasi has decided to be a western Nunavut company, so will not be supported by Pond Inlet people. Iqaluit got the short stick since 1999 as everyone is from somewhere else. We are very nice to you because we are telling you now, instead of at NIRB hearings; this will have to be corrected now.

Mike: We need community support. We are a small company and eventually we will hire directly. We are trying to hire form Igloolik and Arctic Bay, primarily because we had difficulty keeping positions filled.

Caleb: You are trying to veer away from this topic.

James: You talk about business realities and I know these issues, but we live here and operate in a bigger world.

Reference 10 - 3.02% Coverage

Geesoonee: Baffinland tricked Pond Inlet regarding construction. Joatamie, you asked him questions and he does not know anything, however we need communication so maybe you should talk to him.

National park will not be affected, but have researchers. Oil spill, tourists. Preparation needs to be scrutinized. No action plan for training etc. Start working with people and asking questions so we can work to a common goal. Some employees just say less, some people who oppose are the loudest.

Reference 11 - 1.39% Coverage

Geesoonie: Baffinland is not the only mining corporation. If they are not going to be honest, then perhaps another company can develop the project. Baffinland Is not going to be honest then perhaps we do not need them anymore.

Reference 12 - 1.70% Coverage

Peter: Meeting with Mike, we still have capacity to work on this. If we can work hard then we can resolve this. In the past, we used to take on a meeting to resolve and have a proactive approach therefore residents would be more accepting. I am sure we can work to a common goal.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 5 references coded [6.66% Coverage]

Reference 1 - 1.50% Coverage

Q – Is there anymore "bad news " that you are going to give us ? You need to keep people informed about the Project.

A – Today's news is not very good , because we will employee less people from Mittimatalalik That is why we are here to ensure that you get the " right " information form Baffinland. We will give you both the " good news and the " bad news ".

Reference 2 - 1.63% Coverage

Q – If people want to hunt in the area do they need to notify the Camp?

A – Yes we would like to be notified. The people that traveled in this area last year, went through Jamie Enook. We had no problems or accidents because people watched out for each other. We don't want anyone to get hit by mobile equipment, so we ask that you just let us know when you plan to use the Tote road , etc.

Reference 3 - 1.52% Coverage

Q – I know that you have talked to the Elders about the railroad . After these talks are you still going to follow the route that was planned ?

A – Yes, we have worked with the IQ Groups and the Archaeologists and we are currently comparing all the information and feel that some minor changes and mitigation will take place, but overall it will be the same route.

Reference 4 - 0.77% Coverage

Q – Will there be another Community Meeting?

A – Yes, but not before the Fall . At this time there is not a lot to tell the Community, since we have scaled back on all our activities.

Reference 5 - 1.24% Coverage

Q – How come hunter's have to get permission to hunt on Inuit land at Mary River?

A – For safety reasons we ask that people hunting in the area notify the Site to ensure that we know that people will be on the Tote Road or on the land. We will not stop anyone from using the land to hunt or fish.

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 3 references coded [16.21% Coverage]

Reference 1 - 4.20% Coverage

Joshua Arreak (Housing manager) asked how they would know for certain that what they have been hearing about the high grade ore is true, and if this can be confirmed by someone else than Baffinland. The same applies to what they are being told about the lifespan of a mine at Mary River being 100 years.

Rod Cooper replied that all the work completed on the project is done by other people independent of Baffinland, and banks, investors, and the government require the work to be completed by credible professionals outside of Baffinland. Rod Cooper added that they are currently working on a 25 year mine life, but this is based on only 1/5 of the deposits.

Reference 2 - 7.57% Coverage

Jayko Peterloosie asked if the hunters at the meeting, those who caribou hunt around Mary River, and go fishing and hunting around Milne Inlet, would agree or not to having a port at Milne Inlet. David Qamaniq responded that at present Baffinland are only conducting exploration. If the people want to buy the ore, then this needs to be thought about, but it is not known if the mine will go ahead or not. Rod Cooper responded that Baffinland has not made a decision to build a port at Milne Inlet, and this decision won't be made until next year. He added that they need to hear from the hunters and information on land use. If the impacts are not acceptable, Baffinland might go through Steensby. Baffinland will need to use Milne Inlet for the bulk sampling program, but this is not for the operation of the mine.

Shelly Elverum – Jayko, what would help you to hear from the hunters?

Jayko Peterloosie added that decisions are being made, but are the hunters in agreement or disagreement? This needs to be talked about and if everyone agrees then things will go well.
Jayko Alooloo responded that this discussion among hunters should be talked about locally and not with Baffinland.

Reference 3 - 4.44% Coverage

Ham Kadloo said they heard that after Nanisivik closed that there would be exploration at Mary River, and if he were a white person his concerns would be written down. He added that even if they try to stop the exploration, use hunting as an excuse, heard that a long time ago, what strength do the people of Pond Inlet have?

Philip Panneak asked if there will be restrictions on harvesting during your bulk sampling? Rod Cooper responded that at certain periods of time during the hauling where there may be a safety concern with people hunting in the area, but tther than that, he can't see anything that would limit hunting. Philip Panneak replied that it will need to be broadcast to the area.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Community Meeting - Mach 1, 2011> - § 2 references coded [11.21% Coverage]

Reference 1 - 8.57% Coverage

Mayor of Pond Inlet – We want this dialog to continue. Our fathers and ancestors travelled the land on foot. In the 1980's the QIA was created to represent the Baffin communities….this was our understanding. Now adays this doesn't seem to be the case with how the Mary River project is progressing. QIA seems to be contradicting their purpose and abandoning some communities. Sometimes our concerns are ignored from QIA. The presentation shows the potential tote road to haul ore. We know where the caribou are and you do not know. Your project affects the migration route. Lancaster sound is in the same situation with sismic testing. If you consult with inuit it will be easier to get approval. We sometimes feel like our concerns are being ignored. So if we have honest relationships this is how we can progress. We are grateful that you are here to explain the project.

Greg- thanks for your broad comments about the project. I want to comment on how we have been coming to Pond Inlet and other communities for many years. The DEIS, considers a wide scope of research that considers many aspects of the environment. This research considers a consolidation of IQ. We feel like we have done a great job on our DEIS. We were successful in meeting the NIRB guidelines they set for this DEIS. I don't want anyone to leave tonight thinking that BIM did not do a lot of work to create the DEIS and use IQ in the report.

Reference 2 - 2.63% Coverage

Caleb – our youth need to be included in the labor force. When working with residents of Pond Inlet you will learn a lot because we are the closest. The QIA knows nothing about the area. I'm telling the truth about the people of Pond Inlet and their knowledge of the area. QIA has no knowledge of such things and this will slow down the process. We in the Hamlet and the HTO need to be worked with.

Greg – thanks for your comments.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 2 references coded [5.83% Coverage]

Reference 1 - 1.22% Coverage

Councilor 4 – Another comment, I think all of us, we need to have good communication. QIA, the federal government and other agencies, Pond Inlet people, and others. Baffinland we need to have a good agreement that through that we can cooperate. If we have an agreement on any issues, because there is caribou and fish and the oceans. Therefore we need to have a good understanding and agreement to operate the mine. Thank you.

Reference 2 - 4.61% Coverage

Councilor – Since you're doing consultation, you're going to Clyde River, and you're looking for input into how to present the information. Are you going to Hall Beach? Foxe Basin will be used and Pond Inlet is the most affected in terms of the animals. My question – what will happen to you if one of the communities won't approve the project? How do you get approval if there is one community opposing?

Mr. Chubb – That's a very good question. To get to the stage we're at, we've all be doing a lot of work and working together, and looking for input and questions all the way along. To get to this point, we've been trying to use that input. Before my time, I know we received input for the bulk sample and how we should set up at Milne Inlet and that helped us formulate a plan on where to set up camp and to stay away. In Igloolik and Hall Beach when we were there in September this map – Igloolik and Hall Beach said if you're going to use Foxe Basin we want you to use this route, and we didn't know if we could or not if the water is deep enough, but it was good input and if it was possible we should and since it is possible we're going to use the route. Not all our input will we be able to incorporate because we need a project that finds a balance on the environment, communities, making sure from economics that the project makes money, so that's why we are receiving the input, we would hope as working through this that people will look to support the project. Not everyone will. What's important – the project can't go forth without the IIBA and the benefits need to outweigh the impacts.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 4 references coded [25.31% Coverage]

Reference 1 - 4.64% Coverage

Elijah – I feel that when hunters go up to Mary River, maybe the people in Mary River could help the hunters to see where the animals are, helping the hunters. There was a procedure in place that when we went inland for Milne Inlet there was a form we filled. That was useful, and the hunters would know where they are going. And the communication between the hunters and Mary River personnel would help a lot.

Dave – We put that in place during the bulk sample, when there were lots of trucks on the road, so we could share with the drivers to watch out for snowmobiles. And it's continued for the last two years, and our guys will watch out that hunters might be coming. Some hunters don't use it, but most do.

Elijah – Nobody fills out the form unless they use the tote road. If they don't, they don't check in at Mary River.

Reference 2 - 4.39% Coverage

David Q – The geology you will be working on, and looking for outcrops, are these going to be approved by the QIA before the geology program starts?

Matthew – The work was included in the work plan submitted to the QIA at the beginning of the year.

Stephen – There are two answers. The work plan was submitted to the QIA on March 31, and we are still reviewing it. And the second part is there is a new application for new lands, about 20 km from Deposit No. 1, that is also under Inuit Owned Land (IOL), and that application is also being reviewed right now. The CLARC will see this. That is for some of the work they are proposing this summer.

David Q – If they find diamonds, they are not going to say anything?

Matthew – If we find diamonds, we have to say something.

Reference 3 - 15.50% Coverage

Q5 – There are some archeological sites at Mary River. We'd like to be compensated for destroying these sites. We are in full support of the project but we are not happy with the working relationship between Baffinland and Pond Inlet. Mary River is our hunting ground.

Elijah – [didn't catch]

Jayko – Igloolik and Pond Inlet are closest to the Mary River site, use this land the most, and should benefit the most. So I was concerned – economic development should be geared towards these two communities.

Stephen – Perhaps I can explain a bit about the relationship between QIA and the communities. The bulk sample that happened in 2008 was a test. It was done without a lot of agreements. There was time to get the project done but not to make agreements. We are working now on agreements for the future mine. We're working on the IIBA, land leases, and discussing with NTI the royalties. For the bulk sample, none of those factors were in place. So they affect how Inuit will relate to the future project. We've heard a lot about the problems. You mentioned the signing of the MOU. That's just a part of what we're doing. There are still opportunities – nothing is finalized. BIM wants to finish the EIS so we need to get ready. These meetings are important for us to hear as we move forward. Thank you.

David – Last year, QIA and Baffinland were negotiating and the MOU was being worked on. Baffinland and QIA tried to put in place the meetings…. Communication running smoothly… When the MOU was being worked out Baffinland was pushing forward…someone said that the contracts are not acceptable the way they are right now. Baffinland almost ran out of money last year, and the

We asked Baffinland to set aside some money to have HTO/CLARC meetings and never came back to confirm. Baffinland is doing a good job about distancing themselves from the community. Meetings stated in 2003 and now… Jayko is right – if Baffinland is not going to come in to Pond Inlet and work close with us, and that is a problem.

The QIA was supposed to have a meeting when that came about and that never materialized. And so we were supposed to be planning on that.

Stephen – Yes, there was a big change one year ago, when BIM decided there was no money to work on the environmental assessment, so our workshop was cancelled. We are looking at options now, knowing the company wants to work on the EA, what workshops could take place – some with Baffinland, and some without Baffinland.

QIA board has set some money aside already, and they'll make a decision in May on what kind of workshop they want. And we want to know from Baffinland on what they will do. The board decided it doesn't want to wait any longer – it is time to act – they've been waiting for over a year.

Reference 4 - 0.77% Coverage

David Q – the HTO has voiced its concern that if Baffinland won't listen to comments here, I don't think the project is going to go ahead.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - March 31, 2008> - § 6 references coded [14.64% Coverage]

Reference 1 - 3.28% Coverage

Mr. Alooloo – Mike Zurowski came in and explained the plan, but two years ago when I spoke with him I said that he should include people from Pond Inlet in the planning but he didn't answer me. I think we need to include local people in the design. When we see it is already planned. We need Inuit knowledge to participate in the planning stage.

Mr. Chubb – We've been working with the community – and have been collecting Inuit knowledge and have held many discussions and sought much information and that input has been considered in all of our work.

Mr. Alooloo – I think you misunderstand. These plans – in Toronto or somewhere south – when they are drafting these plans, invite people from Pond Inlet to participate in drafting the plan. Show the plan to Pond Inlet residents before you release it. We see the plans without input from the people. Does that make it clearer?

Mr. Chubb - Yes.

Reference 2 - 1.71% Coverage

Mr. Elijah Panipakoocho – In the beginning we had meetings trying to approve, and they asked the Inuit how they can operate, and when they submitted the plans, have you documented any proceedings in the beginning when you first looked at - if you do that, you can do that – have you documented any meetings with the community, or did you just through those away?

Mr. Chubb – Maybe Richard can answer.

Mr. Richard Cook – We have recorded minutes for all the meetings.

Reference 3 - 7.18% Coverage

Mr. Panipakoocho – Ships sometimes can get into accidents, anything can happen at any time. You need to be prepared and not panic. You have the plans in place for contingency? Because ice is really strong, they can break up rocks on the land. When the ice starts moving, I think it needs to be studied closely, what damage the ice can do to the ships. Do you have a contingency plan in place? We know stories during the whaling period, there are lots of sunken whaling ships that got destroyed by ice. They need to be considered seriously, and we heard they used to bring in the Nanisivik ice breaker that sank off Greenland, so we know it can happen. They need to be planned ahead. The ocean current can be very strong, with the ice moving with the ocean current. The currents need to be studied. There are all these components that can be attached to the study. We survived in the arctic always watching the weather, because we don't know how it can reach – we only know the animals' behaviour. We got advice from the elders to plan some of the activities, which is why I asked about recording . There is a very nice side and very dangerous side too. Take you're time and if you walk around in the dark in a hurry you're going to fall down. In order to protect the animals and environment we try to stop any ships from going through the ice. We need to work together and you need assistance from the Inuit and we need your assistance, and the original goal was to cooperate.

Mr. Chubb - Thank you for the comments and advice. We do look to listen and record the discussions, and we'll continue to do that, to work together. Movement of ships through ice we have been studying that. In addition to working with the communities we've been working with our shipping partners and the ice and the currents, to assist with the design of the ships. Fednav is very experienced with working in the arctic, for over 50 years, and have been involved in all arctic mining projects.

Reference 4 - 0.94% Coverage

Mr. Paneak - We will have more later on in the community meeting. But we want to be included and not excluded from discussions or plans. Those of us that can read English under NLCA we need to read in Inuktitut because we need to understand at the same level

Reference 5 - 0.98% Coverage

Mr. Qamaniq - Thank you for coming here. As CLARC and HTO this is the first meeting with HTO and CLARC members. And when you try to have meetings with lower people, they only respond that they have to ask my boss. It is good to sit down with the people who make decisions.

Reference 6 - 0.56% Coverage

Mr. Alooloo – Thanks for sitting down. It is a good start. Need to include someone local in participating in planning. I look forward to more meetings.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 5 references coded [25.54% Coverage]

Reference 1 - 1.56% Coverage

Q3 – The IIBA committee have not come to our community to discuss the IIBA. You've indicated that the IIBA will be done in a year's time, so my question is what are you doing to consult with the communities on their concerns?

Philip – As I mentioned earlier, we have already signed the MOU. We're not supposed to talk about confidential matters about things that in principle have been finalized. The QIA wants to conduct community consultation visits, but we have not had negotiation visits for about a year. once we've got an agreement in principle, we will consult with the communities.

Reference 2 - 7.15% Coverage

Q7 - David Q – There are two new faces from Baffinland. In 2005 when we went to site, and they were flying in drums of fuel. We had our first meeting in 2005. Apparently Baffinland was writing letters. At that time, Mike Z said there would be contracts for logistics, and jobs. The co-op got a foodmail and logistics contract. At that time, he didn't even ask the community if they wanted the exploration to go ahead, but it didn't seem like we have a choice. Then Baffinland decided to do a bulk sample program. And we were trying to negotiate a IIBA. They wanted to do the bulk sample without an IIBA. Then they gave a contract to the Qikiqtaaluk Corporation. Then the Inuit were against them building the road up the mountain in the winter, and they did it anyway. The tote road was washing away. Baffinland doesn't listen to us, when we say not to do this or that. They could have used the money other ways. You're talking about one ship every two days. We're lucky enough to watch Discovery Channel, and we see these ships with a humungous anchor which disturbs the animals on the sea. These things have to be put into consideration. The environmental statement schedule for your project to be approved and accepted by Inuit – seems like a crazy schedule considering what has happened.

Bill - With respect to the EA schedule, the project evolves as we go on, so the plans from 2005 have changed as of 2010. But two things have been taken in account. We are bringing equipment and materials into Milne Inlet during construction. Bringing

equipment to build the mine, and to build the railway from both sides. I think that has been pretty consistent that Milne Inlet and the roads will be used.

With respect to the large size of the ship, and the need when ships come to port, the lines that will be used to potentially anchor – that is why we've been studying the seabed and fortunately the seabed is relatively barren in that area. With respect to changes in the company and incidents in the past, I think there are a couple of things to take into account. These sessions are very important. We take these issues, and think of other ways to explain the project. George did a good job explaining the results of these meetings. When we go back to Cape Dorset, hopefully we have either a response to their concerns or a change. Most important is safety. That's why we are going back to the ship designer to see what can be done to address the concerns. Shipping in the north is starting to become more prevalent. George mentioned Raglan where shipping occurs. Another project that started 7 years is the Voisey's Bay. Every time a project starts up they are a chance to learn, and we can design our project better.

Reference 3 - 15.63% Coverage

Jayko – On the last page of your presentation in Inuktitut, there is some wording I don't like. The translation is a bit different from the English. Baffinland and the QIA will be working towards an IIBA agreement. In 2009 an MOU was signed. To ensure there is employment, training, business opportunities, workplace conditions. And in 2010 the goal to reach agreement in principle. I just want to clarify for the Inuit – they are slightly different versions in Inuktitut. In February we had a meeting in Iqaluit in regards to the Foxe Basin walrus working group, and at that time we asked the questions about the large ships. There will be quite a number of them that will be transporting ore. And on the return trip, they contain a liquid in the hold. In the Foxe Basin area, the walrus especially, and we all consume walrus from that area, the ship will be full in German and will come to the Foxe Basin. This needs careful consideration, in order for the walrus not to contract any disease. Will there be shipping after every four days. It might affect the microorganisms. Seawater from down south contains a lot of contaminants. And directed to the QIA, regarding the final agreement in principle, I keep going back to it, because the QIA should ensure that the communities… the QIA is in a tough situation, because they need to reach an agreement. That is a major concern to us. This problem will persist, providing logistics… You should have a joint meeting to discuss – employment opportunities should be given to the communities involved. It is good to hear that Baffinland is coming to the community, and lots of jobs – good to hear. We are the closest community though. You are going to damage our land, and the marine mammals would be bothered. It will not benefit us, which is unfortunate for our future. I wanted to reiterate that employment and business opportunities should be made available. We agree with KP and their wildlife research – we have totally supported them in that regard, but the fact of providing employment, and having business opportunities, if it isn't going to be provided in Pond Inlet, I mentioned earlier, that I was glad BIM are coming here, but there is nothing concrete. You are not mentioning good news about employment or contracts. I will go home disappointed. So how will you affect the communities? On the IIBA, it is currently being negotiated, but Pond Inlet does not know anything about it. Pond Inlet needs to be involved in these discussions.

Bill – With respect to the water you mentioned in the ships, when the ships leave Steensby they will be filled with iron ore going to Europe. When empty, they need to be filled with water to ballast the ships and make them more stable. There is a concern that exotic species will be in that ship water. To prevent the transfer of species from one location to another, what ships are required by law and also contractual arrangements is to exchange the water in the North Atlantic, to ensure that the water in the ship is similar to the water at Steensby. That's an important question and one that will be addressed in the shipping plan in the EIS. And we are using our experience on other projects.

I am not sure about the comment regarding salt in the water. The difference in salt concentration is very minor between here and Europe it becomes different from northern hemisphere and southern hemisphere. But this is more or less irrelevant given we will be exchanging water.

Regarding communication, we are planning to improve and issue a bulletin quarterly regarding any announcements that the company has made in the past 3 months, and work planned at site. Qav can read this over the radio.

Dave – On the expeditor, you're right, in 2008 there was a QL employee based here doing logistics. And after 2008 when things slowed down, we didn't need the expeditor again. Regarding the co-op we are continuing the food contract again this year, and we'll need additional services with linen services. We plan to come to talk to the co-op board, and to look at other business opportunities for the co-op. The one thing about the co-op is they are one of the biggest organizations in the eastern arctic.

Philip – I have something to say on funding. As a negotiator, I am wondering about how we are going to negotiate

In Pond Inlet and Igloolik, we have been making every effort to hire people…

QIA are not just agreeing with Baffinland, we are making sure the ….

If we had used our own funding, it would have meant we'd need to borrow money. NTI did that and they are still paying back the federal government. If we used our own funding…. we have not used any of our own money for negotiation. We requested funding from Baffinland…. as a result training has not been activated. As a result, the QIA board decided in March to provide its own funding for training. We would have to figure out how much funding we would need in the high arctic. So we've requested funding that was not forthcoming.

We will be working – the HTO and CLARC – will be working together to see how we could support them. So the QIA will be providing the funding for the workshop. Thank you.

Jayko – Yes, I have a clearer understanding now. It is very easy just to make a comment that he made earlier. It sounded very simple regarding the explanation about salt in salt water. I am requesting that in the planning stages that a representative from each of Igloolik and Pond Inlet should go to Europe and look at the condition of the salt water. Baffinland should delegate two people to from Pond Inlet and Igloolik to go to Europe. I want to see a letter in writing about how Pond Inlet will benefit.

Bill – Yes, regarding the management of ballast water, that will be in a management plan. Before we submit that document to the NIRB, we'll have a chance to come back to discuss with the community what is in the plan. May I suggest that we take a 5-10 minute break.

Reference 4 - 0.48% Coverage

Colin – I understand that there are confidentiality agreements regarding the IIBA. Will you be consulting the communities on wildlife before finishing negotiations?

Stephen – Yes

Reference 5 - 0.73% Coverage

Colin – I appreciate you coming up. I think you might want to look at longer consultation sessions – more than a night – and ideally on a weeknight and not on a Friday. I know everyone's tired, and I know it's not easy answering the questions, and we appreciate you coming.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 1 reference coded [3.29% Coverage]

Reference 1 - 3.29% Coverage

Caleb – I don't want to be given a deadline for me to approve or disapprove the Project. It is IOL. I would like to see an options report to QIA. I would like to see a quarry agreement. We would like to create a community development corporation. We would like to conduct a study on caribou…[comments missed].

GM – The NIRB process we are now going into provides an opportunity for communities and the Hamlets to review our environmental assessment material. There will be technical hearings and community-based hearings as well. It is a very open and public process. I've gone through it for another project in western Nunavut. It allows the public an opportunity to provide input. The IIBA will also be important for providing benefits.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 1 reference coded [3.12% Coverage]

Reference 1 - 3.12% Coverage

Mr. Merkosak – And when it is developing we need to know what you are doing, because it will change the environment too. A last one, not really related to Baffinland but related to my colleagues here. It's true you mentioned that there are Deposits 1, 2 and 3 and they're on IOL and subsurface rights will generate royalties. The fourth one it is surface rights. Somebody said, this was negotiated with the NLCA and allowed the Mary River to be outlined on IOL because we survived on caribou and caribou migrated through the area. The IIBA is being discussed, and the NTI will get the royalties. The IIBA and surface and subsurface rights royalties. NTI are working on it now to negotiate. But Pond Inlet residents need to be considered – what we can get – because it seems that money going to Inuit organizations is towards the whole Inuit (Nunavut). I think it needs to be considered, and Kivalliq is doing that, the most affected community – if the hunting ground is affected, they'll lose that hunting activity. The community needs to get more royalty and NTI will need to consider giving us more than other communities. Say NTI give to other organizations. They're not getting anymore from the Federal government so they need to survive on their own. As business owners, we are not getting any support. The Qikiqtaaluk Corporation for example are under QIA and we compete against Inuit organizations. As Inuit business we are not supported. We need to get bigger royalties. When they start hauling the ore, some people won't be here. We need to think about this in the future, because we own the land. Thank you.

Mr. Paneak – Yes, thank you. The IIBA we are working on started from Pond Inlet because Pond Inlet has outlined the area, and we will be sure that Pond Inlet has the highest benefit in the agreement and then look at other communities. We keep saying that in the QIA.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 2 references coded [25.70% Coverage]

Reference 1 - 21.95% Coverage

Community Speaker 1 (Mr. Jayko Alooloo, Mittimatilik Hunters and Trappers Organization) – I didn't see any reference to the prevention of oil spills [referring to a photo and email], which raises concerns. I recommend that there be monthly inspections of fuel storage areas. Will there be continuity in Baffinland's representation to the community. I also have a concern about the impact of the operation on caribou in traditional hunting areas. There is less caribou now in the Pond Inlet area and the increased air traffic will bother the caribou even more. Maybe the mine could transport hunters to areas where there are more caribou, to hunt. I also

have a concern about narwhal; a hunter has expressed concern that they have left the Milne Inlet area because of the increased ship and aircraft noise in the area. I want to bring up two comments about other Baffinland representatives: we were told Mary River wouldn't have jet service and no town site at the mine; only one side of the coin, the good side, is presented and only now they are hearing the other side. People of Pond Inlet are being treated like children. In summary, if people are going to make statements, they need to present all the facts. Thank you and one more question – I had not heard before about hydro.

Mr. Chubb – thank you for your comments. I am not sure about the first question and reference to a spill incident but I can speak to Baffinland's approach to spills. Baffinland has a spill management plan which is updated and submitted to government for approval. Fuel is stored properly in lined facilities, and the company continues to develop training materials and program to train staff to respond to spills – recently we held training on site and spill response training during fuel off-loading from the ship at Milne Inlet. I agree that regular inspections are necessary and the company has inspection forms for this purpose. If there are specific questions or issues, they can be discussed further. I hope that helps to describe how fuels are managed on-site.

Community Speaker 1 (Mr. Alooloo) – The particular incident I am referring to occurred at Steensby Inlet.

Mr. Chubb – perhaps we can take a look at those pictures. There was a comment regarding continuity of representation to Pond Inlet. We've been coming to Pond Inlet for several years and hope to continue to build relationship. We are doing several things to address representation: at the request of Council, Baffinland senior management are coming to meet with the Hamlet every two months; some of Council is going to Mary River tomorrow; the company is meeting others while in town. We have a full-time CLO available every day- so if there is ever a need for more information or questions, people can go to the office and if Jamie doesn't have the answer he can get it. Dave McCann, who is Assistant Operations Manager, is now based in Pond Inlet and his door is always open. Regarding caribou, we are continuing studies and we understand the concerns. As an example of studies underway, we were studying the movements of narwhal in relation to ship movements this summer. We will use this information and other information to assess operations. Two other comments were regarding jet service and hydro power.

Mr. Cooper – One concern he heard was with respect to jet service and a permanent settlement at Mary River. We've consulted the land use plan and the plan specifically states that mine townsites are not permitted, so we are proposing a camp and not a permanent settlement like Nanisivik. With respect to the jet strip at Pond Inlet, I believe we are considering their might be many possible benefits that come to Pond Inlet. Some benefits include direct employment and business; some indirect benefits are through government spending of the tax revenue in the communities. At the moment, Baffinland and the QIA are discussing these sorts of benefits as part of the IIBA negotiations. We hope over the next year to have an agreement in place to deal with impacts and benefits. Regarding power generation, they have reported in the community in the past that they are studying wind and hydro power. Last year and this year they installed a gauge in a stream near Steensby Inlet to measure flow to see if hydro is viable. We are installing a wind tower this month, and next year we will conduct a feasibility study on the wind and hydro; the study will be completed by 2009. The benefit of hydro and wind is using less diesel. Currently our thinking is to start with diesel, but if the alternative energies are feasible, they would be implemented later in the mine life. We hope these answers address your questions.

Reference 2 - 3.75% Coverage

Q9 (Ham Kadloo) – I want to provide my own perspective. Elders know the land intimately, and it's time that everyone gave more respect or emphasis on the fact that they should be part of the site visits – we seem to be excluded. I heard there will no longer be Nuluujaak. You should ask Inuit if it should happen.

Mr. Cook – The Pisiksik Working Group, a group of mostly elders working on the IQ study in Pond Inlet, was established in early 2006. This group visited the site last year and were back to site again today.

Ms. Shelly Elverum (Pond Inlet resident and consultant to Knight Piesold) – it has been recognized that the larger community is not fully aware of the activities of the working group, and recently the working group has met with the Hamlet to describe the work being undertaken.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 8 references coded [18.62% Coverage]

Reference 1 - 2.84% Coverage

Juana Fuentes (CGS / GN) – Thank you for coming back and explaining. My interest is in Sustainable Development, training, development for Pond Inlet and nearby communities. How will people know of the opportunities available?

MZ – Our operational people have to make sure that we improve on this – we are continuing, and I will be back here with our HR person. Our office is open again.

Juana Fuentes – For young people, the internet is used, so information could be posted there as well.

MZ – My cards are on the back table, so people can contact me that way as well.

Reference 2 - 0.19% Coverage

Improve the communication to the people

Reference 3 - 1.23% Coverage

Robert Aglak – Before, you said that Pond Inlet, Igloolik and Arctic Bay were going to have jobs, but now you are hiring from Igloolik. You should improve your communication. Please be more communicative.

MZ – we are making and effort to do this.

Reference 4 - 3.84% Coverage

Jolly Enoogoo – I will speak Inuktitut, which is my language. We have a lot of people here [indicating the meeting]. When there is agreement needed, you will have to answer for it later [note: problematic interpretation from Rachael Ootoova – not clearly understood] Preparation for the airplane.
We should have a communication person, or a coordinator to look into problems or barriers. It doesn't look good on your part when you switched to QC. Any kind of agreement will have problems.

MZ – Yes, there was a miscommunication with the Co-op, but they were not unhappy not to have to do the hiring. They are trying to focus on the store, groceries, etc.
QC is only a short-term option – in the future, there will be direct hires. We are one of the better hires in Nunavut.

Reference 5 - 4.67% Coverage

Jayko Alooloo – I have some different topics:

- Word of mouth is very easy, but it's just not believable any more. You seem to just say things. I want to see it written on paper: how much you will work with the Co-op, local hiring, etc. It's easy to say it, but I want to see it written on paper.
- Secondly, I heard today of people with operator's licenses, but people are only being hired through Iqaluit, and so anyone here who wants to work has to go through Iqaluit. Problems are already surfacing because of this hiring process. People will get discouraged and not want to work. If it is set up this way it will be unpleasant.
- Bulk Sample – if trucks go past every 12 minutes, where will our hunting take place? What will the situation of the harvesters be?

MZ – Seeing everything in writing – we are just starting, so give us a chance to see how things go. QC will help us to become more efficient, and we will continue to move towards this.

Reference 6 - 0.63% Coverage

Jayko Alooloo – People who have applied to QC, thinking they were going to Nuluujaak, were sent to work for the DEWline instead.

Reference 7 - 2.48% Coverage

Pat Fuentes (CGS / GN) - Thanks to everyone. You challenged Harvey on his question, but when a company is proposing to impact water, they must do thorough studies. Where are they?
As for QC, who will take responsibility for the workers? QC or Baffinland?

MZ – QC.

Pat Fuentes – I know the dangers of working in mines. Normally, mines wash their hands of responsibility, and this is unfair to the community. I believed Baffinland was something else. I believe we have been deceived.
[Loud applause]

Reference 8 - 2.73% Coverage

Jolly Enoogoo – At these public meetings, elected officials should be included.

Jayko Alooloo – Based on my understanding of yesterday's meetings and tonight, nothing has been resolved. Maybe we need a petition to stop this project if we will not be utilized, and if our wildlife will be affected, and if we keep hearing negative things. This is my last comment.

Robert Aglak – I support Jayko – if all we hear if negative, we will have no choice but to do this.

MZ – Thank you everyone for your responses.

David Qamaniq – Thanks to everyone.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 4 references coded [6.11% Coverage]

Reference 1 - 1.56% Coverage

Q. Tell the company that the map shows the route is along the migration route for marine mammals. The proposed route is exactly where our land use occurs. It is not an ideal route. Better to use a more southerly route. Baffinland should come and talk to us. As well, there will need to be an IIBA. Use the radio to provide information because not everyone can attend meetings. There could be a lot of benefits to the community, development opportunities. Use Inuit consultants to overcome language barriers. Unilingual people only get some of the information that we provide.

Reference 2 - 0.66% Coverage

Q. If there is to be more consultation, HTO needs to use the radio to advise community members about this workshop and the outcome, since not everyone can attend. HTO should have a public meeting to pick representatives for the shipping meeting.

Reference 3 - 2.18% Coverage

Q. (From woman who asked about seismic studies) - I apologize for my mistake. It is good to understand that there will be more communication about the project. Consulting is the best way to go. It looks like this project will go ahead. There should be training, for example in heavy equipment so that employment can go to more than one place. Young people need to be trained to get jobs. If the mine goes ahead there will be royalties. I hope to be involved in the planning and will ask residents what benefits they want to see for their region from these royalties.

Matthew Akavak - We will keep the community advised as to how the three representatives for the Mary River site meeting will be selected . There will be meetings on different topics. I will make sure communities are kept aware of plans.

Reference 4 - 1.71% Coverage

Q. Thank you for getting feedback on mammals. I liked the way the workshop was held. I thought this would be a meeting to discuss what we thought of the shipping route. It is a good idea to consult ahead of time. As long as there is communication, we can identify impacts, for example on seals. If there is predicted to be a big impact, the project can't go ahead.

We heard that the ship from Raglan has broken the regulations on the boundary towards Baffin Island. It leaked out that they are going too close to Baffin Island. I know this is a different project, but before everything goes ahead, the route needs to be agreed upon.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 27 references coded [11.62% Coverage]

Reference 1 - 0.21% Coverage

Question: George Qulaut/Igloolik – I feel we are a little bit behind with some subjects. Especially with Mary River. How can we work together and properly represent the communities? How can they have their voices heard in regards to Mary River? This is an example of mining and exploration companies working together in the future. This workshop is an example of working together and thanks to Baffinland for working with us.

Reference 2 - 0.18% Coverage

Question: Paniloo Sangoya/Pond Inlet – This was good timing for the Workshop. Mary River has a good plan for the future and is better for the community. We would like to be involved in other activities in Nunavut. Communication is very important now and in the future. We would like to be a full partner in preparing for the project. For example, regarding employment.

Reference 3 - 0.15% Coverage

Question: George Qulaut/Igloolik - Can we be provided with a hard copy of the presentation?

**MTP: Yes, we will finish this off tonight.

Question: Cornelius Nuturak/Pond Inlet - Will there be better communication during the process?

MTP: NIRB will hold their own consultation and QIA will have their own

Reference 4 - 0.38% Coverage

Cornelius – There has been a bit of a problem with communication with QIA. Can QIA be more involved with communicating the Project?

MTP: [Offered to be involved in QIA presentations in future].

Cornelius – The problem is it's too late for our input. We want better communication between the project stages.

MTP: [Reminds group that Baffinland will make community visits in November]

Question: James Qilllaq/Clyde River – In our past meetings we have asked for more information before the Project is final. We would like progress reports. We request that communications be improved. I just want to clarify some more – this was brought up during the Resolute meeting.

Stephen – This was brought up in the past and resulted in a 2nd CLO workshop that is coming up.

Reference 5 - 0.06% Coverage

Sidonie – Can we see these studies?

MTP: Yes, you can see them in full within the DEIS. Once you see them please comment back.

Reference 6 - 0.64% Coverage

Question: James/Pond Inlet – I want to understand today the proposed routes and make way for the protection of our animals. When the mine is established, will they follow through in making sure the caribou are being well taken care of? And will the communities be compensated? Or will our views just be shelved? Will the bottom line be the mine? Making sure the ore gets to the port? Once we are out of here, are they going to make sure what comes out of these workshops is followed through? I hope I am clear. Thank you.

Mike - As far as the EIS is concerned, Baffinland will have to answer all of these questions and work with the communities. They will need to work with the communities so that they can tell us when caribou are starting to come back. Our only other example comes from the Meadowbank mine outside of Baker Lake. They have monitoring in place. They just opened this spring and have begun operations. They have been monitoring regularly and have identified issues they did not expect. They are now working on those issues.

James/Pond Inlet: If there are good points of the monitoring, possibly we could use that monitoring here. There will be many companies up this way [unrecorded comments]. I just want to make sure these are not forgotten and out of the picture when the mine is operational.

Reference 7 - 0.51% Coverage

Question: Koonoo Oyukuluk/Arctic – Will caribou go over the top of the tunnel? Can they make an access way for the caribou to go through somewhere else? When Mary River is operational can we meet again or is this the last meeting? I would like to meet again when the roads are finished and the camp is operational. It's not necessarily me who should meet again, but at least another group. Thank you.

Mike –We have had several discussions with the working groups about the potential interactions caribou will have with tunnels and no one had any idea if caribou would go into tunnels. It seems to be impossible to predict. This will be something we look at in future monitoring. Is this the last meeting? This is not the last meeting. It is one part of a long process of knowledge gathering and planning. I will speak for Matthew here - we will not stop communication once the EIS is submitted to the Nunavut Impact Review Board. This type of workshop will continue to be used. Going back to information on caribou – can anybody help us?

Reference 8 - 0.42% Coverage

Question: James/Pond Inlet – The maps for the caribou, these are old maps. Mike Ferguson was there for years. The person that took over his job - Why is he not here? Maybe next time it would be better if he was included. Or is he too new to the job?

Mike - The name of the new biologist is Debbie Jenkins. We collected all the information that was available on northern Baffin Island caribou. The figure I showed you represents some of the only published information on North Baffin caribou.

Question: Levi /Arctic – Is this the same Mike that was on Queen Elizabeth Island? Why are we using Mike Ferguson's results? After 30 years, we are using his results?

Mike – I don't want to talk about Peary caribou or Mike Ferguson. Everything I have presented is everything I know. Everything in this baseline is everything I know of that is in existence.

Reference 9 - 0.50% Coverage

Question: Olayuk/Arctic Bay - Are we part of the planning for the mine or are you just collecting information?

MTP: Your comments will form part of what we include in the EIS. However, some things about the Project cannot be changed, because the Project would not be able to happen. We do listen to the concerns of the communities. For example, we listened to Igloolik and Hall Beach about their concerns about the shipping route. We ended up moving the shipping route further east to where it is now. This did not completely change the Project, however. We also moved parts of the Project to avoid archeology sites. We do the best we can. If you still are not happy with what we've done when the EIS is submitted, tell us your concerns again.

Olayuk: – It is not that I am unhappy. I am happy with the opportunity to make money. There is no great concern for what has been proposed. Having benefits like money is nice. The animals that will be impacted are of concern. Impacts that are irreversible are my biggest concern.

Reference 10 - 0.96% Coverage

George/Igloolik – We ate good yesterday. After the meetings we [the QIA] met in evening to discuss how we can help more. We represent the Inuit. We have noticed here these past two days of course you are using your ways and the elders not following the books and ledgers from our ancestors and our parents, schools, building with four corners that you never went in or had formal education [meaning unclear]. This problem was apparent yesterday. I'm asking us who are employees [of QIA] bring up any problems that you are aware of concerning the land, birds - you can bring anything up. This information is necessary for planning for the future. One of the elders said we will be passing this on to our descendents, who will also be impacted like us.

The mining company, they are just visitors. When finished they will do reclamation and get everything out of here again. There will be dangers for many years. The impacts will be visible. I am asking you to share any ideas, thoughts, or feelings you have. Don't be worried. If there is anything that has been said by the mining company that is wrong,
tell them outright. If you feel the scientists are making a mistake tell them right away. They have narrow vision, nothing else. Smaller birds are of no concern to them. Baffinland, I am happy that you asked these people to be here. Baffinland has to follow the NIRB requirements. The 1200 items NIRB has required the mining company to follow… [unrecorded comments]…some stuff goes in one ear and out the other. The mining company is just a visitor. When you say the hill [Deposit #1] is yours, it is actually ours. It has been ours for hundreds of years. The name 'Mary River' is also very recent and comes from the white man. Even new and old roads, all have English names and numbers. None of the Inuit names are used. It is as if we are insignificant. Inuktitut names are maybe difficult for you and maybe you are embarrassed and have trouble pronouncing it.

Reference 11 - 0.76% Coverage

Levi//Arctic Bay - We haven't given anything in writing to the mining company. When they are not written in letter form they will not be acted upon. There are forms that can be filled out and they be seen. Speak whenever you feel you have to speak and what you say will be documented by NIRB. I am well aware there will be work for our youth. You are still using our land. For my children and grandchildren, some will see all the animals will be impacted. The land and sea mammals will all be impacted from this mining. For this reason we want this documented, as white man says it is not written in stone [meaning unclear]. It is in our brain and memory even if it is not written, like caribou migrations for example. There is nothing written about it but I believe it will happen. When we ask if you can stop your trains when migration is happening and stock pile your ore, please clarify and speak up while in the meeting. We have seen how Nanisivik went. Inuit employment was promised to be 60%. They never made it. There was a requirement to get training and certifications, but they only made it to 5%. For that reason we were left behind. Opinions were not written down during the meetings. Nanisivik was going to leave the site without a clean up and the Americans left tailings and contaminants. We want to be informed of potential dangers. We can work together if we are aware of these. It is not right if we are only hearing the positive side of things. For that reason, let's work together. If there are potential negative impacts please mention them.

Reference 12 - 0.16% Coverage

Nigel/QIA – An issue I am hearing from the workshop participant is that they want to know more about the Project's financials. There is talk about certain options being uneconomical. How much money will you make and how much will go back to Inuit? I don't think this information has been made available. It would help us.

Reference 13 - 0.31% Coverage

Olayuk/Arctic Bay – When we leave, they will be dealing with shipping. Maybe that's why we are leaving today. The work is not done. They will be dealing with walrus and the shipping route. Because we don't live there that's why we are going home. We eat walrus and visit each other when routes are open and we eat their food. We are to leave while they deal with shipping routes and sea mammals. I would have liked to be part of this but we will not be given our opportunity to speak and hear the presentations. This would have been an opportunity here to work together. We won't be able to give our input. [Unrecorded comments].

Reference 14 - 0.13% Coverage

Paniloo/ Pond Inlet – What is spoken is true. We are not dealing with one side, we will be constantly speaking with each other, especially about walrus. The Nunuvat Land Claims Agreement must be followed and QIA knows this. We will be watchful of what is happening here.

Reference 15 - 0.34% Coverage

Cornelius/Pond Inlet - I am pleased too to be here from Pond Inlet. Communications were falling apart. We were thinking of closing down Mary River, but today we are coming back together. Possibly we can do this more and work with you and the communities. You need to provide the same opportunities for all the communities. You spend more money to have employees from Labrador and Toronto fly up to work. Back in 1960 they did this. I really want to work with Mary River and Baffinland and be on good terms with each other. We need to bring up our concerns by going through QIA. We know the Pond Inlet community and surrounding communities best [meaning unclear] and want to work collaboratively on this.

Reference 16 - 0.46% Coverage

Question: Solomon/Hall Beach – If I were a white man and the boss of Baffinland I would try to stop at Foxe Basin, reduce the ships and take this Baffin Route. There are seal pups on the far side. I can still go hunting at Pond Inlet. There are seal pups. The people of Pond Inlet live on the seals. They must be aware of them by ongoing monitoring [meaning unclear]. We don't like you handling the animals. Please just observe them. Can the biologists make sure they notify the people if they are going to be handling the seals? And notify the HTOs?. Our support and agreement will be apparent and we can deal with these [meaning unclear]. Thank you.

MTP: I have two comments. First, you don't have to be white to run Baffinland, I'd be more than happy to work for an Inuk. Second, there is a lot of scientific monitoring that needs to be done. We are not proposing any direct animal interaction for this, like having to touch them.

Reference 17 - 0.54% Coverage

Question: Levi /Arctic Bay - Regarding the proposed shipping through Foxe Basin - it is lengthy from Steensby Inlet. Sometimes there is low ice and an abundance of ice. When the ships go into our inlet the HTO has requested we be notified of the route. This is a long inlet. We will not be doing this in Foxe Basin [meaning unclear]. The sea bed will have to be deepened in some areas. The route will have to be planned out thoroughly to make sure they have their country foods. The mammals over there should not be impacted too much. Is that the route that will be used?

MTP: [Points to the proposed shipping route on the map]. We cannot guarantee the path of the ship, but this is the likely path. The ship's captain will ultimately make the decision of where it go. The path could vary.

We have confirmed the route is deep enough for the ship. There will be no blasting along the currently proposed shipping route. This location [points to the right of an island] does require some blasting under the water. Does this answer the depth question? We know the ship can travel this route safely.

Reference 18 - 0.30% Coverage

Soloman Qanatsiaq/Hall Beach – We used to hunt seals through seal holes on the proposed shipping route. We used to stay over there in the fall and return in the spring. We used to live over there [location unknown] hunting caribou. That area needs to be studied thoroughly before it is used. We don't want the marine mammals impacted, because they are our livelihood. Communication has been good so far. The port will be a barrier to hunters that want to go across. The communications need to be improved. Some of us don't have much way to communicate. Communication is needed in case there is an accident.

Reference 19 - 1.33% Coverage

Stephen Bathory – How do we go about talking about the ideas proposed by Igloolik? It's a matter of how real we want this alternative to be [the Nuvuit Point port site alternative]. Everyone has spent a number of years working on this project and thinking about it. The difficulty we all have is that this all gets funneled into a process run by the Nunavut Impact Review Board. The outcome of our future discussions will determine how real an alternative this is to become. We are working within a window of time. Is it possible Baffinland will look at a new port site? It is not very likely considering the timeline they are working with. Your suggestions are taken very seriously by us at QIA. Now it is a matter of how to address these concerns. Bill has volunteered to travel to Igloolik to discuss this matter. We need to decide how we want to approach this and what we want to decide on the matter.

Mathew Akavak – There were community consultations in Kimmirut and Cape Dorset. They had many questions but weren't given answers by Baffinland. Kimmirut and Cape Dorset are only now getting involved in the Project. Baffinland has already made up its mind. There was a person here who had a question that was brought up four times but never got an answer.

MTP: We've been in Kimmirut three times. Once with NIRB, once for a community consultation visit, and once for an IQ workshop. The same occurred in Cape Dorset. Our IQ visits didn't have a lot of Baffinland representatives attend due to accommodation issues. I was originally scheduled to attend the meetings in Cape Dorset but due to unfortunate community circumstances we were asked to cancel our meetings by the community. I'm a little surprised to hear we didn't answer a question even though it was asked.

Mathew Akavak – You never had a representative from the shipping company in the communities. This is the first time you have a shipping expert here.

Mikidjuk Kolola – There was a visit in June that occurred [IQ workshops]. We hear all the time that questions are written down and someone will get back to us with an answer later on. We haven't gotten answers. My perception is that we just get together and don't have our questions answered. There are a lot of seals in Steensby Inlet. We want to protect those animals. They are our livelihood. It seems you don't care if you impact the animals. You only want your ore.

Mathew Akavak – The only answers we got in Kimmirut were pretty embarrassing. Someone said that when the boat passed over two seals, four would pop up in the back. That was a pretty stupid answer.

MTP: That was only an example. This is the first I've heard about this concern. Perhaps we can discuss this further at break.

Reference 20 - 0.31% Coverage

MTP: There were some comments made about Baffinland not answering questions. The first incidence was during the NIRB scoping meetings. I don't have detailed notes for those meetings so cannot check into this. The second incidence occurred during the IQ study. Jason took notes on the all the questions that were asked and I have copies of these notes. I will look at these notes today.

Levi Barnabas – It sounds like the delegates from Igloolik and Hall Beach are only learning about this plan for the first time.

MTP: These plans have been presented in those communities a number of times. Most recently, we were there three weeks ago.

Reference 21 - 0.10% Coverage

Question: Lizzie Qanatsiaq - In Hall Beach who did you meet with?

Nick Arnatsiaq – We met with Hamlet council and hosted a public meeting.

Lizzie Qanatsiaq – I didn't know about this meeting. Sorry.

Reference 22 - 0.32% Coverage

George Eckalook – We're happy that we are here meeting with the company. This is the first time that we've met. We want to discuss the following items today:
The road haulage option. This workshop is the first time we've heard about this option.
Polar bear monitoring along the shipping route.
The communities have additional concerns they would like to discuss. The consultation visits don't give out enough information.
Louis Uttak would like to give a presentation concerning walrus and other animals.
There are no representatives from Cape Dorset here. We request that you consult with Cape Dorset.

This workshop has been productive.

Reference 23 - 0.05% Coverage

George Eckalook – A progress report every now and then would be useful for us.

Matthew Pickard – Thank you.

Reference 24 - 0.35% Coverage

George Eckalook – Two items. The first is for informational purposes. Two communities not on Baffin Island were concerned about the shipping route. They were from northern Quebec [Salluit and ?]. The Kivalliq Region was also concerned. We'll have an AGM next fall. An NTI meeting will also be happening. We'll probably update them on Baffinland's work.

We use spring to visit other communities. We are very active in spring. When people are at home in the fall it is an ideal time for meetings. Actually, there is no ideal time. In springtime there is hardly anyone in town. We will need to plan our meetings around these things. Community concerns are important to us and we take them into consideration.

Reference 25 - 1.54% Coverage

Question: Nigel Qaumariaq – Have you brought the railroad experts to the community consultation visits?

MTP: No. The reason for this is because the railroad company designs the railroad but they don't operate it. We have had this request before, though. We will take this into consideration.

Question: Nigel Qaumariaq – Did they create this or did you create this map [referring to the Google Earth map]?

MTP: Canarail created a map and I transferred their information to a different map.

Nigel Qaumariaq – It looks as though there is a possible route to the north of that exclusion zone [pointing] that follows the watershed.

MTP: I would need to look closer at this. However, Canarail has looked at these areas in depth. They look at photos and satellite images to determine where the route should go. For example, the hills might be too high there. They also fly the route with a helicopter and if the route still looks good they walk to route. They walked the entire proposed route. They flew over all the other routes.

Question: Nigel Qaumariaq – Can QIA see the data you have on why you chose this route?

Bill Napier – Nigel, we could provide an opportunity for the QIA to speak with Canarail.

Nigel Qaumariaq – We would like to review this data independently. It's a very important issue.

Stephen Bathory – We're looking for information on the various decision points you had for selecting this route. The EIS won't show how you got to this decision.

Bill Napier – To address this, you are requesting a discussion with Canarail?

Stephen Bathory – [Nods yes].

Question: Mathew Akavak – Is it possible to go back to the list of community consultation visits?

MTP: [Shows list].

Mathew Akavak – The communities weren't consulted back in 2005 [date may be incorrect] when these studies were conducted. Igloolik was only consulted after the fact; after the decisions had been made.

MTP: There was a process to figuring out where the rail corridor would go. The routes weren't confirmed until the Project Description was finalized, which was this month. I can confirm with Canarail when every route was assessed and what was decided. We will bring this information to the meeting with QIA.

Mathew Akavak – [Missed comments]

MTP: We didn't select a location, we proposed it.

Question: Nigel Qaumariaq – His question was 'Did you go to Igloolik to ask them about the proposed port site? To discuss other options?

MTP: I don't know. I would need to check the meeting minutes.

Stephen Bathory – I was at some of those meetings. It was a different time for the Project. They were very caught up in the bulk sample program and were working under a tight permitting schedule. It is a different company now. The people that are here today are different than the people who were with the company in the past. QIA was learning throughout this process. The economic slowdown gave us an opportunity to think about how we wanted to proceed. We made some mistakes. [Comments missed]. I'm guessing the discussion you're referring to didn't occur. Information on how these routes were selected is still important to have.

Reference 26 - 0.47% Coverage

Levi Barnabas – It's unfortunate that George Qulaut is not here. He had to go to another meeting, but he asked me to say a few things. Baffinland will have impacts underwater. As QIA representatives we have to wear two hats. We have a business hat where we have to work with mining companies to try and make money. We also have to be protective of the animals. These two have to be balanced out. We have to protect the Inuit. There will be impacts to the communities. We will never agree on some items, but we will have to address some of these issues for the best possible outcome. We will have to agree on something. It will be more expensive to build the port at Nuvuit. No one has ever made everyone happy. I would like to thank those who planned the meeting, Baffinland and QIA, and the participants. We want to make forward progress and work together in our meetings. If this were to progress to the next stage we want the best possible route chosen.

Reference 27 - 0.14% Coverage

Question: Nigel Qaumariaq – Is the plane going somewhere else? We are feeling rushed and I'm sure the community members have other things to say.

MTP: We only have a limited weather window to try and get them home [referring to the participants from Igloolik and Hall Beach].

<Documents\Public Consultation\Workshops\Kimmirut IQ Workshop Minutes (PC) - June 21, 2010> - § 1 reference coded [1.52% Coverage]

Reference 1 - 1.52% Coverage

Q: What I hear from Igloolik and Hall Beach is that they have not approved of the Project. Is this true?

A: (Jason) Certainly there are some concerns about the Project and opposition in some cases. Baffinland has met several times with these communities. Originally, the shipping route was to the west of Rowley Island, but it was moved to the east of Rowley Island in part because of community concerns. Baffinland continues to work with them to address their concerns. In all honesty, some people support the Project, some disagree with it, and some are in the middle. One of the reasons we are here is to listen and to let people be heard.

COMPENSATION

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 1 reference coded [4.71% Coverage]

Reference 1 - 4.71% Coverage

(New Person) When the Nanasivik project was in operation, hunters lost their equipment on the ice. If there are ships passing every 2 days, do you have any plans to compensate hunters for this situation.

Greg – There is the option for hunters to pass around Steensby Port to avoid the ship track which will allow better safety and avoid loss of equipment. As for direct compensation we would need to look at this on a case by case basis.

Levi – This will be mentioned in the IIBA negotiations and HTO will be fully engaged.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 2 references coded [12.23% Coverage]

Reference 1 - 8.17% Coverage

Koonoo – The ice breaker used to come to Nanisivik in May, when the seals and narwhals were heavily impacted. In May, the seal pubs were impacted by the ice breaker. We observed this when Nanisivik was in operation. We see that Baffinland will build the railway and the Foxe Basin shipping route will have an impact on walrus. And I'm sure that walrus will be affected. If the walrus of Igloolik are impacted, we request that they be compensated. And the proposed railway will be blocking the migration of caribou. So the railway and shipping route will have a negative impact. At Nanisivik, the seals and narwhal were impacted. I have a question. Before the economic meltdown there was good employment here in Arctic Bay. Are those guys employed being re-instated when the mine is starting again?

Matthew – This year is still small – 100 people onsite maximum, compared with 300 two years ago. So there will be additional jobs, but I'm unsure at this time how many will go between different communities, or how that would be structured. During mine construction and operations, Arctic Bay has been designated as a hiring point, which means there will be scheduled flights in and out from this community. It's reasonably safe to say that during construction that there will be jobs for everyone who is trained and able.

Reference 2 - 4.06% Coverage

Levi – On migration route of caribou, if Baffinland jeopardized the caribou, would there be compensation? On Nanisivik, will there be plans for reclamation money?

Matthew – If there is impact to caribou migration and access, that would have to be covered under the IIBA. If funds were to be set aside, then those funds would be contained within. Specific to the rail route, we are looking at other mines and railways and their interaction to caribou. The information we have is that those projects did not

Regarding financial assurance, Baffinland already has money set aside, held by QIA, for current operations.

Richard – talked about older mines.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 3 references coded [17.52% Coverage]

Reference 1 - 8.24% Coverage

HTO Member 1 - So if you find out that you cut off the caribou migration, what about the Inuit's concern about the blockage of the caribou? What are the plans to mitigate and compensate?

Mr. Chubb - In the event that something happened that wasn't expected, there are provisions in the NLCA that the IIBA will consider that we will negotiate. We begin talking to the QIA in 2006 and that issue will be part of that. One thing, as an example, that we've been very clear on. Is that for people who want to go in Steensby to hunt, that the ice probably won't heal fast enough for people to cross track and they'd have to go across by land, which is more travel and fuel, so that is something we need to provide provisions for in this agreement, and we will welcome hunters to stop at our camp and be provided with fuel and food on their way to their destination. That is something we already expect.

Reference 2 - 5.72% Coverage

HTO Chair – I mentioned my questions on my friend here, I want to know from you the caribou if they impact on caribou, say the rail line or operation and blasting. If you find out that you are preventing the caribou to cross, would you be able to provide us with a plane 2x a year to go hunting when we know there is obviously an impact. We still need to eat the caribou meat, and we know they still migrate to our area periodically. Would you provide flights or monetary compensation?

Mr. Chubb – We will certainly be monitoring, and caribou we know is important and it is on our list of items to discuss with the IIBA.

Reference 3 - 3.55% Coverage

HTO Member 3 – I know as Nunavut beneficiaries our waters and we need compensation if there is any evidence or reason or damage to the animals and same with the ice. If it is going to be a hunting area. The ice needs to be monitored. Same with Igloolik, they will need an agreement in place for compensation. Nanisivik used to provide equipment if they lost equipment in the ship track.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 1 reference coded [1.85% Coverage]

Reference 1 - 1.85% Coverage

Q6 - It's different from what you reported earlier. I heard big amounts that you would use. The reason I am asking this, is that you will be making a rail line to Steensby – our animals will be impacted for sure. I know there is no funding for that. In the future, there will be caribou that will be killed or destroyed. If there is no caribou in the area in the future, would you help pay for the hunters to go find caribou, for example?

Bill – One of the elements of the IIBA would be harvest loss compensations. That would be a result of the environmental impacts assessment to be completed hopefully in December. The IIBA may include harvesting compensation.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 5 references coded [13.61% Coverage]

Reference 1 - 2.68% Coverage

Tommy Kilabuk – Have you checked the depth of the shipping route in Steensby Inlet? I know Steensby Inlet is shallow. The eastern part of Baffin Island is much deeper. I don't agree with you when you say the inlets in the east are shallower than Steensby. We know better. We also know there are more deposits close by to the mine and that you will do more exploration. We want a separate compensation agreement for the communities.

LB – We will get into the details of compensation agreements afterwards.

MZ – We looked at building a port with minimal impact, we looked at depth considerations, and the other logistics of building a port site. I believe you when you say the east is deeper. We conducted bathymetry work to make sure our proposed shipping lane is deep enough.

Reference 2 - 4.36% Coverage

David Kalluk – We're glad to hear there will be no blasting in the water. What happens if there is an accident with the ship? Do you have a contingency plan in place to deal with an accident? The rail line will block off our land to the east. We have to be careful with migrating animals. They move from place to place, based on their feeding. Are rail lines in the south having any effect on animals? Like deer? Do you have any examples? I understand there will be compensation as well. I know you are different than those Nanisivik people. We regret not negotiating benefits with Nanisivik. I want people to be compensated if they are hurt. We used to have an environment committee. I would like that committee to continue.

MZ – We have looked at the rail line between Schefferville and Sept Illes, Quebec. It is not a barrier to the caribou migration. Hundreds of thousands of caribou regularly cross it. The real impact will be during construction. During operations, we believe the impacts will be minimal. If there are damages, there will be compensation. Compensation to be negotiated with the QIA in the IIBA. We will have an emergency plan in place to deal with any potential shipping accidents. All employees at the mine will have a benefits package.

Reference 3 - 0.35% Coverage

Tommy Kilabuk – Thank you. You are welcome here. When do you start paying royalties to NTI and QIA?

Reference 4 - 4.19% Coverage

Martha Naqitarvik – The Hamlet Council doesn't really do any liaison work with the community. The animals are very sensitive, so they will be affected. We've heard about the rail line blocking the migration route for caribou. It looks like they will be impacted. Can the company provide supplies if it turns out the caribou have turned back? What have the Hamlet Councils of these communities said about compensation? Is it in your plans to compensate the communities? This has to be part of the plan. We haven't heard if this will be included. We know for a fact the caribou will be impacted and affected from all the blasting and noise. We're not guessing there will be impacts from the smoke from the ship; we know there will be impacts. You have to be prepared to compensate the affected communities. Here in the communities, some people rely only on sea mammals for their food. The company needs to have a good plan in place for compensation.

GM – Thanks for your comments. I think all of the items that you mentioned will be monitored and discussed in our environmental impact statement. In terms of compensation, that will be something covered in the IIBA; you can discuss this with the QIA after our meeting.

Reference 5 - 2.03% Coverage

Ikey Naqitarvik – Question to the people - If the rail line is low will the caribou cross? Or if it is high will they turn back? Can we put a condition on the railroad, to be as low as possible? To keep it to a certain height? People are saying they get neglected by the companies over time. Can the company give money to the QIA, who can give money to the community?

GM – It would be in our best interest to keep the rail line height as low as possible. This will minimize the work we need to conduct and be more cost effective.

LB – At QIA, we will negotiate the IIBA with Baffinland.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 3 references coded [10.17% Coverage]

Reference 1 - 2.80% Coverage

Q2 (elder woman) – I have a concern about the mining. We were in Nanisivik for 10 years. It is a concern where the contamination or hazardous materials were being ignored. If that iron ore if it is left alone that huge stockpile is going to blow dust, the wind will scatter the stockpiles and if it is a different size than Nanisivik it will be a bigger concern to leave the crushed iron in the open to leave it stored without barriers. Also, when Nanisivik closed down, there was nothing to show to the community – infrastructure and buildings – we couldn't even get that and during the mining they were available but when they closed they said no one will take those buildings or equipment. So my concern is that I heard that in Northern Quebec communities that I am envious of the community in Salluit they have a mining company there that they get paid once a year, including their children. So if you are going to just contaminate our land we need to be compensated. And Igloolik would be opposing the activity because it is their hunting ground, so they should be compensated for the loss of their animals. I want to be like the Northern Quebec communities. These are my concerns. My concern before the mine starts when they have the mine proposal they look for approval but since they are a business they need to look at the best way to make money so when they start operating they don't' worry about what was discussed before the start of the mine.

Reference 2 - 3.13% Coverage

Q5 (elder woman) – We have children and it will take so many years to mine, the animals in the area will eventually move out of the area, and if we run out of country food and our children will also want to eat from the country food, what will the people have – will they have an airplane to go someplace that has animals? Say caribou. In the future, for a number of years now it is going to be operating as a mine – will it be possible for the company provide an airplane for the hunters to go get country food for the community? Thank you.

Mr. Chubb – I'm getting behind on the questions. I think it is important for some of the questions to try to answer the best we can. The previous speaker spoke about the Nanisivik experience that this community has had. Some of the things that were discussed, chemicals and those time of things, there are two types of mines and they don't have the same types of issues. But as we continue to move forward and present our studies we'll present some of the possibilities. If I could speak and try to answer the question just made about animals and hunts, as part of our work we are studying caribou and collecting information and build our plans for construction to minimize any potential impacts to animals. If there are areas that there are impacts that is part of the areas we talk about through the IIBA process. There are mechanisms for compensation if there are things that happen that we don't predict. On a more general note, the company has and will continue to be supportive of community initiatives and community programs. For example, we have supported community hunts.

Reference 3 - 4.24% Coverage

Q14 (elder woman) – I will try to say my concern. What I am looking at seems impossible to change and that it is already to go, even if we object or oppose to the plan. From the Nanisivik experience I'll try to explain my side of my concern. Land has been destroyed by exploration and mining companies, and Nanisivik is an example. It is an underground mine and loaded with buildings and materials dumped inside the ground. It is hard to accept that, and they say the tailings pond will never freeze – they say it is cleaned now, but we know because. Knowing something after the fact. The prices in the store in Arctic Bay are very high. That's how concerned we are. We try to say that will the animals be in a safe place, because we eat the animals and food costs a lot in the store and if you destroy our animals we are afraid of that. You have options to choose the cheapest food but here we are not given the choice. Can you guarantee that the animals will be preserved and protected? If possible, let's say if there is disruption of marine mammals and birds, what will happen let's say if there is evidence that the animals have disappeared. Can you give us replacement food to eat? Because we tried to tell you the real concerns we have. Also, we had a problem with Nanisivik before. The adults with children were separating due to alcohol abuse and there were injuries during alcohol related and we were witnessing and the company was asking us for input and most of the people said we don't want alcohol in Nanisivik but they didn't keep their promise. So they became a mining town, and after that experience, we want the companies to respect the wishes of the Inuit to have no alcohol to the work place. I have no knowledge of alcohol. Will alcohol and drugs be allowed at the mine site? Also, if the animals are damaged in some way, will there be compensation?

Mr. Chubb - The first question was with respect to drugs and alcohol on site. Baffinland has a zero tolerance policy. Alcohol and drugs are not allowed onsite. If there are impacts to wildlife in the way that you described, there are requirements for compensation as a result. How that exactly will work will form part of the IIBA.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 1 reference coded [9.45% Coverage]

Reference 1 - 9.45% Coverage

Q5 (Tommy Kilabuk, HTO Chairman) – My question is regarding the plans for the rail – is the final decision to go to Steensby Inlet? Will there be daily trains, because if so the caribou migration is east to the west, and the rail line will cut off the migration of the caribou. And we know no caribou are coming from the north or south; only from the east to the west. Daily haulage will impact the winter and summer caribou migration route. Arctic Bay gets its caribou from the west, through the Mary River area. If Arctic Bay is short on caribou – will there be compensation or any plans to help the communities get their caribou? Since people rely on caribou to sustain livelihood – but if lost caribou in the process – we'd like to see compensation for loss of caribou. It's going to be a concern – the project will have an impact on caribou – and we'll need to see compensation to the community due to the loss of caribou meat.

Mr. Chubb – Baffinland is aware of the importance of caribou to the community. The information from studies are helping understand caribou in the area. Yes, there will be a train every day. The rail embankment will be kept low to the ground as possible to minimize it as a barrier. We are looking at ways to design and operate the rail line, and there will be monitoring programs established; including the communities' experience before and after mining has started. IIBAs typically include compensation for impacts to caribou. The goal is to obtain and learn about caribou to minimize any impacts. I hope this answers your question.

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 2 references coded [7.97% Coverage]

Reference 1 - 6.45% Coverage

Q6 – If the animals are scattered around, are you providing compensation if the animals move away? I've had experience where a ship went through and created open water and I came along afterwards and there were no animals. How will we be compensated for the loss?

Stephen (QIA) – The QIA is working on the project in a number of ways. We are working on the IIBA, including language, employment as well as compensation and harvest rights. The QIA is here because the environmental assessment by NIRB is underway. Last year NIRB came to meet the community. Since then the QIA has been talking with Baffinland about IQ, etc. Baffinland is proposing two projects in Cape Dorset – one is IQ, and the other is a harvest study.

George (QIA) – The use of water and concerns about shipping are issues for Kimmirut, Cape Dorset and Igloolik. We need to collect IQ. The shipping would increase much more than currently if the Project proceeds.

Reference 2 - 1.52% Coverage

Q16 – With the high price of things, the way of life, we depend on the wildlife. It is the wildlife that is most valuable. Could do less costly options, I'm sure.

Matthew – The proposed Project is the only viable one.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 1 reference coded [0.62% Coverage]

Reference 1 - 0.62% Coverage

Q12 – Maybe we will run out of seals by then. If you disperse the seals, make sure you compensate if that happens.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 1 reference coded [2.22% Coverage]

Reference 1 - 2.22% Coverage

Q6 – I have two questions. First, I don't understand Baffinland. When you read it, it says Nuluujaak. Are you using Baffinland to get more approval with that fancy name? And the shipping route, Igloolik and Hall Beach walrus will be affected. Will they be compensated if there is disruption?

Mr. Chubb - With respect to the name, I don't think it gives us any extra permission. It is just the name of our company. We are certainly studying the marine environment with respect to shipping, and the studies and information will be presented in an Environmental Impact Statement at the end of the year, we'll talk much more about the potential impacts. It will talk about our plans to reduce the risk of any negative effects. The NLCA makes provisions for, and our IIBA discussion will include, potential compensation for impacts to wildlife. These things will be discussed.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 3 references coded [18.71% Coverage]

Reference 1 - 4.91% Coverage

Q4 - I am trying to be short, but another question I have, in the NLCA Article 5, it says that if any corporation is liable for damage to wildlife, that we shall be compensated. What form will the compensation be? Because I don't know if you've tried Clyde River seals, everyone here swears it is the best seal. And there was a good shipment of narwhal from Pond Inlet last winter. How, if the damage is in the Pond Inlet area, we get whale from the Igloolik - Pond Inlet area, how far will the compensation go?

Bill – Compensation – when we talked about the IIBA, there are three components that still need to be addressed: the environment section, the wildlife section and the financial section. We haven't started these sections yet, but there are typically a couple of ways to compensate for wildlife, one is calculated from the environmental assessment, and the other is a lump sum.

Stephen – One thing she said is how impacts to food sources is a regional impact. Impacts to walrus impact people here. We need to discuss this with the company. A lot of that information will come from the environmental assessment.

Reference 2 - 10.88% Coverage

Q6 – To QIA and Baffinland, thank you for coming. I would like to raise a specific issue for both. As a hunter, the Pond Inlet area is my hunting area all year round. I go to Nuluujaak by ATV and snowmobile as well. You say that QC is responsible for hiring in the beginning. Mary River was designated by people as IOL. As I indicated earlier for your information, I heard Baffinland, QIA, Pond Inlet, Arctic Bay, and Igloolik informed these communities that you will be employing people from these communities when you were starting out. I have never seen a Clyde River person working at Mary River. I have seen workers from Iqaluit, Qikiqtarjuak, Kimmirut, and Arviat. The Northern Baffin communities are the least employed. I think Baffinland have 2-3 employees on that side. There is a need for training. No more CLO in Clyde River – why is that? We've never seen anything from QL or QC, when they represent 13 communities. You have indicated you are going to teach survival on the land. You do environmental studies to convince the people that it is working well. QIA are simply negotiators, not educated about the environment and the land. The most disappointing part – what employment will be created? Where are the royalties going? It seems to be the situation here. I would like to tell you that in the NLCA, I agree Baffinland going along with the NLCA, but Nuna Logistics. The communities should be getting contracts. It's time for people from this community, Pond Inlet, Igloolik to get involved. If you're going to use QC or Nuna for hiring we're not going to get work. You need to deal with the community. It's time to start training people in preparation for the mine. Someone also stated that why is that you have named the affected communities – why can't you give them responsibilities, instead of to QC? Those five communities have been designated. If the wildlife is going to be impacted, the beneficiaries, how are they going to be compensated? I have on a number of occasions been to Mary River. Your emphasis is on the environment. Are you going to utilize Pond Inlet much more? There was no HTO or QIA involved at the site. Maybe there is a way of rectifying this situation.

Communicate very well. Sometimes we don't agree with you – because you haven't been around. It's a small world now. We want to communicate more things. You're leaving soon. You're hungry for money – we're hungry for animals. Big difference. We have to communicate together.

Reference 3 - 2.92% Coverage

Q7 – thank you for coming to this community. Ever since the dream of Nunavut we have been told once we get it we'll be compensated. We are still waiting for returns – we haven't seen it. Do not let us die without getting this return.

Bill – The projects, from experience, we look at the LIA, Innu, Talhtan, there were tangible benefits when these projects were developed. But in Nunavut, if you look at how projects get developed… Fraser Institute lists good and bad places to invest money. The process here is long and very challenging. And if that working together – projects can be done expeditiously – not fast-tracked – but done well so that benefits can accrue.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 1 reference coded [2.58% Coverage]

Reference 1 - 2.58% Coverage

Jayko – The ship will make a crack in the ice in the winter. As a hunter, I might not see that crack and loose my ski doo and equipment. If this were to happen, would I be compensated?

GM – We will be devising a way to notify community members of ship traffic. Of primary importance is people's safety. The ski doo would be our secondary concern. That is why we would like people to take the detour at the Steensby Port.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council - Sept 26, 2007> - § 1 reference coded [6.32% Coverage]

Reference 1 - 6.32% Coverage

Councillor: How much money will be made from the mine over 25 years?

Rod: We are completing a feasibility study that will tell us that.

Councillor: You have a rough idea how much it will cost you to set-up the mine and ships so you should know how much money it will make.

Rod: We do not have a clear idea of this until the study is done. We will have to borough money from a bank to build the mine and the ships. Most of the profit in the first five years goes to paying the bank. There will also be royalties paid to the federal Government as well as the Inuit.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 1 reference coded [3.06% Coverage]

Reference 1 - 3.06% Coverage

Mr. Ittusardjuat – Thank you. I know throughout this process we'll be arguing and disagreeing sometimes because that is how IQ works. It is how negotiations and discussions work. There will be disagreements and times when we cannot agree on something. My question is, if we have ships that size operating in the area and the marine mammals are driven away, will it be available to get larger boats or equipment to hunt farther away.

Mr. Chubb – Through this process we talk and identify what we are going to do to reduce any chance of that, and we are negotiating and agreeing on an impact and benefits agreement. And there are provisions if there are things that we didn't anticipate – mechanisms to deal with them if they come up in the future. Provisions in the event that impacts occur are laid out in the agreement.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [2.32% Coverage]

Reference 1 - 2.32% Coverage

If you do open mine and there is more infrastructure, will you be able to compensate additional communities?

Greg - We would work with any impacted communities in the future. That is our role.

But how would the Inuit elders be compensated?

Greg - Compensation would need to flow through the IIBA and QIA to elders.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting May 17 2011> - § 2 references coded [12.29% Coverage]

Reference 1 - 4.40% Coverage

Levin -2 questions: you noted today that hunters would be compensated but what is that time. Will these commitments dissolve in a few years and leave us with nothing. There were problems in the past..

Matthew – there were past problems with Nanisivik where commitments were made and not honoured. Now more is written down both through the EIS process and the IIBA. If it is agreed and these agreements written down the commitments will last for the life of the project and the agreements.

Reference 2 - 7.89% Coverage

Joe: the compensation you mentioned How many years? How are you going to compensate?

Matthew: compensation agreements would fall under the IIBA and that is being negotiated. QIA may expand but there are financial provisions that are being worked out. I have never attended an IIBA session and really can't answer as well as you might want.

Bob (from QIA) – clarified that that the question was less about overall compensation but was more specific such as what would happen if an animal is killed or whatever. He then elaborated on the IIBA process noting that QIA developed a team to negotiate a compensation arrangement when BIM starts producing. We are currently negotiating the amount of money. There had been a break in discussions but we just got back to the table a few weeks ago and we are very, very encouraged and we hope to finalize an agreement by the end of the year

<Documents\Public Consultation\Igloolik\Igloolik HTO Meeting May 17 2011> - § 2 references coded [11.15% Coverage]

Reference 1 - 6.63% Coverage

Q: The ship route when consistent is going to permanently affect the area and we need more negotiations on compensation.

Q: This is our ice and we need to negotiate benefits for us

Q: Using Arctic Bay as an example, many hunters lost snowmobiles on the ice….

R: there were some problems in the past but things are different now – there is more written down and agreed to through the IIBA and other ways. If safety is done right there should be no snowmobiles lost

Reference 2 - 4.51% Coverage

Comment: we disagree with the plans for the port at Steensby but we can agree now to disagree. We remain concerned about seal dens and we need to negotiate better compensation. We need to include these aspects in the negotiation of the IIBA.

QIA responded that these are being considered and negotiations are ongoing

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 3 references coded [6.74% Coverage]

Reference 1 - 3.60% Coverage

George Qullaut – It's unfortunate the HTO is not here; I believe they are still in a public meeting. Have you studied the rivers around Mary River? Have you looked at contaminants? That lake close to here will also be contaminated by the mining project. If they are affected, how will be compensated?

GM – There's very little associated with this Project that would cause the contamination you speak about. There are no chemicals used in the processing of the iron ore. No tailings. We're building brand new ships that are very safe with very few risks associated with them. We will need to develop safe working procedures for dealing with fuel handling.

MZ – Trace element sampling for mercury has come back below detectable limits. One of the reasons we're excited about the Project is because it is very clean. It is an exceptional deposit.

Reference 2 - 0.99% Coverage

Louis – We do want jobs. The HTO should be here. We're not sure how the QIA will get their royalties. Is it Inuit Owned Land? How will we get royalties? If this is going to proceed they are going to have to follow what Inuit want.

Reference 3 - 2.16% Coverage

Louis Tapardjuk – I am representing these people. I wasn't in complete agreement with what you said. You said if you weren't concerned you wouldn't be here. You are required to consult with the communities. I want the people to know what you said wasn't true. Is that Inuit Owned Land or crown land?

NQ – Deposit #1 is on IOL. NTI will get the royalties. Right now QIA gets $600k per year in rent; this is part of our lease agreement. Afterwards, when Baffinland leaves, I will discuss the IIBA process.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 2 references coded [3.44% Coverage]

Reference 1 - 2.35% Coverage

Q4 – Since you are inviting me to express my concern, I will do my best to express it. Here in Igloolik, the ship will go through Foxe Basin. As long as they go on the east of the islands we will agree with it, not to the west. As long as it is to the east. We heard that it would be on the west side because the east side is too shallow. If you decide to go with the route. Archaeology is the same. Since as a child I have lived in the area and next month I'll be 80. Walrus live in that area and the ships will go through that area and Steensby will lose the walrus as they will be disrupted. In Hall Beach area when they start the mining there, there will be no walrus in the area. So the ship to Steensby - stop that and go somewhere else. After that, the next generation will grow up without any walrus. If you decide to go on the east side, keep that, because I am going to ask for funding or compensation for the community to purchase meat and food because they will not be able to get the walrus, because even in winter they are always moving, and we know that when noise is going on around them they move out. That is my concern.

Mr. Chubb – In the package you received, there are two routes shown on a drawing. When we were here in September we didn't know which route east or west of the islands would work. We didn't have updated maps about how deep the water was. But we've now confirmed that the east side does work – it is feasible to use. And we have heard Igloolik and it is our preferred route to stay on the east side of the islands.

Reference 2 - 1.09% Coverage

Q6 - $4 billion - oh my goodness! I heard a little over $4B to construct the mine. $4B! In the Nunavut Government, it is 4 times the territorial budget! What kind of profits will you have, if you are looking at using $4B! My understanding is Baffinland is there to make money and not help us. The $4B is going to be used to make more money. How much profit are you getting? $10B? $20B? To me the deposit, total of $35B at $100/tonne. The QIA, do you realize now that the royalties the Inuit get – how much will it be? Will it be 50%? Did you estimate how much royalty you will get?

Mr. John Amagoalik – The deposit, since it is under the IOL, the royalties will go to NTI, but we have not heard how much it will be.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 3 references coded [21.70% Coverage]

Reference 1 - 3.59% Coverage

Q17 [Mr. Joe Attagutaluk] – A way back, our ancestors lived on the land in that area. They have old places, camps, which you can still see. What will happen if they are destroyed? And sea animals, if they are destroyed – a lot of people say we can't eat all meat anymore – if they are gone will they be compensated? What is the plan for that?

Mr. Chubb – A very fair comment. All mines have a footprint and impacts and our objective is to minimize that impact. For things affected – that is why we are having dialogue with the QIA regarding an IIBA. Through that there will be forms of compensation. The IIBA is a requirement before a mining company can build a mine. regarding archaeology – we're doing a lot of work on archaeology. Before working in the field, the archaeologists go out and check the sites. If possible, we relocate the work to avoid the sites.

Reference 2 - 12.73% Coverage

Q18 [Mr. George Qallaut] – Igloolik is recognized as a cultural community, inhabited for more than 4,000 years. Everyday, we are extremely thankful they we are here today, and are grateful and respect our ancestors. Baffinland is interested in Inuit Qaujimajatuqangit (IQ), have employed people; as a number of people have asked the question – will you respect and take it [IQ] seriously? Igloolik and Hall Beach are the ones who will be affected by this project. Going back to Mary River, people of Igloolik and Pond Inlet have for centuries met at Mary River during summer hunting caribou. An elder present at this meeting got his first caribou at Mary River. Two mountains will be gone [from mining] in 25 years. Part of their identity will disappear – how can you compensate for this? There are a lot of social issues – in the 1960s the federal government arrived and built schools and other buildings but nothing for Inuit. His grandfather asked "Where is Canada? Who are Canadians?" in 1962. The Canadian Government didn't arrive until 1960 – before that the church was from Belgium, the Hudson Bay post people were from Scotland, and at Hall Beach there were Americans. The social impact of these events was huge and we don't want another big social impact. We are a Third World, we have one of the highest rates of suicide, high levels of drug abuse. Your interest is only the material. How come no one from Baffinland has asked the communities of Igloolik and Hall Beach if they can use Foxe Basin as a route? Foxe Basin is shallow, and noise travels far in shallow water, with a high impact on marine mammals. Alternative 1 [the westerly shipping route] is the birthplace of bearded seal and walrus. Some hunters say Alternative 2 [the easterly shipping route] and some say no; there should be better public consultation on the route. We haven't seen any studies in Foxe Basin on the marine mammals or on using it for shipping. Those are some of my questions, thank you.

Mr. Chubb – We'll try to answer your questions, but if we miss anything let me know. regarding IQ, I think the comment as whether or not they are a "cover up" or will it be taken seriously? No, we fully plan to use the information to influence the project. I am told that already the work helped influence the work at Milne to avoid important areas. Regarding change and impacts, and the loss of Nuluujaak [Deposit No. 1 which will be mined], there are some things that can't be compensated and mines do result in change. The opportunity is to balance those changes with benefits like social benefits. There is real opportunity with youth to assist with some of the challenges that do exist. The use of Foxe Basin – we are seeking permission and that's why we are here. It is early in the process and we are looking to discuss the project with Igloolik. It will be the end of the year to submit the Project Description and applications and by the end of next year the information on sea mammals, etc. will be presented, and that's why you haven't seen anything. Have I missed anything?

Reference 3 - 5.38% Coverage

Q19 – I wish I could be elected to the QIA board because he is interested in and likes money. I want to be Inuk and I love been Inuk. I hate white people but I like white people. Our ancestors only taught us how to be hunters. I like Paul Quassa being our Hamlet's mayor – he knows better than me how society works and that's why he's mayor. I've worked very hard at being Inuk; I am 54 years old now. I want a promise from you, Baffinland, to have that name all the way through the project. With Nanisivik, they had this name, established promises, but then they are gone and the water license is issued to a different company name. The second promise I need is if you use that route, I want elders from here to study the islands for walrus each month, and if the numbers decrease, I want compensation of $200 million to buy new equipment to go further to hunt. I love my people in Igloolik!

Mr. Chubb – Regarding the company name, in the business world we can't promise this [no name changes]. The IIBA is a legally-binding agreement that is transferred irrespective of any changes to the company. Regarding the second question on walrus, monitoring will be an important part of the project. Mitigation through compensation will be defined in the IIBA but I can't comment on a dollar figure.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting Aug 16 10 Notes_revised> - § 1 reference coded [3.88% Coverage]

Reference 1 - 3.88% Coverage

Q3 – LT – What compensation will there be for impacts through the IIBA?
A – The Company is currently negotiating the IIBA with the QIA and are hoping to reach an Agreement in Principle by the end of 2010.

<Documents\Public Consultation\Kimmirut\Kimmirut Hamlet - April 26, 2010> - § 1 reference coded [14.31% Coverage]

Reference 1 - 14.31% Coverage

Q – The Igloolik waters – are they not shallow in that area?

Matthew – No, the waters are sufficiently deep. We checked.

Q – I have heard that if the water was too shallow, you would dig some more?

Richard – There were a few shallow spots near the ore dock at Steensby.

Q – That was my concern because when the microorganisms there are disturbed it affects the ecosystem. If they smell something different they may die off. Going into IQ – when you disturb the rivers the microorganisms are dispersed and it affects the environment. The shipping route during the winter – if it was used – it would not e frozen over. The shipping route is very close to Kimmirut. What are your plans in the future if the animals are dispersed?

Matthew – We design the project to minimize impacts, and we look monitor impacts, including possibly having Inuit monitors on the ship, or a harvest study which we are going to talk to the HTO about, or possibly a wildlife harvest study. Any compensation for loss of wildlife will be dealt with under the IIBA that the QIA is negotiating with Baffinland.

<Documents\Public Consultation\Kimmirut\Kimmirut HTA - April 26, 2010> - § 2 references coded [3.58% Coverage]

Reference 1 - 2.01% Coverage

Q3 - In case the wildlife disappeared, would we be compensated?

Matthew – Compensation for lost wildlife would be considered in the IIBA.

Q3 – If by chance the wildlife disappeared from the area, do you know how much per month would be provided to the hunters?

Matthew – We don't know that at this time.

Q3 – I know at the public meeting tonight compensation for lost wildlife will come up.

Reference 2 - 1.57% Coverage

Chairman - How would participating hunters be compensated?

Richard – We were thinking of possibly paying a small honorarium to each hunter. Or we're leaning more towards having a draw for a large prize like a snowmobile, each year. Hunters who completed their calendar each month would be eligible for the draw.

<Documents\Public Consultation\Kimmirut\Kimmirut Public - April 26, 2010> - § 2 references coded [17.24% Coverage]

Reference 1 - 10.86% Coverage

Q1 – (Joanie, QIA) – Thank you for the great presentation. As you indicated, this project will be for 21 years, and during the whole year, which is also part of the marine mammals roots, which will also be part of the operation that will impact on marine mammals as well as land. If there is an impact to wildlife which we harvest, will there be compensation for replacement? If there is a major impact to the environment, what's the status of / plan for compensation?

Matthew – We plan the mine to limit the impact as much as possible. During operations, we monitor to determine if there is an impact, such as the proposed harvest study that we discussed with the HTO today. If there was an impact, we try to change the way we do things. If that didn't work then compensation would come into play. That compensation would be included in the Inuit Impact and Benefit Agreement (IIBA). Stephen can add some more on how the IIBA works.

Stephen – Wildlife impact is one area that we talk about in the IIBA. Over the next couple of years, we will be looking at what the Company expects could happen to the wildlife, and during that time the QIA will be negotiating an IIBA. We are looking at a harvest study as one way to monitor this. We have about a 2 year process to learn about the types of impacts we expect from the project, and the types of compensation that would address that impact.

Reference 2 - 6.38% Coverage

Q4 – Tommy – We know for a fact that it could have an impact on wildlife, and birds. And there is a possibility for a negative impact, and also I feel that people from Kimmirut must be allowed to work at Mary River, for reasons that wildlife will be impacted in the seas of the Kimmirut people. For example, if the wildlife should dissipate from the proposed route of the ore carrier, chances are that the hunters may have to go out further in the sea. If that should become a reality, there will be need for compensation.

Matthew – There were two questions – one with regard to employment and another regarding compensation. Employment will be covered within the IIBA, and so will wildlife compensation. Baffinland fully anticipates people from Kimmirut working on-site. The specifics of those are part of the IIBA.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 3 references coded [11.86% Coverage]

Reference 1 - 3.24% Coverage

Jeannie – In case there was an accident, do you have money put aside to compensate our people?

GM – Yes. Any accidents that occurred will be the responsibility of the company to deal with and pay for. Insurance might cover this, or the company would pay directly. There are very strict rules mining companies have to follow in regards to accidents and spills.

Reference 2 - 3.05% Coverage

Q – Would Kimmirut be compensated in case something happened to the wildlife in the area?

GM – The effects the Project will have on marine mammals and the marine environment are covered in the environmental impact assessment. In terms of compensation, this would be negotiated in the IIBA with the QIA. The IIBA has not yet been completed.

Reference 3 - 5.57% Coverage

Q – What impacts will the Project have on marine mammals? Would we be able to be compensated if we started to see fewer animals? Fishermen were compensated with the Gulf of Mexico oil spill.

GM – The impacts the Project will have on animals will be covered in the EIS. There will also be a monitoring program in place as the Project moves forward. The results of this program will be made available to local communities. Our goal is to have as little impact as possible. In terms of compensation, a great deal of that will be covered in the IIBA. It will be up to the QIA to decide how those funds will be distributed.

<Documents\Public Consultation\Pond Inlet\BIM Notes on GN Development Workshop - November 13, 2007> - § 1 reference coded [3.57% Coverage]

Reference 1 - 3.57% Coverage

Several issues related to impact and benefits surrounding disruption to wild life by rail and sea and the form of compensation related to this .

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 1 reference coded [5.81% Coverage]

Reference 1 - 5.81% Coverage

Councilor Kayak – Another comment – I know that there was an agreement and in NLCA between Nunavut and federal government. QIA or NTI getting royalties from the proceeds of the sale. But my comment or my – Inuit who live close to the work site – Inuit will be impacted. I know Mary River for a number of years some animals will be impacted. And fish at Steensby will be impacted. And caribou for certain I know will be impacted. As Beneficiaries – Inuit living around these five communities, they need to get royalties too. I want them to be part during the actual mining, so I know Mary River it has iron and ask you know and we know there is iron there. There is already royalties being paid. So that my grandchildren and my future generation I want them to be helped just in case there is a disruption to the animals, and there should be a compensation plan. As an example, the company gets a certain portion; the Federal government gets a percentage, so somehow Inuit should be included in the distribution of the royalties. Same as company and fed government is enjoying. I want to see monetary compensation through the mining. I know mining companies never agree to what I am saying, but they don't really know what I thought it was part of the mining process and not part of NLCA. If they refuse to give a certain percentage of the profit, I am going to ask of other ways they can help my future generation must be helped too.

Mr. Chubb - The Mary River Project will generate royalties and taxes. Money will go to the federal government , territorial government and people, and an agreement will be established. Regarding waters, fish and wildlife, the agreement will deal with how to deal with impacts. We also, and do it today, pay rent for permission to work on the land to use the water and to use the gravel. In addition to that, direct benefits to individual people come through employment and wages, training, new business opportunities. So when we look at the picture there are many ways that benefits flow back.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 1 reference coded [15.50% Coverage]

Reference 1 - 15.50% Coverage

Q5 – There are some archeological sites at Mary River. We'd like to be compensated for destroying these sites. We are in full support of the project but we are not happy with the working relationship between Baffinland and Pond Inlet. Mary River is our hunting ground.

Elijah – [didn't catch]

Jayko – Igloolik and Pond Inlet are closest to the Mary River site, use this land the most, and should benefit the most. So I was concerned – economic development should be geared towards these two communities.

Stephen – Perhaps I can explain a bit about the relationship between QIA and the communities. The bulk sample that happened in 2008 was a test. It was done without a lot of agreements. There was time to get the project done but not to make agreements. We are working now on agreements for the future mine. We're working on the IIBA, land leases, and discussing with NTI the royalties. For the bulk sample, none of those factors were in place. So they affect how Inuit will relate to the future project. We've heard a lot about the problems. You mentioned the signing of the MOU. That's just a part of what we're doing. There are still opportunities – nothing is finalized. BIM wants to finish the EIS so we need to get ready. These meetings are important for us to hear as we move forward. Thank you.

David – Last year, QIA and Baffinland were negotiating and the MOU was being worked on. Baffinland and QIA tried to put in place the meetings…. Communication running smoothly… When the MOU was being worked out Baffinland was pushing forward…someone said that the contracts are not acceptable the way they are right now. Baffinland almost ran out of money last year, and the

We asked Baffinland to set aside some money to have HTO/CLARC meetings and never came back to confirm. Baffinland is doing a good job about distancing themselves from the community. Meetings stated in 2003 and now… Jayko is right – if Baffinland is not going to come in to Pond Inlet and work close with us, and that is a problem.

The QIA was supposed to have a meeting when that came about and that never materialized. And so we were supposed to be planning on that.

Stephen – Yes, there was a big change one year ago, when BIM decided there was no money to work on the environmental assessment, so our workshop was cancelled. We are looking at options now, knowing the company wants to work on the EA, what workshops could take place – some with Baffinland, and some without Baffinland.

QIA board has set some money aside already, and they'll make a decision in May on what kind of workshop they want. And we want to know from Baffinland on what they will do. The board decided it doesn't want to wait any longer – it is time to act – they've been waiting for over a year.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - March 31, 2008> - § 1 reference coded [1.57% Coverage]

Reference 1 - 1.57% Coverage

Mr. Panipakoocho – Those comments I made are only part of the concerns. If we get a negative impact to the mine, we are going to have to ask for monetary compensation, especially those of us who live on the country food. They move all the time and don't stay in the area, but if there is evidence that your activity have made the animals stay away we are going to have to ask compensation as it is the only way we can replace our food.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 2 references coded [17.67% Coverage]

Reference 1 - 10.50% Coverage

Q6 – Even though it is in the exploration stage and a drilling program going on, and you probably understand that salt kills lichen which is eaten by caribou. You're still in the exploration stage, and I believe a lot of salt is being used on the land. I am wondering if all the salt products are properly cleaned up. Salt damages everything in the environment. Will you be able to clean up everything in the environment?

Matthew – We use salt in almost every exploration drillhole through 2008, but in 2009 we started to cut back significantly on salt use, as we found that we could use less with the type of holes we were drilling. There is no salt placed on the surface.

Q6 – The IIBA agreement – the use of salt – if the lichen can no longer grow – would that have an impact on the IIBA agreement? Caribou seems to be bothered constantly by research, that's what I'm trying to say. Thank you.

Philip – Yes, in regards to your comments that if the salt is damaging – it should be included in the IIBA agreement, and compensation would come into play. So compensation would be required.

George – In regards to the concerns were from the residents of Igloolik – they didn't like the location of the port at Steensby, so they moved it from the proposed site. They don't like the proposed site, but they had a consultation meeting with Baffinland, and Nanisivik already has a dock – why don't they use the facility. Baffinland replied that it is too costly, and the size of the ship the sound is too narrow. And the residents of Cape Dorset had concerns about the proposed shipping route because it cut through their proposed hunting grounds. And they were wondering if Baffinland could travel closer to N. Quebec. Baffinland indicated that the shipping captain prefers this route. But CD requested they ship further into the ocean. Another question that kept being asked that whether or not a dock could be built between Pond Inlet and Clyde River, but Baffinland stated that the channels are too narrow so it would be impossible to turn the ship around, and the railway would be very very tough to build through the mountainous area. But sometimes they do not answer to all of the questions. But it appears that the proposed route will be used. That I wanted to answer to a question asked earlier. It appears that because of its economic benefits but they don't like the proposed shipping route. It appears that whatever the Inuit want will be implemented. The QIA will address the concerns of our beneficiaries to ensure there are economic spin-offs.

Philip – In addition to Harry's question, I also have concerns about exploration, so perhaps we should ask if they do drilling if they use salt, and where does it go. And if the government does not allow the mine to go, it will not go. I am wondering at this time why he did not mention the Nunavut government.

Bill – As I indicated the environmental process we are going through is mandated to the NIRB. And one of the questions we had in Cape Dorset was who is NIRB, and Stephen gave a very good answer, and perhaps he can share this. There are several decisions to be made – the QIA needs to issue a permit, among other groups.

Matthew – Regarding the salt, it is mixed into a brine. Most of it is re-circulated, and what isn't re-circulated is captured in a sump. The affected area by the salt is very small, and we make sure the salt doesn't run off into fisheries.

Stephen – We are here also discussing the environmental review process and NIRB. NIRB contains board members appointed from different organizations, including the regional Inuit associations and the GN. QIA has one appointed member, Archie. The current chairman is Lucasi …. from Saniqiluak. The board takes letters and submissions from various groups and government representatives, and they weigh this information when making their decision. When they make this decision, they forward this decision to the INAC minister who makes the final say on a project.

Reference 2 - 7.17% Coverage

Q – On the last page of the presentation in Inuktitut, it says about employment that jobs during construction and during operations, heavy equipment operation, loaders, dozers, mining equipment, rotary drills, I don't understand…[listing careers] It appears that Mary River will become larger than Pond Inlet in the future. There are things that are not available in Pond Inlet that will be at the mine site. It will be a large community. There will be a town in Mary River. What will happen when it closes? There is too much activity around Baffin with regards to wildlife. There is a lot of activities going on. They want to look for oil in the Lancaster Sound area. IT is a grave situation. All because of economic issues, and everywhere our wildlife and environment is being destroyed. Will the communities of North Baffin be compensated? In the future my grandchildren and their children will need to rely on wildlife – they can't rely on white man's food – we always yearn for country food.

Bill – Our intention is not to have a townsite at Mary River. There will be an accommodation complex and the workers will fly in to work and then return to the communities. The infrastructure that is there – the jobs you mentined – you asked about technical services – these are the geologists – not like we have now which are exploration geologists – but mine designers. There will be environmental personnel who will continue the collection of data at the site and offsite to make sure that the habitat is protected for the land and marine mammals. We expect during operations there will be 670 people working at site, and only half of this at site at one time, so we will be much smaller than Pond Inlet's size of 1,500.

Regarding the protection of wildlife, we will be… We've already made two changes to the railroad already. We moved the railway to avoid an old wolf trap that is very old. And we also moved the rail line to avoid some willows which are very rare. Those are two examples of changes that have been made to the project. There will be others. But we still need to transport the ore to the coast, and then to Rotterdam. We believe we have the best proposal right now.

You asked about closure – we will have an open pit that measures 2.5 km by 1.2 km. After closure, the railway will be removed, equipment will be moved off site. There will be some inert garbage that will be disposed of in the landfill. We will remove all infrastructure that the community wants us to remove. One project – they asked for the port to remain and the accommodation complex to be kept. Those things will be taken into consideration. Regarding the tote road, we'll have to talk to QIA and INAC. We'll be estimating costs as well.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 2 references coded [14.54% Coverage]

Reference 1 - 10.26% Coverage

James Attagootak – Have you looked at all these different options for the shipping route? I only see the Milne Inlet and Steensby Inlet routes marked on the map. If you've studied them, they should be included. Although they may be expensive, I would like these alternatives be examined. It's hard to know if you've looked at this or not if you don't show us. My second question is in regards to Steensby Inlet. That area is fairly shallow. You will need to dredge to make sure the ships can get in. There are char

and other species there. There will be explosions and dynamite that will affect the animals. I've heard discussions about moving the port to Nuvuit. When it's foggy it will be hard for the train to see what is in front of it. What will happen if the train kills caribou when it is foggy? Will there be compensation? You also talked about the shipping in summer from Milne Inlet. A lot of people from Pond Inlet are in complete opposition to this option. You will be impacting their livelihoods and will need to compensate them. If you do this, all the wildlife will leave the area. In Resolute, they said all the animals left when the ships came in for the mine.

MZ – [Discussed various port location options and siting restrictions; shows port alternatives slide]. There will be no blasting at Steensby Inlet; we've changed our port design to make use of steel containers filled with rock. There will be no blasting necessary with this design. We have not chosen the least expensive option; we looked at the best option for the Project. We've always said that if the communities don't want this Project to move forward, it will not move forward. Yes, Steensby Inlet is a shallow basin, but we have done studies and determined that it is deep enough to ship. Building the port at Steensby Inlet is more expensive than Milne Inlet. We looked at the most doable option. We have looked at ways to get this Project moving as quickly as possible. We need to generate revenue; currently we only raise income and don't generate any revenue. We believe the Steensby Inlet option will have the least impact. But, we're looking at both options and studying them as a way to get the Project moving quickly. Compensation will be paid if any animals are killed. This will be part of the IIBA negotiated with the QIA.

Reference 2 - 4.29% Coverage

Enokie Inuarak – Mary River was selected by the people of Pond Inlet as IOL. The people who are the actual owners of the land are not getting any of the benefits. I would like to see royalties going to Pond Inlet as well. It is very difficult to get basic infrastructure here; that money could be used for that. All that money should be going to QIA.

NQ – We very much hear this at QIA. People want to see benefits going to Pond Inlet. The money Pond Inlet gets from the land lease is currently going towards the environmental review. This is a very expensive process. Mike's comment that marine mammals don't use currents is not true.

MZ – I was talking about the ice, not the marine mammals. The currents keep the ice moving and make a lot of noise. For our purposes, it is easier to ship through. The whales do not like the sound of the moving ice.

NQ – There are walrus that use that area.

MZ – They are mainly over by Rowley Island and Jens Munk Island.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 2 references coded [4.95% Coverage]

Reference 1 - 2.91% Coverage

Q9 (Mr. Jayko Alooloo, Chair of HTO) – I have two questions. First, and during the planning stages, Baffinland is planning, we already have impacts like caribou. Right now the IIBA negotiators, even before they started, how can we get assistance through compensation before the agreement is in place? How can we get assistance from Baffinland to claim, if the caribou are gone from the area? Last week there was a hunter that got two caribou from the area. Is there a way to compensate for that now? The contracts for two years now Baffinland have contracted the Co-op, they went to Qikiqtaaluk Corporation instead when they didn't agree with Toonoonik Sahoonik. And they hired a contractor instead. More people are opposed to those contractors that are hiring workers. White and Inuit need to work together. ……[missed last sentence]

Mr. Chubb – We're just talking about the first question, and make sure we understand the first question. While we've been at Mary River site, we've been studying caribou and caribou habitat in the area as part of our baseline programs. And as been discussed at this meeting, there are not a lot of caribou in this area today. For the work that we do, while it doesn't appear to be a lot of caribou, we have procedures in place to protect the caribou. I am not sure what you mean by impacts related to us at this point, but perhaps I've misunderstood and Rod will provide some context to the second question.

Mr. Cooper – we have always used the Co-op and we continue to do so and plan to do so. As our activities increase at Mary River we will be looking at ways to work with Inuit companies as much as possible. We are increasing the amount of Inuit companies participating in the project and will continue to.

Reference 2 - 2.04% Coverage

Q14 – I am Inuit – don't think of me as white. [Referring to map] – From here (Milne) to there (Steensby) is 180 km (It's about 240 km). From here to there (bottom of Admiralty Inlet) is the same distance. Or even to Nanisivik. Milne is a narwhal area and Steensby / Foxe Basin is walrus and will probably be affected there. I would prefer if you would go west and even to Nanisivik port. But even if you try to go there [don't know where] it is dangerous. And Inuit are being trained but when mine closes down those who are trained will lose jobs. Have you considered Inuit on ships? I had a blind grandmother who …. [didn't record]. Last one, I know Japanese have offered you lots of money, maybe $100 M. Is it more important to compare 20 years from now if I can get caribou or for you to get money? I am going to ask for more compensation for those that are lost.

Mr. Chubb – I appreciate the comments there. Speaking about the shipping opportunities for employment. There are certainly opportunities on the ships for jobs, and we have talked to our shipping partners about this. As we've discussed several times this evening with respect to impacts and benefits, we need to make sure the benefits outweigh the impacts.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 1 reference coded [4.74% Coverage]

Reference 1 - 4.74% Coverage

Q5 (Mr. Caleb Sanguya) – I grew up using Milne Inlet and the area interior to Milne Inlet. What we have seen the last couple of years is the airstrip disturbing caribou. No harvests this year. The activities are also impacting narwhal. The biggest issue not discussed is harvest compensation because we are already losing now. For example, one family used to harvest 30 caribou each year. There have been promises that local businesses would be the main contractors, and overnight Iqaluit became the hub. If Iqaluit is the hub then Pond Inlet will not agree. Inuit knowledge is that caribou have always moved through the Mary River area. We have already noticed narwhal changed patterns to avoid noise. Promises were made to Pond Inlet that it would be the hub, but Pond Inlet has been pushed aside. There should be compensation to Pond Inlet businesses for this. There needs to be a better solution for the people of Pond Inlet.

Mr. Chubb – thanks for the comments, which we will take into consideration.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 5 references coded [22.84% Coverage]

Reference 1 - 3.88% Coverage

Jayko Alooloo – It will have a great impact on us, the people of Pond Inlet. I will explain the reasons why:
Shipping – For the bulk sample, you will have a big impact
Hiring – You said that people are working and that is good, but once you're hiring people out of Iqaluit , with QC (Qiqiktaaluk Corp) this will be difficult.
Waters, animals – If you are going to be having an impact on our waters, caribou, whales, seals, I want to be compensated: [lists the following figures]
For one year's harvest:
Caribou x 200 = $506,800
Char $2.25/lb x 10, 632 = $23, 922
Ring Seal Pelt cost $80 each, meat $30 x 2,436 = $267, 960
Narwhal Tusk $102 per foot + meat x 176 = $284, 064
Grand Total, based on 1197 Harvest Study and today's cost = $1,082,746
[receives loud applause]

Reference 2 - 8.25% Coverage

Ikey Milton – Looking at the shipping routes, I laughed – are these routes being chosen based on it being far from Baffin Island so that people will approve? You mentioned earlier that the ships make low sounds. Last year there was a ship at Milne Inlet and we people caribou hunting could hear them, and I believe the animals were disturbed by the sound of the ship running. Animals are our only means of survival, so compensation will have to be paid.
Suppose the ship were to have an accident – would you compensate the community? Have you considered this? What are the unforeseen dangers? What is the emergency plan?
Helicopters are also disturbing caribou. If the helicopters hadn't come, we would have harvested them, but they were scared away.
For the past three years, the people of Pond Inlet have been told nice things [about the project] but then the office was moved away to Iqaluit.
Negotiate WITH the people of Pond Inlet, don't just court them.

MZ – Explains the rationale of shipping along Greenland – based on ice conditions, environmental impacts, technical factors. Also emphasizes that Steensby Inlet is the main route under consideration.
Re: helicopters. I understand that there were issues regarding helicopters towards Borden Peninsula – these were not ours.
MZ – regarding Jayko's comments about wildlife – if there is an impact, compensation will be paid, but we first need to monitor and understand.

Ikey Milton – The helicopter was when we were hunting right around Nuluujaak.

MZ – When?

Ikey Milton – September

MZ – We used NNSI – the ones who do sealift for the Co-op, and it did break down. They do have an emergency plan.

Reference 3 - 1.77% Coverage

Jayko Alooloo – Your response about animal populations – in Toronto the Alaskans reported that all the mining companies in Alaska means that the waters there have no more animals. Eclipse Sound is very small and all the animals would be affected.
I want to look at the agreement with QC [Qiqiktaaluk Corp) – how long is it for, what's in it for Pond Inlet.

Reference 4 - 0.20% Coverage

Agreement on compensation should be made

Reference 5 - 8.75% Coverage

Israel Mablick – It is my understanding that at the start the Co-op had the logistics and HR contract, but now you are using QC because you say you want to hire more people, but only a 40% local hire. Lots of people in Pond Inlet are unemployed, so why don't you have more people from Pond Inlet employed?
My other question is, you said "If there is an impact, there will be compensation" There are already impacts on marine mammals. There are less narwhals observed by hunters, so where is the compensation?

MZ - we only had one ship last year – do you really think that we are the one that made the impact?

Israel Mablick – The ship that was broken down scared off the animals, so there is an impact already. Where is the compensation?

MZ – YOU are telling us that there is an impact. Does the harvest data reflect this? There were 9 ships last year.

Israel Mablick – 2 cruise ships went down Milne Inlet. They were there for 1-2 hours. The ship that was broken down was there longer than that. The crew on the ship scared them off.

MZ - This is the first time that I'm hearing this. I need to see the figures.

Israel Mablick – You're meeting with Jayko, you'll see.

MZ – So…. Based on only one year….

Israel Mablick – You aren't answering the question. I notice that you keep trying to change the subject.

MZ - I'm not trying to do this. Can you tell me exactly what the impact is?

Israel Mablick – A lot less harvest of narwhal. You still haven't answered my second question about stopping the contract with the Co-op [quotes figures regarding number of Inuit employees].

MZ – You think this is a low number? [quotes hiring stats from other projects] This is an exceptional number compared to other projects in the NWT and Nunavut.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 8 references coded [2.42% Coverage]

Reference 1 - 0.24% Coverage

Question: - Koonoo Oyukuluk /Arctic Bay – Marine mammals do not stay in one spot. Igloolik and Hall Beach they eat the walrus. – My concern is with walrus disappearing. We learned from Nanisivik that walrus will disappear. Our descendents need to know there will be no walrus in the future. Whales were hunted to extinction but now they are coming back. We will need to discuss compensation if extinction occurs.

**We will monitor walrus populations and address impacts if they occur.

Reference 2 - 0.48% Coverage

Question: Levi Barnabas/Arctic Bay - Regarding the number of rail crossings. Animals will run away. Will compensation be given? Country food is more healthy than store bought food. What kind of compensation will be available? Will hunters be provided with compensation to travel further to hunt? How will this compensation work?

MTP: We do not want to disturb the animals. First, we will monitor any effects we have. If impacts are determined, then we need to address those with the communities. A last resort would be to provide money. We may have to alter our plans. For example, we may need to consider a shift to the shipping route.

Stephen – Wildlife compensation would be part of the IIBA. QIA's strategy is not to negotiate compensation until the Project has been approved. Before construction, a wildlife agreement for compensation would be presented to the communities. We have a couple of years to do this and this is high on our list of priorities.

Reference 3 - 0.27% Coverage

Question: Joanasie Apak/Clyde River – The communities closest to Mary River are here. Are they going to be given the largest compensation monies? Are the farther away communities included? Would profits be given to closest communities?

MTP: Some compensation comes from taxes paid to government. Some come from royalties and "pure compensation" is handled under the IIBA.

George – Mining companies give money to be distributed for compensation. QIA should address this. QIA will be setting up and administering this compensation. Is this clear?

Reference 4 - 0.15% Coverage

Question: Louis Uttak/Igloolik – Steensby Inlet has fish going up the river and also has Rock Cod. Have there been studies on this? Would my people be compensated? Are the studies thorough?

MTP: Yes, we have conducted a lot of thorough studies We will talk about them further when Warren arrives.

Reference 5 - 0.44% Coverage

Question: Louis Uttak/Igloolik – We are very particular about wildlife as it is what we consume and we want to protect it. This is why we are here. Of course we do go for compensation [meaning unclear] but we don't live by money alone. We are fighting to eat country food. As I said before I don't want caribou or other wildlife to be unprotected. People are speaking in consideration for wildlife. We are in Nunavut and have a land claims agreement. Areas like Arctic Bay are very concerned about caribou. Maybe 100 years from now wildlife will be negatively impacted and it may be difficult to see what impacts will happen. Compensation must be upper most in our minds.

MTP: Our objective is not to have an impact. Yes, we have to be concerned with compensation. But, we want to keep your lifestyle the same as now. In 10 years we hope the numbers of caribou and narwhal are plentiful. [Unrecorded comments].

Reference 6 - 0.51% Coverage

Question: Joanasee/Clyde River – If there is an accident and an animal is killed, what would happen to the meat? Would it be donated to the communities? And what about the exhaust coming out of the train? The caribou might see it as a barrier. Has this been looked into? Again, if they go into the tunnel and get killed what will happen to the meat?

Mike - This has also been brought up in past discussions. We don't expect many caribou to be hit but if they are, we will consider recovering the caribou meat. We will have to wait and see. In Quebec they hit perhaps 8 caribou last year. We don't' know how many might be hit here.

MTP: It's possible that the service vehicles could pick up the meat.

Nick Arnatsiaq – The question was "If a caribou is hit can it be given to the community?"

Mike – Yes it could be distributed, but with the low numbers we are talking about there may not be enough to distribute to even one community. It could also be provided as country food for the camp . Does that answer your question?

Reference 7 - 0.15% Coverage

Sidonie Ungalaq/Igloolik – The fish may be impacted. They may get skin rashes, for example. The marine mammal fat may also be impacted. We have to be aware of compensation measures.

MTP: We will monitor the different aspects of our Project. Where things cannot be mitigated, compensation may be in order.

Reference 8 - 0.19% Coverage

Stephen Bathory/QIA – Wildlife compensation is a component of the land claim and, as such, the IIBA. We have asked Baffinland to work on contamination issues. Maybe you can explain exactly what you're working on.

MTP: Warren will cover some of this in his presentation. In regards to freshwater char, we have conducted baseline studies on them. We will also continue to monitor these fish.

<Documents\Public Consultation\Workshops\Kimmirut IQ Workshop Minutes (PC) - June 21, 2010> - § 2 references coded [1.43% Coverage]

Reference 1 - 0.92% Coverage

Q: I think there will be a slow motion effect to marine mammals, and that effects will take a long time. Does Baffinland have a compensation plan in place for Kimmirut, Cape Dorset, Igloolik, Hall Beach and other communities if something happens?

A: (Jason) The issue of compensation will be addressed in the Inuit Impact and Benefit Agreement being negotiated between Baffinland and the QIA.

Reference 2 - 0.51% Coverage

Q: We are worried that we will not be compensated because we are a small community and it will not be visible if our animals go away. Please go somewhere else with your ships.

A: (Jason) Thank you for your comment.

DESIRED BENEFITS & MITIGATION

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 2 references coded [13.76% Coverage]

Reference 1 - 6.48% Coverage

Member – When you are at the site, what will you do if you have an impact on wildlife? Do you have any plans for that issue?

Matthew – If there is a disaster?

Member - Yes

Matthew – First, is to make sure there isn't a disaster. But we will also have plans in place to deal with that. This includes seeking the assistance of the communities, who would be equipped with spill response material.

Member - No, caribou or marine mammals if they are affected.

Matthew – We would seek a different way to deal with that, if possible. Or compensate through the IIBA as a last resort.

Richard – NIRB requires us to develop wildlife monitoring and mitigation plans. These include monitoring plans to track wildlife such as caribou, and contingency plans to deal with wildlife. For example, if a large number of caribou were to move into the Mine Site one day, we would need a plan already established to manage that event, such as to shut down operations so that caribou are not harassed and chased away and so that they can leave on their own.

Reference 2 - 7.28% Coverage

Matthew –With respect to communication issues, we're going to go back at Baffinland and talk about it now, and give clarity tonight on how we will handle that. You also referenced a site visit promised previously? I don't know about this, so I am asking.

Vice-Chair – Before the HTO members had gone up to site for a tour, from Igloolik and Pond Inlet. When they were up there he had requested that every 5 years or so that they go up for a site tour. Or every year. That time before we had Tommy Kilabuk as HTO Chairperson, and we wanted a site visit every now and then. I know that during the economic meltdown that wasn't possible.

Matthew – Personally I wasn't aware of that commitment, but I will look into that for this year.

Vice-Chair – It's just that we don't have to have a site visit, but as long as there is communication coming into the community. Because there is no communication. For that reason, there is concerns being voiced out, because we don't know what's happening. You will get a better idea when the community meeting is on and the community is voicing their concerns.

Matthew – Than you for your time, and we look forward to seeing you tonight.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 2 references coded [8.07% Coverage]

Reference 1 - 5.14% Coverage

HTO Member 3 - Looking at this island, it is all sandy gravel. There are polar bears there too. If you have a polar bear monitor working it would be beneficial for both of us. As environmental concerns, this should be concerned also. As Inuit, you need to monitor your area of interest in terms of security, because animals are not afraid of anything. And this island has walrus, so we need to monitor. So we need to monitor for environmental reasons.

Mr. Chubb – We agree these things need to be monitored. We use bear monitors right now for that reason.

Reference 2 - 2.92% Coverage

HTO Member 1 – Shipping will be year round if you get approval, when you start operating. Can you bring anything in from Montreal for personal items?

Mr. Chubb – Our ore ships are designed just for ore and they'll come from overseas, and we'll have freight as well, but they are specific for the mining operation.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 7 references coded [20.92% Coverage]

Reference 1 - 2.38% Coverage

Q2 - Nunavut residents – because they will be drilling – the only royalties the beneficiaries will get is 1 foot from the surface – is that true?

Stephen – the question was about mineral royalties? In terms of the mineral rights for this project, there is a difference between how the NLCA describes surface and sub-surface ownership. In some cases, QIA owns the surface and do not own the sub-surface rights. In this case, QIA owns the surface, and NTI owns the sub-surface rights.

George – Your question related to royalties – I am also on the board of NTI and we are just looking at that now. We will be drafting guidelines and haven't started yet. Baffinland isn't in yet because they haven't submitted their EIS and it's not a mine yet, so we are looking into that – doing the terms of reference now – but we don't know how much royalty we will get.

Reference 2 - 2.47% Coverage

Q2 - Thank you. We saw the plan for socio-economic impact. The mining companies, when they find minerals, they don't always disclose what they find. The details of the project they do, we don't always know who they are sending it to. My concern is the communities nearby, the wildlife, the land will be impacted. So for that length of time they are mining, it will have impact on both marine and land. So I would think that the Companies that are buying the ore should be told that the communities need help too. We get goods from down south and the prices here are high. When the mine is operating, they should look at subsidies for reducing the cost of bringing in food here, because every community and their land will be impacted. If the mine starts operating, it will be generational and we'll feel the impact, so if there could be a subsidy program, that's my only concern. Thank you.

Reference 3 - 2.18% Coverage

Q3 - The communities – in terms of residents bringing in equipment – would you offer subsidies to provide lower freight costs? Nanisivik, when they were mining, would bring in personal equipment for people for free without any freight costs. The community hall was brought in without any cost to the community. Also, the church was brought in without any freight costs, and the company paid for that. So those examples, would Baffinland offer to the surrounding communities?

Bill – During operations that would be difficult because the ore carriers going to Steensby would be going to Europe. Right now we don't have any plans to have points of drop-off at the communities mentioned. If we were bringing ships up, it could be discussed further, but we hadn't given this any consideration.

Reference 4 - 3.19% Coverage

Q3 - In Salluit, in Northern Quebec, there is a mine there that Makivik had an IBA with there, and they were getting that assistance in terms of bringing in personal equipment. So through QIA or NTI, perhaps this could be mentioned that somehow there is a benefit to each community; that could be one of the benefits offered. But if there are no plans to do that, then... Even as NLCA beneficiaries, we are not getting real tangible benefits yet, so we need to get something solid as a benefit.

Stephen – As QIA we are working on two types of benefits. One, through the IIBA includes jobs, training, and hopefully provisions to provide financial benefits to beneficiaries. The second way is through NTI receiving mineral royalties, and this needs to be planned out. We've heard a lot from each community. We've heard a lot from Makivik agreements, and we've heard a lot about the types of benefits that could be given. There are some big differences between how Makivik has dealt with benefits in specific communities, and how QIA may distribute benefits. Your comment about freight costs is something we heard before and we will continue to consider.

Reference 5 - 5.10% Coverage

Q3 - We heard that the mine will last 30 years. We heard Nanisivik would open for a certain number of years, but I know now that if the Canadian dollar goes down, it might close before the end of the mine life due to economic conditions. I am saying that because Nanisivik had a big ore body, and during the last year of the operation, the employees were told that there is still lead and zinc available, but due to the price of the lead and zinc that 25% is profitable and 75% is waste. So I know that if the iron price went way down that the mine might close. Is that the case?

Bill – Yes, when the company states they have 20-30 years of ore in reserve, we are basing that on the price at a certain amount. You're right that the price of the Canadian dollar can also influence the price. For us, when the Canadian dollar drops it is good for us as we would be paid in Europe in USD. Regarding the price of iron ore, the BRIC nations (Brazil, Russia, India, and China) are

expected to grow, and the price of iron is expected to continue to grow because of this increased demand. Iron ore has already regained its price from two years ago before the economic downturn.

Q3 - The reason I am saying that, because Nanisivik closed prematurely because of the price, and they only took out part of the ore, so there is still some left over, so that why I said that it's a good idea to have a mine, and we would be better to keep it so many years. And my last question, my suggestion is don't just lay people off. I'm thinking if a person is laid off, that they get at least some kind of severance. Because I know that when the mine closed down one of the managers was paid a severance of a large sum. I've been thinking that severance should be considered during the mine operation – don't just through people away but give them a gift like that.

Reference 6 - 4.08% Coverage

Q5 – I want people to shorten their comments because we have a number of people who want to talk. I am hearing that we originally heard 100 years of operation, and we also heard 70 years, but now we are hearing 21 years. Now I hear that today. It seems like the Igloolik people don't want the project to proceed because of the railroad and shipping lane. So 21 years is very small if you look at the impact it will have. Inuit are starting to stand on their own, so Inuit are losing the opportunity to gain economically from that. Because who ever owns Baffinland is getting the benefit that Inuit should be getting, so I want the Inuit to be in control of the mine. So Inuit should take all the contracts. That's my comment. All that work, railway and shipping lane, only 21 years, it's not worth it to mess up the environment and go. There are too many ships – reduce those too.

Bill – You're right, there is a lot of infrastructure required for this project, and it costs $4.1B. When they ask for money from the bank, they set a timeline that is typically 20 or 30 years. For us to operate for that 20-30 year period, this is the open pit that will be mined. We are looking at a location as we mentioned to do drilling. So the expectation is that Baffinland will be hear from many decades, but it is hard for us to say that we'll be here more than what is for sure. What I can say is the iron ore mines in Labrador started in the 1950s and are still operating today.

Reference 7 - 1.52% Coverage

Q6 - Thank you. If there is a risk to the environment, do you have a contingency plan to mitigate that?

Matthew – Yes, we have plans in place for environmental issues. If there was a spill in sea water for example, we have plans to deal with it.

Q6 - What I asked is if there is something available regarding accidents, or any funding/insurance to pay for it?

Matthew – Yes, there is environmental insurance on the site, so major incidents are covered by the insurance and smaller incidents would be paid for and dealt with by Baffinland.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 6 references coded [20.27% Coverage]

Reference 1 - 4.56% Coverage

Q1 – Can you show the maps on the PowerPoint? I am concerned about this channel (Foxe Basin) and this channel (Hudson Strait). These islands that the ship lets say (near Rowley) if they have an accident, because the iron is heavy, what will happen to the bottom fish? Also, I lived here in this area before (Baffin – Steensby to Piling) and right now the caribou have moved south and the North Baffin have no caribou. The caribou goes through the area. Also, that dust will be created. If it is crushed it will turn into rust and it will turn into rust if it is left on the ground. I am not trying to stop the project, and that dock fuel and supplies, I am concerned if there is a spill in this Steensby Inlet it would be a concern that it needs to be cleaned up because they are dangerous to the environment. I know the communities, although they say we have Nunavut, that we won't be able to get direct benefits in terms of cash payments, so QIA needs to consider that Nunavut, let's say Igloolik, Hall Beach, Clyde River these communities need to have benefits negotiated. Also, my concern I know Baffinland themselves will use their own environmental studies, I want a separate independent environmental studies that are not contracted through Baffinland but through QIA or from the Inuit Beneficiaries organizations to do the environmental studies. If the company will be like Nanisivik they won't inform the communities. They can use their own environmental studies. When we didn't know it was contaminated. When I mentioned earlier the fuel, they spilled it everywhere and didn't report the spills. Those fuel bladders we saw, they used to – I am not against the project, I am just saying the environmental studies should be done by independent companies through QIA or QC. Thank you for coming here and if there is an accident in Igloolik's waters then walrus and migratory birds – these islands there are birds around those islands and are nesting grounds for birds, walrus, and bearded seals are also in the area.

Mr. Amagoalik – Since you mentioned QIA doing environmental studies, we are monitoring every month they go every month to check that there are no environmental concerns. During the operation, there will be a fulltime monitor onsite.

Mr. Chubb – Thank you for those comments, we've certainly taken notes on those and understand your comments.

Reference 2 - 2.80% Coverage

Q2 (elder woman) – I have a concern about the mining. We were in Nanisivik for 10 years. It is a concern where the contamination or hazardous materials were being ignored. If that iron ore if it is left alone that huge stockpile is going to blow dust, the wind will scatter the stockpiles and if it is a different size than Nanisivik it will be a bigger concern to leave the crushed iron in the open to leave it stored without barriers. Also, when Nanisivik closed down, there was nothing to show to the community – infrastructure and buildings – we couldn't even get that and during the mining they were available but when they closed they said no one will take those buildings or equipment. So my concern is that I heard that in Northern Quebec communities that I am envious of the community in Salluit they have a mining company there that they get paid once a year, including their children. So if you are going to just contaminate our land we need to be compensated. And Igloolik would be opposing the activity because it is their hunting ground, so they should be compensated for the loss of their animals. I want to be like the Northern Quebec communities. These are my concerns. My concern before the mine starts when they have the mine proposal they look for approval but since they are a business they need to look at the best way to make money so when they start operating they don't' worry about what was discussed before the start of the mine.

Reference 3 - 3.98% Coverage

Q3 (elder woman) – When we see a presentation a project that will make money, and there are committees representing the Inuit and there seems to be support of the Inuit. There are young people with houses and no jobs. My question is what kind of education would they need to have a job? Because at a work place they need education. What education will the young people need? Only some are able to get jobs. There are some young people who have applications who never got jobs. The company just comes to town to report on the project so they will come into the community, report on the project, record the proceedings, but the Inuit without education are not involved, either through employment because if only the people who have graduated from school would get jobs – if they need lots of people, they need dishwashers and laundry, and those people with no formal education will have no chance to get a job. Inform the community when you require a position to be filled what level of education is required for each position, so each person looks at the job advert and knows if they would qualify for that job. It's a young population starting in each community and some have only elementary level of education. We heard there will be a number of jobs created with the mine but they may be mostly non-Inuit. Why bother to tell us if we are not going to benefit from the project, so answer my question of what kind of level of education will be required? I know there are elders and middle aged man working there now without education, so there are others who can be heavy equipment operators. Thank you.

Mr. Len Kutchaw – Thank you for your questions and concern. One of the initiatives we are working on that Rod talked about is the partnership for training with the QIA, QC and Kavivak, and we are looking at getting 200 people ready for employment. What kind of education do you need? Any they can apply what we are looking for are skills. What we want to emphasize that it is important for young people to finish school but we don't want to exclude anyone.

Reference 4 - 5.32% Coverage

Q6 – My comment, I am glad to see a mining company planning to start a mine because we need jobs. There are no jobs here, in Arctic Bay, Pond Inlet, there is no real place to work so I am glad to see the mine development, but the concerns that we have heard, I want them to be respected and at least looked at. I know the Nanisivik experience, you won't use any processing or chemicals or tailings pond and you'll simply crush and load and take it out. When Nanisivik was closing out I was part of a committee and we had meetings in Iqaluit and here in Arctic Bay, and we asked what the community wanted in terms of the closure of the Nanisivik Mine, but whatever we requested in the meetings not even one was respected or followed. Having meetings have no purpose if they don't listen. When Nanisivik was closing down, the only thing we heard is that they have no money for benefits to follow those recommendations. There will probably be a closure plan somewhere down the road. Whatever the results of the meetings and the concerns should be at least answered. Also, my question will you have, since you have a mining company, can people have shares in the company? If it is reasonable price, each share, because I think Nanisivik should have started the share thing with company membership. But only through employment was the only benefit we saw, but we want more than just getting jobs, we want to get our foot in the door and ability to get some money back too, being a shareholder.

Mr. Chubb – Thank you for the comments and questions. The first part of the comments with respect to closure and how it happens, the speaker referenced that we might have a closure plan in the future. Even for the work we are doing today, we have a closure plan and this plan is reviewed by many different groups. This plan is required by the lease that we have with the QIA and to make sure that the money is there for closure, there is already a letter of credit being held by the QIA. This plan is reviewed each

and every year. There was a question with respect to ownership or shares in the company. Baffinland is a public company and anyone can buy shares. Each share today is somewhere about $3.65.

Mr. Paneak – I didn't quite understand if there was contamination in animals or environment how we could compensate or mitigate the environment. We could negotiate these terms in the IIBA, so the agreement would outline what work will be done. They are required under the NLCA to have an IIBA in place. The IIBA agreement we keep mentioning is Canadian legislation so it is a requirement to have in place before they start the mine. Through the IIBA we can agree to the terms of the compensation, and the mine won't start until the agreement is signed. That's how it is.

Reference 5 - 2.63% Coverage

Q9 (earlier elder woman) – In Northern Quebec communities there is a mining site near Salluit. We went there to the community, but there were a number of Nunavut residents that went down for a conference. I think $34,000 was given by the community of Salluit and because we need expenses for the conference. That's how they do it in Northern Quebec. They have these people involved. Will we get any royalties? Hall Beach, Igloolik, Arctic Bay, Pond Inlet, Clyde River, and what about Cape Dorset? What about these communities, will they get any royalties from the mine when they sell the iron? Because we have two churches in the community – will you donate to the churches? In Northern Quebec they donate $34,000 to the church. Will you? If you donate money to the church, then Nunavut would be more peaceful and no dangers. If you don't include God in your plans, then your plan will be in danger because it will be an important project. If all the churches in the communities are helped, there will be less danger.

Mr. Cooper – Thank you for those questions. I'll mention the royalty on Deposit No. 1. There is a mineral royalty paid to the federal government and through to the NTI on Deposit No. 1. There may be other royalties that are negotiated through the IIBA. I'm sure that during our IIBA discussions we will talk about donations in the communities.

Reference 6 - 0.97% Coverage

Q10 – Thank you. And we welcome any employment offered, but we continue to be concerned about animals because we live by them and for 1000's of years we lived on the land. We want benefits to see that there can be a good side of mining and not just hear of the bad side and damaging the land but looking at the positive way that it would improve the economic, not just with Baffinland but with other companies, we welcome your proposal and the business you are planning. We want to work with you honestly.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 2 references coded [15.77% Coverage]

Reference 1 - 11.77% Coverage

Q4 – My first question is more humorous – will local people be getting watches after processing the ore? My next questions are as follows:

- You said Mary River will have the potential for a mine life of 100 years. Using Nanisivik as an example, it closed even through lead and zinc are still found in the ground – due to low prices. Do you know how you can have a sustained demand for 100 years? Have any studies been done on this?
- Open pit and waste rock you'll need to reclaim these. Will waste rock go back to the original location [open pit] or will it stay on the land?
- Nanisivik used to give reduced freight rates – will Baffinland provide that benefit?
- People hired from all these communities are hired from Iqaluit and it's too far – with no direct communication with the communities. This needs to be straightened out so that people are clear when they are go to work and when they are to travel, which isn't happening right now.

Mr. Cooper – to answer your questions:

5. The market for iron ore is very strong, mainly due to India and China, and prices recently increased by three times. We have discussed this with the customers and they believe the market for iron will be strong for a very long time. But, it is hard to predict the future for such a long time.
6. Before beginning to mine, we need to provide a closure plan and financial guarantees. The specific plan for waste rock is to leave it where it is placed during mining, but at graded slopes that will be remain stable. The waste rock piles will be contoured to the landscape but we do not plan on filling in the open pit as this would be prohibitively expensive.
7. Baffinland does not have plans to subsidize freight on ships – the ships are designed to carry ore and are not like general cargo or sealift ships.
8. We know there have been problems with communicating with employees. We need to develop a better communications plan with employees as to when their shift is to start.

Reference 2 - 4.00% Coverage

Mr. Barnabas – Nanisivik used to provide funding for facility needs. When a hamlet makes a request for funding, when the community needs to provide 25% and the Government of Nunavut provides 75%, would your company provide funding if requested?

Mr. Cooper – Good question. Baffinland is discussing an IIBA with the QIA, and these kind of arrangements will be discussed. Baffinland will be sensitive to ensure there are direct benefits going to the communities. This includes employment and business opportunities, as well as indirect benefits through royalties and taxes paid. We need to make sure in the agreement that there will be real direct benefits as well.

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 2 references coded [4.08% Coverage]

Reference 1 - 2.15% Coverage

Q9 – We must look to the future, we need economic development, even if there are impacts. We have to think of our fellow Inuit. If there are impacts to wildlife – something will have to give. Also, meetings dealing with royalties; money does not last forever. There is no comparison between money and wildlife.

Reference 2 - 1.93% Coverage

Q16 – Would Cape Dorset get royalties, profit-sharing?

Matthew – That would be up to the QIA and specified in the IIBA.

Stephen – Regarding the IIBA, the financial portion is the next one for negotiation. And the QIA, through NTI, owns the minerals and will accrue royalties.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 1 reference coded [4.46% Coverage]

Reference 1 - 4.46% Coverage

Q3 – How is Cape Dorset benefiting?

Bill – Cape Dorset, as with all the communities, will benefit from the IIBA as well as employment. Really, when talking benefits there are three things: environment, economic and social. With respect to the economic benefits, there will be opportunities and jobs/contracts. With respect to the social, we'll be signing an IIBA with the QIA. And from the environment, the concern we've heard so far today is that the shipping track should be away from Cape Dorset. So our intention is to select the best and safest route through the area. Our intention is not to affect the wildlife.

Q3 – How?

Bill – When we are moving the ships around the islands and areas of walrus, slowing down. It's proven successful at other projects like Voisey's Bay. That's why we're here today, to hear what the issues are.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - December 4, 2010> - § 1 reference coded [1.35% Coverage]

Reference 1 - 1.35% Coverage

Q – As an elder I tend to get confused and not fully understand. My question is how is this project going to help us? How are we going to benefit?

<Documents\Public Consultation\Clyde River\April 2009 Working Group Minutes - Clyde River> - § 2 references coded [9.84% Coverage]

Reference 1 - 6.32% Coverage

Isa – I believe this project will be approved. I also believe there will be a settlement at Mary River. There will be many benefits provided.

Jason – [clarifies there will be no company town site].

Isa – There are sovereignty issues at play. The government will want to keep the site and infrastructure. It will become a hub of activity in the future.

Ootoova – I've also heard there can be no settlement, but I believe we might eventually look at all the infrastructure and look to benefit from it.

Reference 2 - 3.52% Coverage

Joannasie – Would it be possible for some of the elders from our community to go and visit the Mary River site? The HTO and Hamlet have been, but it would great for others to see it as well. It was a great experience for me when I went.

Iga – I would love to see the site as well.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet Council - April 1, 2008> - § 2 references coded [3.22% Coverage]

Reference 1 - 0.61% Coverage

Mayor Iqalukjuak - Will the people at Mary River have access to country food?

Mr. Chubb – Yes, we do today and this will continue.

Reference 2 - 2.60% Coverage

Councilor – We are Nunavut beneficiaries and we are part owners. There is a municipal law – we can only get, they need permission, will they get royalties since they are IOL

Mr. Amagoalik – Only surface. Subsurface rights – NTI will also get royalties through the process. They will get money. QIA – surface. NTI-subsurface. They'll give to federal government and will give to Government of Nunavut distribution. There are different things in the agreement – employment – what kind of training. The company can't take out the ore until the agreement is singed.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet Council - Sept 19, 2007> - § 1 reference coded [11.88% Coverage]

Reference 1 - 11.88% Coverage

Mr. Kautuq asked if there will be any funds given to north Baffin municipalities as unconditional grants during the mine operation. Mr. Cooper replied that Baffinland is working with the QIA on an Inuit Impact and Benefits Agreement (IIBA) that will define how benefits will be distributed; Baffinland hopes to see benefits flow to all communities. Mr. Kautuq stated that as an example, he lived in Salluit for several years and each year the community was given $200,000. Mr. Cooper replied that until discussions with the QIA are complete, they won't know what form the benefits will take.

<Documents\Public Consultation\Clyde River\Clyde River HTO - April 24, 2010> - § 2 references coded [30.24% Coverage]

Reference 1 - 19.24% Coverage

Q3 – He indicated that the expected life of mine is 21 years. And I've heard the mine could go beyond 21 years.

Q4 – I have also heard that the harbour will be at Steensby. We heard at one time that the loading dock would be between Clyde River and Pond Inlet, but apparently now it will be at Steensby.

Q5 – Once the mine starts you will be coming to the community to collect workers? Also, there is ongoing financial crises here. The economic base here in the community is quite small – would it be possible for Mary River to transport food through Mary River and onto here, to reduce the cost of food here in the community?

Matthew – In previous meetings Baffinland has said a mine life of up to or exceeding 100 years. The Project description confirms that we will operate for 21 years, and that's based on a portion of Deposit No. 1, and there are five deposits. Legally we can't say it will run for more than 21 years, but there is a great degree of hope that it will run for longer than that. But for now we will only be able to operate for 21 years, and we'd be working with the QIA and the government if we wanted to extend that.

Regarding the port, Steensby is the proposed port. We've looked at other locations, including somewhere between Clyde River and Pond Inlet, but it is very challenging there due to the terrain.

Regarding workings coming directly from Clyde River, the project plan also states that during construction and operations we would transport between Mary River and Clyde River. Clyde River is a proposed point of hire.

Regarding delivering food to Clyde River, those type of economic benefits would appear in the IIBA.

Stephen – The comment regarding air freight – there may be an opportunity under the IIBA to address some of these topics. Working with Baffinland on air freight is just one way QIA is working with Baffinland. QIA has also been negotiating with Canadian North and First Air to receive better freight and ticket prices. About two weeks ago First Air sent a press release. That is something that QIA wants to work on, even if there is no Baffinland.

Reference 2 - 11.00% Coverage

Q7 – You've indicated that the ship will continue to operate year-round. As well, that people from Igloolik and Hall Beach. Once the proposed ship route, and also they will be consuming a lot of gas. We expected to travel to other communities like Igloolik and Hall Beach. I wonder if there is anything Baffinland can do regarding travel between the communities? Could they acquire gas at Mary River to continue a trip to Mary River?

Matthew and Richard – Baffinland has indicated previously that hunters can stop in for a meal or coffee at either Mary River or Steensby, and purchase fuel at market rates, or receive emergency fuel.

Q7 – The reason I'm asking the question, it will impact people's travel and they will require detour.

Q5 – Perhaps it would be worthwhile for Baffinland to write to the hamlet what you just indicated about emergency gas. Make it clear to the hamlet for the benefit of the community of Clyde River. It would be good to indicate that you can help in the case of emergency.

Stephen – The issues of hunter support, etc., and your comments on this, will be included in the IIBA. So those are very important comments, and we've heard the same comments in other communities.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 1 reference coded [2.15% Coverage]

Reference 1 - 2.15% Coverage

Q5 – The plan for caribou studies – I am still concerned about the animals that we feed on as food. When animals are hearing noise, even machines, they try to stay away from the noise. I envy the hunters that go through the Steensby camp they will get supplies and gas. Those of us in the communities who don't go there won't have any supplies for the hunters. Will you provide some kind of program that can support hunters in each community, to get their equipment and supplies and so on?

Mr. Chubb – That is a very specific question about benefits. How communities may directly benefit is part of the discussions and negotiations of IIBA. What I can tell you is that the company is supportive of various initiatives, and we have supported community hunts before, as an example. That is something we've done on our own for several years.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 3 references coded [43.40% Coverage]

Reference 1 - 14.73% Coverage

Q1 – You were saying you're going to transport the ore to Europe, and that the ore will be bought by the Europeans? And we will have benefit from this operation? And also, you were saying that every two days there will be a ship passing by and this will be monitored? How are you going to monitor the ship going through the route? Are you going to be monitoring it every day? We know that the winds are prevailing from the east, and that the winds to from east to west towards the Clyde River area. You say you are going to monitor the area, and Clyde River is going to be affected by that, and that this area has to be included for monitoring. And that the employment opportunities are in place. And that the CLO position in Clyde River has been dissolved – why is that position not in place anymore. And no one from this community has gone to Mary River for employment – the workers are from further places. And the community of Clyde River is affected by the CLO not in place anymore. And there are many who are applying for jobs at Mary River. That employment from this community is not going well. We have people here who want to be employed and go

forward. We're saying that the contracts should be brought forward. The dust blown around will affect this area. And the infrastructure will only go to the larger communities. Thank you.

Bill – Thank you for your questions and comments. You're correct, the ore will be sold to blast furnaces in Europe – we have two letters of intent from companies in Germany who would like to purchase Mary River iron ore. This is because our ore is very high in iron. Typically operations have 40% iron and we have about 67% iron ore. That's why we don't have to build a concentrator, or mill, at site. The ore will be transferred directly to the markets in Europe. As we showed on the last slide, we are in negotiations with QIA on an IIBA. That will include one component of the benefits given to the communities. There will be other benefits with respect to the points you mentioned later. With respect to the ships en route, there are two types of monitoring. First is the ship itself. And the second is the environment surrounding the ship. With respect to the ship, we monitor the ship to make sure the safety precautions are in place and it follows the international regulations and those guidelines set by the company. If we use the example of the ship going into Voisey's Bay in winter, we can learn from the monitoring programs they have there for the environment, but we recognize that the environment here is different so we are working to develop site specific monitoring plans. On dust and air emissions, because we don't have secondary processing, the major emissions are from the power supply generators. With respect to the CLOs, as you know last year we only had 20 people onsite. This year we have less than 100 and probably next year will be the same as this year. So it would be too early to have a CLO here now. But I'm sure our CLO in Pond Inlet can help serve this community. With respect with jobs, we had a meeting this afternoon with the Hamlet council and they mentioned the same point you did. And we'll be asking our Director of Human Resources to come here before November to discuss ways to improve and explain the jobs at site. And we'll incorporate that into the environmental impact statement.

Reference 2 - 17.79% Coverage

Q2 – Somebody is going to be blaming the hunters that the caribou are going somewhere else. Ever since the mine started, this area used to have a lot of caribou, and when the planes started flying around the caribou are dispersing. And today we are experiencing that the caribou are very far away now. And the blame is going to be on the hunters, and the blame won't be pointing at you, the Company. It's not good when the blame is being directed to the hunters, and it happened recently that the blame was on the hunters, that the polar bear numbers are going down. Maybe someday someone will say the caribou numbers are going down and the blame will be on the hunters. I have gone back and forth between Clyde River and Igloolik, and I have experienced that when I was being employed at Mary River, when the dog team races started in 1999, we experienced that the caribou were abundant, and today the caribou are hard to find. You were saying that you were going to work with Inuit. If you were at the start working with Inuit hunters…. for example in the 1960s and 1970s, when the Nanisivik Mine was opening up, we heard concerns just as today, and the way the operation was going was not as we intended. And the people who were working up here from down south have gone home, and the help was not in place. I heard what you have said before. I heard that the ship had sunk in the waters of the Atlantic. I worked at Nanisivik for 7 years. Those concerns were not at all being used. When Nanisivik was going on, the residents of Arctic Bay were told they could use the ship, and she was never used to benefit the community. And I feel that the same thing will happen with this project. And I know you have a plan for what will happen in the future. Companies come around to ask what we want, and we give our concerns to the companies, and when those concerns are written down and will not be followed, we don't write anything down on a piece of paper, and we only have our brains and thinking. And we have in place that we can work together, but white people don't listen to Inuit and their concerns. And that's how they are. I have worked with scientists for a long time now. Even though they know the answer is wrong, they would work on that wrong answer, because they want to make profit. Sorry it is like that and we have to agree with each other. I have lived in this area ever since I was a child, and I know the area like the back of my hand. And when the scientists are telling stories of our land, they tend not to give the full answer. You were saying that you are in a hurry and have to go very soon. And now that you will be missing out on the better question and answer session. And maybe that's why you made this short – so you won't be face to face in answering more questions. It has been happening lately when anyone wants to do something and they are in a hurry. And I'm glad that we are face to face and talking about our concerns, and in the future, are those concerns going to be addressed? We go to Igloolik are and the route to Igloolik will be closed. Like for example in Nanisivik the people would have a place to stay and it was not so. Is it going to be like that when the route is plugged? And you will be monitoring the wildlife, and the murres are the most sensitive birds. And on the route to Mary River, there are colonies of Murres at Qikiqtarjuak and near Iqaluit also. And the blame will be on the Inuit, because it happened before and it will happen again. The way this happens is we can't generate any money ourselves. We have to work closely together now. If we agree with each other and the future it will be good. And the next generation will be here and working on this and you guys won't be around then, and we want our next generation to have a good way of life. I have gone down south and seen a lot of dirty places. I have seen animal carcasses on the ground. And I don't want to see in this area where animals are being killed by the train. I have seen a lot of caribou that were killed by trucks and cars. Thank you.

Reference 3 - 10.88% Coverage

Q6 – To QIA and Baffinland, thank you for coming. I would like to raise a specific issue for both. As a hunter, the Pond Inlet area is my hunting area all year round. I go to Nuluujaak by ATV and snowmobile as well. You say that QC is responsible for hiring in the beginning. Mary River was designated by people as IOL. As I indicated earlier for your information, I heard Baffinland, QIA, Pond Inlet, Arctic Bay, and Igloolik informed these communities that you will be employing people from these communities when you were

starting out. I have never seen a Clyde River person working at Mary River. I have seen workers from Iqaluit, Qikiqtarjuak, Kimmirut, and Arviat. The Northern Baffin communities are the least employed. I think Baffinland have 2-3 employees on that side. There is a need for training. No more CLO in Clyde River – why is that? We've never seen anything from QL or QC, when they represent 13 communities. You have indicated you are going to teach survival on the land. You do environmental studies to convince the people that it is working well. QIA are simply negotiators, not educated about the environment and the land. The most disappointing part – what employment will be created? Where are the royalties going? It seems to be the situation here. I would like to tell you that in the NLCA, I agree Baffinland going along with the NLCA, but Nuna Logistics. The communities should be getting contracts. It's time for people from this community, Pond Inlet, Igloolik to get involved. If you're going to use QC or Nuna for hiring we're not going to get work. You need to deal with the community. It's time to start training people in preparation for the mine. Someone also stated that why is that you have named the affected communities – why can't you give them responsibilities, instead of to QC? Those five communities have been designated. If the wildlife is going to be impacted, the beneficiaries, how are they going to be compensated? I have on a number of occasions been to Mary River. Your emphasis is on the environment. Are you going to utilize Pond Inlet much more? There was no HTO or QIA involved at the site. Maybe there is a way of rectifying this situation.

Communicate very well. Sometimes we don't agree with you – because you haven't been around. It's a small world now. We want to communicate more things. You're leaving soon. You're hungry for money – we're hungry for animals. Big difference. We have to communicate together.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 1 reference coded [4.28% Coverage]

Reference 1 - 4.28% Coverage

Q – Although we are not very close to the proposed mine, how can we benefit from it? Can we get employment and contracts for work?

MZ – We have agreed to the 'economic provisions' of the IIBA with the QIA which includes employment. [Describes the economic provisions of the IIBA]. The IIBA would only come into effect once the Project is approved and we begin construction. We have already initiated training programs for community members interested in working on site. More recently we've had about 65 people on site; about 20 of those have been beneficiaries. Our recent work has been exploration-oriented, as we work towards submission of our EIA. That process will be completed by the end of 2012.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 4 references coded [11.88% Coverage]

Reference 1 - 3.10% Coverage

Community Speaker 1 (Identified himself as an HTO representative) – I have lots of questions but I will ask two questions only. You mentioned direct flights from Mary River to the communities. Since the cost of transportation is so high – can the company consider options for travel?

Mr. Cooper – the focus of the flights will be to avoid costs for the workers.

Community Speaker 1 – What I meant is transportation for non-workers between communities. And will the road be available for others?

Mr. Cooper – Air service will be for workers; it is possible the regional air schedule may be improved because of an increase in regional air traffic.

Reference 2 - 1.24% Coverage

Community Speaker 7 – First, thanks for coming, we would like to see you again in the near future. We would like to see soapstone come back to the community. Also, from the workplace to the community for direct flights only, I agree, ,because problems can arise.

Reference 3 - 5.67% Coverage

Community Speaker 9 – Welcome to Clyde River. I'll be working with you in the future hopefully, if you don't think I am too old! In the last year I've been working with southern people. I understand how it works, we have different ways and we can't connect. I know that before we couldn't work together as a team, hopefully we can work together well in the future. "Mine" means "mine" as in

ownership. People have been hunting there for a while and this won't be possible with a mine operating. Even those things will happen. I know it [the project] will go ahead – nothing will stop it. We like country food – will workers have access to country food? We eat it all the time.

Mr. Cooper – One of the greatest challenges is to make Inuit feel comfortable working at the mine. We started serving country food this year and it is appreciated. By hiring QC this year we have supervisors who are Inuk and they have morning meetings in Inuktitut. We are trying to make the workplace friendlier to Inuit. One other program we are working with Qikiqtaaluk Corporation on is a cultural orientation program, so people from the south understand the culture and are able to work more effectively with you.

Reference 4 - 1.86% Coverage

Community Speaker 12 – What benefits or royalties will be available?

Mr. Cooper – There are royalties on the minerals taken out of the ground, as well as an Inuit Impact and Benefits Agreement. Payments for these are to NTI and the QIA. Plus there are direct benefits through employment, and indirect benefits through taxes to government, resulting in government spending in the community.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council - March 26, 2008> - § 2 references coded [13.94% Coverage]

Reference 1 - 5.74% Coverage

Councilor Jason Kaernerk – that iron, when it was being explored, there will be waste rock available and there could be soapstone generated. Can it be donated to the Inuit if it is a good quality soapstone?

Mr. Chubb – This is a question we've received. In the area, there is the Mary River soapstone, which won't be affected by the mine and will still be there. There is still the opportunity to access the soapstone. We've started to talk to the QIA about how that might best happen.

Reference 2 - 8.20% Coverage

Councilor Kaernerk – One of my questions is the soapstone. It can be mixed into cement or concrete. In Hall Beach, there isn't enough material. If we can get that soapstone [clarified to be waste rock], we could make a dock here.

Mr. Chubb – There will be waste rock generated at the mine, generated at a ratio of 1.7:1, and that will be stored in piles at the mine.

Councilor Kaernerk – If anyone is interested in making a cement or concrete, can it be made available to them?

Mr. Chubb – Any question with any byproduct is if that would be the most economical way to make this material, because it is very far away. This would need to be investigated further, but it is a waste of the mine.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council - Sept 26, 2007> - § 1 reference coded [14.13% Coverage]

Reference 1 - 14.13% Coverage

Deputy Mayor Enoki: There are not many people going over that way now because there are few caribou in the area but this may change in the future when the caribou come back. He would like to see a direct benefit to Hall Beach. Although there would be benefits from salaries he would like to see a direct benefit like the building of a breakwater. Hall Beach doesn't have a breakwater now.

Derek: We are in discussions with the QIA on the benefits agreement and it is clear to us that there has to be direct benefits to the communities. On the issue of the ship route, we need to develop a system to notify the communities as to where the ships are located. As for Steensby Inlet, we would like to be a good neighbour and provide food and fuel to those that go to Steensby Inlet so they can keep hunting there.

Deputy Mayor Enoki: Happy that you are working with the QIA but the benefit directly to the community will be limited to training and employment. The community has been trying to get a breakwater without success. We didn't get any money from government for the breakwater. Baffinland is interested in helping out the community and since there is no breakwater this is a way you can help us.

Rod: This will be a topic we will broach with the QIA in our discussions.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council Aug 17 2010> - § 1 reference coded [8.69% Coverage]

Reference 1 - 8.69% Coverage

Q5 – Would BIM be willing to sponsor things in the community?
A – BIM considers sponsorship on a case by case basis, but we focus on sponsorships related to education and health.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - March 26, 2008> - § 2 references coded [8.41% Coverage]

Reference 1 - 6.69% Coverage

Q1 – I want to see the map about the shipping. This line – can you get a close up on further north? This Steensby Inlet area – the eastern shipping route – what about on the west side? It seems to be also on there – I want that removed. After 5 years, we can consider the western route, but only the eastern route should be shown since it is the eastern route. We use the western area of the islands, even in the spring time. Some Igloolik and Hall Beach hunters get together in the western area of the islands. If you can I'd like the western route off the map. In five years, if the animals are OK, then we could look at the western route again. I can't say I want to stop the western route today because my grandchildren today are no longer relying on seals and seal skins are less in demand, because if we try to live off the animals, the future generation will suffer. I think the mine will help the future, but the environment needs to be studied to see if the animals are impacted. That is my thought; I don't know what other people think. Another thing, there is employment of young people in Mary River and some people return home. If people work at Mary River, whether man or woman, they need to have counselors that they can talk to at the site, because young people have no real commitments to stay in the job if they have family problems at home, they need a place to talk to at the site. There should be some kind of social or employment counselor to discuss personal matters that are involving employees. (Applaud)

Mr. Cooper - thanks for the comments, and I apologize about the figure, we are planning to go with the eastern route and the western route should not be shown. That choice is based in large part due to the comments we received at the last public meeting.

The second comment I think is a very good one. We've been thinking for some time now of the possibility of having an elder at the site as a counselor for young people. This is an idea that we will be looking into this year and next year.

Reference 2 - 1.72% Coverage

Q5 – A long time ago, I worked in Nanisivik. Will you have a school, gymnasium, and health centre? Because our children will grow to be adults, and they may want to move to the mine site.

Mr. Chubb – the mine is designed to be a fly-in / fly-out operation, so living accommodations and recreation facilities will be provided on-site. Emergency and health services will also be provided. But it is not our plan to set up a town site. The North Baffin Regional Land Use Plan will not allow us to set up a town site.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - Sept 26, 2007> - § 1 reference coded [14.04% Coverage]

Reference 1 - 14.04% Coverage

Q7 – with beneficiaries for the land – will there be royalties? Also, environmental impact on caribou and fish, and shipping routes and marine mammals, if there is a disaster are there plans in place?

Mr. Bob Gorman – as part of the Environmental Impact Statement (EIS), a Shipping Plan will be produced, of which a major part will be marine emergency contingency plans to deal with all emergencies. The ships' main cargo is iron ore, which is biologically inert, and if spilled will sink to the bottom. There is no hazardous material associated with the iron ore. The biggest concern is with fuel oil used to run the ships. There will be very strong ice breakers with fuel contained inside so that if the hull is breached it won't reach the oil tank. They will still have a detailed plan and equipment on the ship to deal with a spill. The oil spill and countermeasure kits will also be placed at port and possibly at the communities of Hall Beach and Igloolik, so that land-based response is also possible. The benefit of this approach is that equipment would be available for use by everybody – not just project ships.

Mr. Cooper – the other question was regarding royalties payable to Inuit. There will be two royalties payable. The first is paid to the federal government and then they giver the royalty to NTI. The second royalty will be payable on profits and will go to the QIA.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [2.16% Coverage]

Reference 1 - 2.16% Coverage

There is a lot of poverty here. We need to ensure economic benefits. The Mary River project needs to be used to extend benefits before the mine life ends.

Greg - Yes. What we hear from people in the communities is that they want to be trained to work on this project so we want to work with you.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet - April 21, 2010> - § 1 reference coded [3.01% Coverage]

Reference 1 - 3.01% Coverage

Brian – We are trying to establish cell phone service here in Igloolik. What kind of phone service will you have at the site? I am wondering if there is an opportunity to share resources when Baffinland sets a bigger system up?

Bill – I'll write that down.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 3 references coded [7.98% Coverage]

Reference 1 - 3.97% Coverage

Councilor Uttak – My children's children, when I am in the grave, say Igloolik, Hall Beach, Arctic Bay, Pond Inlet; these communities will be impacted in the future, and during the mining, does that mean that the NTI or QIA they can negotiate a percentage? Do they get something back in terms of payment, or royalties I guess? What percentage would they get? Because we need some portion because of the land being used. What will happen in the future?

Mr. Chubb – There are royalty payments, because of work in IOL there are also payments to QIA for use of gravel and use of the land, and use of water. In terms of benefits and compensation related to impacts because of the mining, that's part of the negotiations with the QIA on an IIBA, and the mine can't go forward without an agreement in place, and it will not. We started the negotiations on the IIBA in 2006, and we plan to continue those discussions during the environmental review, and we hope to sign an agreement at the conclusion of that review, before we start mining.

Reference 2 - 0.88% Coverage

Mayor Quassa – Steensby – it used to be an outpost camp. So there are probably old places where there is sod houses and archaeology. Inuit can continue probably to use outpost camps by Inuit because they have occupied that land?

Reference 3 - 3.13% Coverage

Councilor Bart Hanna – the airstrip for emergency use – only used for people working, and those of us rangers that go to the area – does that mean because the land will change because of the project? Say if a snowmobile gets into an accident, if you open the airstrip there will be a lot of fuel used. I would want some kind of extra fuel to be used and open the airstrip for emergency use for the Inuit hunters if they are in an emergency situation. I would want the airstrip to be available for that.

Mr. Chubb – As Rod mentioned, the airstrip will be used on a regular basis during construction, and during operations used for emergency. And the airstrips are available for others to use in emergency, same with the camp. Baffinland would always look to be a good neighbour and provide assistance where it can.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - Sept 25, 2007> - § 2 references coded [8.92% Coverage]

Reference 1 - 2.36% Coverage

Councillor: There was an old man who got lost but you did not provide help to find him. Why?

Mr. Cooper: We did in fact help with the search 3X with our helicopters.

Reference 2 - 6.56% Coverage

Mayor Quassa: In June we had a search for an elder that was successful. The point is that we expect these types of incidents to occur again in the future and we want to make sure that in any search and rescue that Baffinland will be there to assist. We will be helping you to make the mine successful and we hope that you would help us too.

Mr. Cooper: We have provided aircraft in the past for search and rescue and are sorry we weren't able to respond to this request.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 3 references coded [3.24% Coverage]

Reference 1 - 1.09% Coverage

Q6 - $4 billion - oh my goodness! I heard a little over $4B to construct the mine. $4B! In the Nunavut Government, it is 4 times the territorial budget! What kind of profits will you have, if you are looking at using $4B! My understanding is Baffinland is there to make money and not help us. The $4B is going to be used to make more money. How much profit are you getting? $10B? $20B? To me the deposit, total of $35B at $100/tonne. The QIA, do you realize now that the royalties the Inuit get – how much will it be? Will it be 50%? Did you estimate how much royalty you will get?

Mr. John Amagoalik – The deposit, since it is under the IOL, the royalties will go to NTI, but we have not heard how much it will be.

Reference 2 - 0.78% Coverage

Q20 – A small boat in Hall Beach was doing depth sounding, studying the oceans in Steensby Inlet. I am from Hall Beach and recently moved to Igloolik, but I regret why residents in Hall Beach or Igloolik weren't involved in the ship doing the study. Also, we used to worry about employment being created, because living on income support you get tired after a while, you need real employment. Also, Roche Bay area we heard they don't welcome hunters – I urge you, Baffinland, to welcome hunters into your mine site.

Reference 3 - 1.37% Coverage

Mr. Chubb - At the end of activity at the Mary River site, whether the end of the mine or for some reason Baffinland weren't to continue its work, there would be reclamation that would be undertaken. Certainly we've been listening to the comments tonight and the discussions we've been having. Perhaps I can go back to the comments of the previous speaker. In the work we do onsite we look to involve people in the programs. This year we used a ship from Igloolik to do some depth work, and there were many of the environmental programs that had local assistance from Igloolik and other places. The second question was with regard to hunters in the area and the work that we do. Baffinland of course understands and respects the use of the land and the hunting in the area, and we don't discourage that. The other point on that as well is that we've supported the annual community hunt from Pond Inlet as well.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 3 references coded [7.20% Coverage]

Reference 1 - 1.83% Coverage

Q8 – What beyond income will you put into the community? Because the community is growing. Will you help economically? What will you bring to the community, because I know now that it's started [the project] it will continue. Maybe a program with subsidized airfare to giver back to the community for using the land?

Mr. Chubb – there are direct benefits like income, taxes and royalties, and there are also negotiating an IIBA with the QIA.

Reference 2 - 3.25% Coverage

Q9 – I have two comments. First, there are a lot of unemployed who want to work but don't want to leave their families behind. Will there be businesses or houses or schools built? Second, you will be traveling back and forth between communities and families are quite close and are spread between communities. When you travel between communities can people from the communities also travel?

Mr. Cooper – regarding the first question, there will be no houses, schools or permanent community built at Mary River. This is not allowed in the North Baffin Regional Land Use Plan. Governments will receive royalties and it is there job to provide community services. Regarding the second question, this is one of the things being discussed with the QIA – not sure how this will go.

Reference 3 - 2.12% Coverage

Q21 [previous commenter – Q6 or Q7] – Thinking about our future, I'm supportive of the project long-term. Thinking about now I would oppose, thinking about the animals and we should be thinking about people. You are talking about working with us and we are starting to believe you. People trying to place collars on 30 caribou – this is what we should really be opposed to. Because of Nunavut we probably get more royalties and benefits. I want my kids to have work, which is why I am supportive of this project.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting Aug 16 10 Notes_revised> - § 1 reference coded [10.30% Coverage]

Reference 1 - 10.30% Coverage

Q6 – Baffinland is not willing to help with our search and rescue requests and we really need you to help when we ask for help.
A – I believe that there have been a number of occasions when Baffinland has participated in Search and Rescue efforts; however, the Company does not always have helicopters or aircraft available to assist. The Company also has to consider it own safety and work requirements before being able to provide any assistance. The bottom line is that sometimes it is possible for us to assist and other times it is not.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 3 references coded [16.13% Coverage]

Reference 1 - 5.25% Coverage

Councilor Simon Nattaq – Originally I am from Hall Beach, and like anywhere in Nunavut I travel and I've been traveling to Coral Harbour and Northern Quebec, and I think John mentioned the questions that I have. Although it impacts my personal life, if there is impact on the environment I would expect there would be an agreement in place. That area - the shipping route is a breeding ground for marine mammals. Polar bears are also living in the area. From my understanding, the ice never used to melt, but I think now polar bears are moving away compared with the past. We already have impacts in our lives. I am not sure Nunavik but Cape Dorset they will also be impacted, and they will also be impacted (Kimmirut?). Nanisivik had ice breakers come in winter. Compared to the past, I didn't see real negative impacts to marine mammals, narwhal, and seals are still there. But the Inuit travel route and losing equipment and so on. In Iqaluit although we have ice the ships still come in and the beluga still come naturally. So although they may be impacted, personally, the ships cannot deter the animals in their activities. We heard a big proposal, although I am Nunavut Beneficiary. I don't want to interfere in the communities but I can say you should add Cape Dorset. If you decide to go the eastern route, you may be able to bring equipment. I don't think they asked to bring big items to the port – part of the benefits package – that they can always go to collect equipment delivered to Steensby. I can't really say on behalf of those communities, but…thank you for considering Iqaluit in your proposal.

Reference 2 - 8.09% Coverage

Councilor Little - The only other issues – you're going to be employing a lot of people and you're going to have a jet strip. You're going to be held to the fire to hire a certain number of Inuit people. Is there going to be a target? And over the next 20 years, you have an idea of the return on investment? What do you anticipate what will come to Nunavut through royalties and wages?

Mr. Chubb – Perhaps I can talk about employment and Rod can discus economics. Difficult to predict the future targets and feet to the fire – it's been done in other projects. We'd like to look at it differently – we want to employ as many people as possible, transferable skills, business opportunities. It is a benefit to the communities, Nunavut, and to us as well. If we can bring people to the mine site who are local to the project, it saves us money and improves our project.

Mr. Cooper – In the area of training, we've run several training programs and continue – our philosophy being training is more effective if we bring it north. We're in the process of discussing a joint venture with Qikiqtaaluk Corporation, QIA and Kakivak and our goal is to train 200 Beneficiaries over the next 3 years so that we can have them involved in construction, and not have to ask them to wait for construction. We've been hiring from the communities, Iqaluit is #2 with the majority coming from Pond Inlet. Last year we employed 190 Beneficiaries and this is a start. People from Iqaluit will also be part of the training.

In terms of total benefits, we haven't released to the public total numbers, but you can see our press release. In general terms, we are taxable by the federal government. There are issues with how much and how that money returns. Other ways to Nunavut is through taxation and taxation on the import of fuel. In addition, there is a mineral royalty payable on Deposit No. 1 payable to the federal government and it reverts to NTI: 14% of the net profits. Another important mechanism is the IIBA which will be the basis of monies flowing direct and indirect to Inuit. Direct includes payment on gravel, water, etc.; payments to businesses. Beyond the direct purchases, there are many indirect economic multipliers through jobs, etc. This is a large enough project – we hear federal government transfers $1 billion each year to Nunavut. Our project will represent a significant portion of the annual transfer payments.. …it will be measured in 100s of millions of dollars annually.

Reference 3 - 2.79% Coverage

Mayor Sheutiapik – As president of Nunavut Association of Municipalities, I am here as mayor though. One thing to see my life is one of those IIBAs because I think communities are impacted. I understand there are 6 offices across our territory. It would be good to know because you plan to do this for 20 years, are there possible needs, within Iqaluit as an example, there are challenges and it wont be our decision to say yes or no, but as municipalities it would be good through this process to learn. We for sure welcome the new money coming into the government. At the end of the day it is being spent in our communities, and the to and from of your employees, our community is a stopping point. Thank you.

Mr. Cooper - Our points of hire go to 40% of Nunavut's population right now. If you want people to come work from you, you have to go to them.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - April 2, 2008> - § 4 references coded [9.99% Coverage]

Reference 1 - 1.30% Coverage

Q3 – My last question is regarding Inuit – when they were living on their own, there were people like missionaries who came in and started religion. Does that mean in Mary River you will provide some kind of worship centre? Because we were forced into believing Christianity. Inuit are already into it now and don't have a choice now. Would you allow a service to be held or some kind of church at the site?

Mr. Kutchaw – This is the first time someone raised that question. We have time, so we will think about this. That's a great recommendation. Thank you.

Reference 2 - 4.34% Coverage

Q8 (Elder Inuk man) – [Translated in 3rd person] He is sorry there are no other Inuit showing up tonight because it is a very important project. He supports women in the workforce. He would agree once a month for the minister to be onsite. You're not operational yet – you're in the exploration phase. There should be more meetings on this, to inform the community more, especially the Iqaluit area. I heard people getting fired in Mary River who got into alcohol and drugs and he wants those people to be fired – he supports the zero tolerance policy. A couple of things. Regarding archaeology, you won't see things inland; it is more along the coast you'll see sod houses. There may be footprints and tent rings inland but don't worry too much about that. Also, there is a good quality soapstone at Mary River so one of the benefits you can talk about is helping to provide the artists in the communities soapstone. Also there are alcohol and drugs being brought from the south and there are some people who are hiding those, so he doesn't want the worksite to have any alcohol or drugs on site and those people onsite are welcome to get drunk onsite instead. I appreciate the income from mining – it is already having a positive impact on people. Another thing, he owns Baffin Island because he was born here, but he welcomes anyone no matter what race and we need to shake that race off and work as people, and he feels you are tired but he is anxious to keep going now.

Mr. Chubb – Those are all good points. With respect to soapstone, perhaps there is a question we can answer. There is Mary River soapstone in the area, and it has been discussed. One of the questions was whether or not the project will have an affect – no. Also is there an opportunity for increased access for soapstone. We've raised it as a point of discussion with QIA in terms of the IIBA.

Reference 3 - 2.18% Coverage

Q5 (Woman) – I have another wildlife question – I don't know what your policy is to allow people to hunt while they are there. You have two classes of workers – Inuit and non-Inuit. In some otherwise, there have been non-aboriginal miners and the impact they have. Sometimes you want to be able to have as much as possible a harmonious environment but sometimes you have to be quite careful in the policies you develop. I don't know if there is any harvesting – this is one way they can relieve angst. How you're coming proposes to address it or does address it.

Mr. Chubb – We are not allowing people to harvest while working. I am not sure if anyone would have the time or energy while working. We are working in an area of traditional land use and on people's time off people from the communities come and hunt and they will continue to do so and we support that activity. While at site and working it is our policy not to allow it.

Reference 4 - 2.17% Coverage

Q10 (Mr. Josh Gladstone) – My question is with respect to infrastructure. It is a significant change to infrastructure in the north, and wondering what kind of thought of spin off benefits at those two locations and how that might affect community re-supply, etc.?

Mr. Cooper – Those are very good questions, aspects. In the next couple of years we'll see clarity in a few ways. Questions of how the infrastructure can benefit communities and IIBA, and talking to Government of Nunavut about development partnerships. They would follow in sequence the IIBA needs to be far along before we start talking to the Government of Nunavut. We are at a very early stage – only a couple of weeks since we put together the project description. Now that we know what we want to do, over the next two years that will be something we will think about very hard, how we are going to incorporate community infrastructure needs with what we are doing.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - Sept 27, 2007> - § 1 reference coded [16.07% Coverage]

Reference 1 - 16.07% Coverage

Q2 [un-named] – I commend you on a job well done going around talking to the communities. How are you working with the Inuit organizations to get them involved in ownership? I'm sure a project like this requires a lot of money.

Mr. Cooper – regarding your first comment, communication is key, and that's why we had 5 community groups visit the site last week. We have been successful in working with Inuit organizations this year. Qikitaaluk Corporation (QC) has been involved in the development of spill plans, cultural awareness training, catering and manpower. QC is also working on the road. Our mining contractor is Nuna Logistics, an Inuit-owned corporation. We have also been working with Canadian North and NEAS (Nunavut Eastern Arctic Sealift). In previous years about $3 million has been spent by Inuit companies but this year it is probably around $20 million.

Q2 – any ownership discussions? With NTI (Nunavut Tunngavik Incorporated)?

Mr. Cooper – No, there has not been. They are talking to the QIA (Qikiqtani Inuit Association) regarding an Inuit Impact and Benefits Agreement (IIBA) regarding training, and royalties from mining the ore will be payable to NTI.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 6 references coded [27.92% Coverage]

Reference 1 - 8.76% Coverage

Tom:
Maybe old debits at Co-op?

James:
The concern he has is people in Nunavut, especially Pond Inlet, have worked very hard on NLCA, difficult to identify the land selection. The Mary River parcel of IOL was negotiated very hard. If the wildlife is not there, then at least our children can participate in economic development. Some people feel that they are not participating. People felt they were involved in Pond Inlet through the Co-op, which the community owns – providing catering, construction and employment.

One of the major concerns is the slowing down in communication. When writing papers like politicians [with reference to the Baffinland letter], then people get turned off as often only the good stuff is shown. There needs to be an open dialogue and honesty regarding economic development and socio-economic issues (i.e. shipping). The letter on the first page is encouraging some kind of commitment or interest group.

Mike:
Philip [Paneak] and David [Qamaniq] are negotiating on the Inuit Impact and Benefits Agreement (IIBA). One of the plans for the QIA is to set up a committee to understand and manage expectations – this hasn't been done yet. He has been coming for three years talking to Hamlet, CLARC. etc., with a total of ten public forums. We will try to have more meetings, but there is a need for more communication from existing structures. We are also working with Pisiksik and other groups.

Reference 2 - 5.15% Coverage

Joana:
She does not want it but should be made available; she asked Colin as this information would help the company and help us.

In regards to purchasing and the Co-op; will the request for proposals go Nunavut-wide, and will it consider tendering policies?

Mike:
As long as the bids are reasonable, we will work with Co-op.

Joana:
There is an Issue of Nunavut companies being competitive. The message boards and the radio are excellent ways to post RFP's and other communications. A few other comments: the back to the land program that Baffinland is sponsoring is a great program. The library is a good place to store information on the project. The Nunavut Prospector's Program (NPP) is now in place, based in Arviat. If they have funding, Baffinland can partner with NPP. Everything, including partnering, needs to be long-term.

Reference 3 - 4.52% Coverage

Caleb:
I do not think I will change my mind at all; the Co-op should have had a contract. When it changed, operations should have stopped, as the original agreement was broken. The business was supposed to help the community but it is working against the community. There are other exploration companies around, and he has heard that the caribou migration routes were broken and there is no funding to address this. Since the agreement has been broken we should take legal action.

Mike:
The co-op performed very poorly. You should ask employees today - he has hired if they are happy [working for QC]. Need to move away from Co-op anyways. Co-op was not happy with contract before. If it was working well then it would not have changed.

Reference 4 - 2.20% Coverage

Caleb:
If not using Co-op I disagree. QC is south Baffin, and we have no connection with them. Unless this changes, I'll never approve.

Mike:
Sorry to hear that. Baffinland is still buying food, focusing on what the co-op does well. Any business has to perform, we are not a charity. Challenge you to talk to Co-op and employee and get a balanced opinion.

Reference 5 - 1.92% Coverage

Caleb:
During Par-Arctic Oil, they had heavy equipment, and the owners in Edmonton brought back their equipment. If equipment is used, when finished we could use it again. With QC, will their equipment will be taken home? What kind of benefits will come to Pond Inlet? If hunting is broken? QC should be eliminated.

Reference 6 - 5.36% Coverage

James:

- We are trading our culture and soul in the land if there….
- Question – "a part-time CLO will be hired" [referring to the Baffinland letter], is this a QIA CLO?
- The 5TH ballet, would like to create our own committee - any way to finance a staff member who produces and unbiased report? - Mike : Yes
- 5th ballet - homesick, country food - is there an action plan for this?
- Same situation - early it is "will be" then "may not happen"
- Action plan regarding training? Mike – "Yes"
- 5th bullet - training with bulk sample - is there an action plan and timing?
- Action plan for scholarships?
- Want to establish regular meetings - arranged by Philip and David
- We need to have assurances that HTO is DIO; have management responsible for wildlife - they were ruled out/omitted from negotiations [believed to refer to IIBA negotiations]
- Our beef in Pond Inlet - not your problem

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 6 references coded [9.75% Coverage]

Reference 1 - 2.39% Coverage

Q. Hunters need materials to build their Camps. Can they get scrap wood, insulation, etc from the Baffinland ? Can Baffinland put scrap materials aside for the Hunters ? We would like to improve the Milne Inlet camp, that was built in 1962.
A – If we have salvage materials available, we will help. We usually do not bring in extra materials, so the amount of materials available will be small. We don't throw away camp stoves or other equipment of this nature. If you have a request for materials give it to Jamie Enook or Dave McCann and they will send it to me (Al).

Reference 2 - 1.67% Coverage

Q – Since the Project has gotten bigger, why has the Coop not been used?
A – The only thing that Coop does not do for the Project is hire the manpower. During 2006 Baffinland decided that the supply of labor and services had to be moved to a regional level. The Mary River mine is one that is intended to benefit the entire Baffin region and that is why we decided to use QC/QL for this distribution.

Reference 3 - 0.53% Coverage

Q – Can we put a store in at the Mary River Site ?
A – Not this year . We can discuss this when we know about our future plans.

Reference 4 - 3.25% Coverage

Q – You Guys as Baffinland pay taxes on the revenues from the Iron Ore. When you get a rebate are you going to give the monies to the local governments (Hamlet Council) for work projects , such as air strip upgrades and arenas' ? Don't be like Nanasivik and not give monies to the Community.
A – Thank you for your question and comment. Baffinland will remit taxes to the Federal and Territorial Governments. Royalties will be paid through the IIBA that will be used to help the Communities.
In addition, in the past we have sponsored many programs in the local Communities. Once our financing is in place we will again be able to donate to Community events. We wish to be clear however that we do not see providing infrastructure in the Hamlets as a Baffinland responsibility.

Reference 5 - 0.86% Coverage

Q – If you are taking material from the ground and using the land, you should be paying for this.
A – We do pay for use of the Land through our lease payments to the GN and through royalties paid to the QIA.

Reference 6 - 1.05% Coverage

Q – There are going to be a lot of sealifts in the future. Nanasivik Mine used to bring food, supplies and equipment, like skidoos in on their ships, are you going to do that ?
A – No, it is not our intent to provide freight service to the Communities.

<Documents\Public Consultation\Pond Inlet\BIM Notes on GN Development Workshop - November 13, 2007> - § 1 reference coded [4.69% Coverage]

Reference 1 - 4.69% Coverage

- The utilization of empty cargo ships retuning from Europe – what can be done for communities , such as bringing back bulk supplies and commodities , to be dispersed from the Steensby port .

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 5 references coded [6.29% Coverage]

Reference 1 - 1.06% Coverage

Nick (Clyde River) talked about high cost of transportation and wondered about lobbying the federal government for a transportation subsidy. Gord (EDT) suggested that maybe there'd be opportunities to use the BIMC port at Steensby to get sealift in by deep water vessel and then deliver locally from there to Igloolik and Hall Beach.

Reference 2 - 0.95% Coverage

David Qaumaniq indicated his expectation that communities closes to MR should benefit the most from the project. He believes that the GN and NTI will need to negotiate this matter with the feds. Gordon responded that the royalties will be paid to NTI, so how this gets distributed will be up to them.

Reference 3 - 2.36% Coverage

David Qaumaniq indicated his view that Pond Inlet should be the basis of operations for Mary River. Iqaluit is further away. Gordon responded that the GN encourages companies to use the most affected communities as hubs. Nick seconded David's view on hub communities being local to the project. He went on to mention that there is an exploration company — Commander Resources — working near CR that has not even talked with his community about their gold exploration activities. Gord noted that its typical for companies to keep things pretty private until they have tenure over the sites they are prospecting — but also noted that Commander now has tenure and that they should be getting into the community, even though its early in their project.

Reference 4 - 0.74% Coverage

Colin Saunders asked if there are plans within the GN to provide funds for enhanced services to assist communities facing impacts from MR. Gord indicated that its important to 1) update CED Plans and 2), Monitor socio-economic effects.

Reference 5 - 1.18% Coverage

Nick also wondered about the options for the project to bring goods back from Europe using the empty ore carriers. Sean responded that the carriers would bring materials back for the mine — petroleum products. "But other stuff, don't know…" Gord McKay suggested it might be possible to tranship stuff at Montreal and that the GN will work with BIMC through the DPA process.

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 1 reference coded [5.24% Coverage]

Reference 1 - 5.24% Coverage

David Qamaniq stated that training programs for heavy equipment operations are expected to happen on site and in the community and indicated that the community is in dire need of a jet strip. He asked if Baffinland would help the community with this. Rod Cooper replied that the bulk sampling program is a good starting point for people to learn some of the skills that would be useful in construction, but that because the bulk sampling program is short term it is not expected that a person would learn all the skills.

David Qamaniq replied that Rod Cooper has not attended earlier public meetings, when a jet strip and breakwater was requested, and asked if these be considered at the IIBA negotiations? Rod Cooper replied that if there is a strong interest in the community, that they will probably be discussed.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Ec Dev Committee Mtg - May 25, 2007> - § 2 references coded [36.78% Coverage]

Reference 1 - 20.29% Coverage

Mike:
Regarding scholarships, Baffinland would like to set aside money for scholarships for high school graduates. Do you have any suggestions on how to spend this money?

Colin:
The Seltzer-Chan Pond Inlet Foundation provides $4,000 per year in school scholarships; There is greater than 50% drop-out rate at Arctic College.

Mike:
the company would like scholarships to be science/engineering oriented, to reflect the background of the work the company does. Issue of have's and have-nots created in community. This builds resentment in community

Reference 2 - 16.49% Coverage

Arts & Crafts Society - Colin wants to get it going 21st to 23rd of June - 2 artists, Art show in Iqaluit. He asked if Baffinland could provide in-kind support to the artists by providing air travel, which would be on charter from June 20th to 27th. Mike indicated they

could provide this support, and asked Colin to emphasize need to show up at airport when the flight is schedule. Colin indicated it would be Josie Piseolook and Johnny Argutingjuaq.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 3 references coded [11.91% Coverage]

Reference 1 - 5.81% Coverage

Councilor Kayak – Another comment – I know that there was an agreement and in NLCA between Nunavut and federal government. QIA or NTI getting royalties from the proceeds of the sale. But my comment or my – Inuit who live close to the work site – Inuit will be impacted. I know Mary River for a number of years some animals will be impacted. And fish at Steensby will be impacted. And caribou for certain I know will be impacted. As Beneficiaries – Inuit living around these five communities, they need to get royalties too. I want them to be part during the actual mining, so I know Mary River it has iron and ask you know and we know there is iron there. There is already royalties being paid. So that my grandchildren and my future generation I want them to be helped just in case there is a disruption to the animals, and there should be a compensation plan. As an example, the company gets a certain portion; the Federal government gets a percentage, so somehow Inuit should be included in the distribution of the royalties. Same as company and fed government is enjoying. I want to see monetary compensation through the mining. I know mining companies never agree to what I am saying, but they don't really know what I thought it was part of the mining process and not part of NLCA. If they refuse to give a certain percentage of the profit, I am going to ask of other ways they can help my future generation must be helped too.

Mr. Chubb - The Mary River Project will generate royalties and taxes. Money will go to the federal government , territorial government and people, and an agreement will be established. Regarding waters, fish and wildlife, the agreement will deal with how to deal with impacts. We also, and do it today, pay rent for permission to work on the land to use the water and to use the gravel. In addition to that, direct benefits to individual people come through employment and wages, training, new business opportunities. So when we look at the picture there are many ways that benefits flow back.

Reference 2 - 4.11% Coverage

Deputy Mayor Mablick – During the introduction I mentioned I am involved in economic development. In the proposal, there is not much economic benefit going to the community; it is going to Iqaluit or Ottawa. I would like to know why Pond Inlet was not mentioned in the project proposal. Off-site facilities supporting the project – touches the economic development side yet Pond Inlet is not being mentioned even though it is the most affected community. I'd like to see more economic development in Pond Inlet. And yet we are being left behind, and I'd like to ask why we are being treated that way. The only benefit our community is seeing is employment, I'd like to see more benefit like resource revenue. Benefit to our community.

Mr. Cooper – In addition to employment we are buying all our food through the co-op. The IIBA agreement we will work with QIA to establish – we will have representatives from this community as part of that agreement. Your community will be at the table involved in that process. I think both QIA and Baffinland want to see benefits flow to this community and we agree that this community is probably the most affected. And at the moment this community has more employment than any community including Iqaluit. This is a start. In the future, with the IIBA, you will see direct benefits come here, and we support that. Everything you say about Pond Inlet being the most affected – we agree with that.

Reference 3 - 2.00% Coverage

Councilor Kayak – Just a supplementary – since Pond Inlet will be the main point of destination, Arctic Bay as well. Say a person from Pond Inlet or Arctic Bay if they want to bring something in by sealift, we thought that say a boat from down south, I think Pond Inlet and Arctic Bay should be approved to bring in personal equipment by sealift. Pond Inlet residents need to be included because the best way to bring that hunting equipment with less cost to the hunter. Thank you.

Mr. Chubb – We will have sealifts coming in for the project but through Foxe Basin during operations. Sealifts bring in supplies at Steensby and so we don't have plans that it will bring supplies for other parties.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council Update - December 6, 2007> - § 1 reference coded [8.73% Coverage]

Reference 1 - 8.73% Coverage

Councilor Koonark said he heard that they are starting to haul on the road, but haven't heard if there will be a house between Milne Inlet and Mary River. During winter and bad weather, if there was a house you could support local hunters, and I would support Baffinland people if they were going to do that. He said he would also like to see the HTO teach people to build igloos. Mr. McCann

replied that the company won't be building houses but have small emergency shelters equipped with supplies, a radio transmitter, and an emergency generator at kilometres 38 and 70 along the road. He continued that these are available for emergency use, and while they are not available to stage hunting, that they are there for emergency use. He said that is another reason they are hoping hunters check in with the office in Pond Inlet or at Milne Inlet.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 2 references coded [5.41% Coverage]

Reference 1 - 4.64% Coverage

Elijah – I feel that when hunters go up to Mary River, maybe the people in Mary River could help the hunters to see where the animals are, helping the hunters. There was a procedure in place that when we went inland for Milne Inlet there was a form we filled. That was useful, and the hunters would know where they are going. And the communication between the hunters and Mary River personnel would help a lot.

Dave – We put that in place during the bulk sample, when there were lots of trucks on the road, so we could share with the drivers to watch out for snowmobiles. And it's continued for the last two years, and our guys will watch out that hunters might be coming. Some hunters don't use it, but most do.

Elijah – Nobody fills out the form unless they use the tote road. If they don't, they don't check in at Mary River.

Reference 2 - 0.77% Coverage

David Q – the HTO has voiced its concern that if Baffinland won't listen to comments here, I don't think the project is going to go ahead.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - March 31, 2008> - § 1 reference coded [0.89% Coverage]

Reference 1 - 0.89% Coverage

Mr. Paneak - The other side of the coin is such that none of the benefits can mitigate what is planned.

Mr. Cooper – And we understand – if the benefits don't outweigh the impacts there is no project. We agree with what Philip has just said.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Open House Aug 18 2010> - § 1 reference coded [6.20% Coverage]

Reference 1 - 6.20% Coverage

Q2 – If hunters stop at the mine site are they able to get gas?
A – Yes, if they needed fuel that could be arranged.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 3 references coded [8.19% Coverage]

Reference 1 - 3.67% Coverage

Q1 – I know Mary River is on Pond Inlet's land. I would like to know what QIA is doing to make sure Pond Inlet receives an appropriate amount of the benefit.

Stephen – Thank you for your question. Specific to employment, the QIA is negotiating an IIBA as specified in the NLCA. Pond Inlet is the community that selected the lands, and is one of seven communities that would be potentially impacted, so QIA has to balance proximity and land ownership against distribution of benefits. Philip Paneak is the lead negotiator on the IIBA and perhaps he can expand more.

Philip – It has been considered in the IIBA. Right now they are in exploration. IN 2007 and 2008 exploration we were sort of negotiating and we are still in negotiations and are considering that the communities that are affected the most receive the most benefits. Last year when they signed the MOU we tried to ensure there were employment and training opportunities in the MOU. And when Baffinland was negotiating and when they want to get a permit for the project, we negotiated that. The process is slow, and I don't really know how to respond to that question. We have this confidentiality agreement during these negotiations so I can't answer you directly. It's been about a year and a half since the last time we sat down at the table with them. We still have the environmental, financial and economic provisions to work on.

Reference 2 - 2.13% Coverage

Q1 – I recently read in the paper about the training. I think the Pond Inlet one was heavy equipment, and for Igloolik was driller helper. I'm not happy with that, because you're saying that Igloolik will get the better jobs than Pond Inlet. Can you explain?

Stephen – I wasn't directly involved but I will try to explain. Two years ago they started a training program. I don't know what the decision was to train heavy equipment operators here. The training programs were a starting point. The jobs have a different rate of pay, and that needs to be balanced.

Bill – Spoke about training in general as it relates to the mine.

Richard – I believe the EDO office in Igloolik already had the driller program set up.

John – That makes sense, but to keep in mind to make sure the benefits are equitable.

Reference 3 - 2.39% Coverage

Elijah – We used to work for various companies. If there should be an accident on the ship, or a plane crash, of course you don't want to see these negative things happening, suppose something happened to the ship – do you have some kind of plan? With Pan-Arctic, there was a plane crash in mid-winter, which was extremely difficult to deal with.

Bill – A very good question, because we talked about frequency, duration, magnitude and duration with an impact. There is lots of ice breaking – not here – but other places – but you still need to be prepared for something happening. We have emergency response plans that will need to address a train derailment, plane crash, and ship accident. We will have a warehouse at Steensby port that will have equipment to respond to an accident. So we will have emergency and response plans for all aspects of the operations, and especially the ones you've mentioned.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 8 references coded [14.63% Coverage]

Reference 1 - 4.48% Coverage

Mr. Arvaluk – Thank you. You have in your report the colour as being IOL, and Pond Inlet has outlined that, because in the NLCA because we thought we would have benefit to our children, so if we approve this, since we said we would benefit from this, then QIA if they approve, you can only proceed with approval. But if the benefit outweighs the impacts to the environment. To white, it only means the land but to us it means everything including the land, water and animals. If there is a negative impact that will have too much impact on the animals but the good side is employment, Pond Inlet might decide it is too dangerous for the environment. It has to be a very careful plan and require cooperation. Before we get to 2010, please our parties to the project can go ahead to our satisfaction. This is a new era.

One more question. Inuit impact in the mining, it was mentioned through QIA, where is that now? Where are you in the negotiations with all your plans to start construction in 2010? Pond Inlet has not seen any agreement. Pond Inlet keeps asking for a breakwater and dust control and infrastructure, but haven't seen any benefit agreement, yet you have these plans. Pond Inlet needs to see tangible benefits before supporting your proposal.

Mr. Chubb – With respect to the land claim, and environment versus benefits, we think we have a very good framework to set the stage and work together. Baffinland fully understands that the project's benefits have to outweigh the negative impacts and we believe the Mary River Project has all of the features to get there – to be sure the benefits outweigh the impacts. We initiated discussions on the IIBA in 2006, and those discussions do continue and will continue over the next period of time with the Development Proposal just being released. Some of the discussions have been waiting while more information has been prepared for discussion, such as the Development Proposal. With the process working at the same time as the environmental review process, it won't be finished in its final form much before the review process because these two pieces have to inform each other.

Mr. Paneak – I mentioned this earlier the statement that we have to review the proposals and documents and use them as a negotiation, and there are not docs at the moment and we're just talking and this is the first one for approval, we'll see the feasibility study eventually, and the EIS will be issued on December. With these documents we'll have a better idea of how we will negotiate. We are continuing to add items to the negotiating table, and we will present - today there was a discussion to have a meeting every month to work on details.

Reference 2 - 1.45% Coverage

For the benefit agreement, employment and training, but also if we can get a benefit from the mine operation even now when it is starting, these business owners need opportunity to provide services, not only through employment. The communities need to have more benefit in terms of contracts, and the QC/QL are being used now. I used to say I think it is true that regular Inuit get money but business owners are excluded. There needs to be more incentive for the business owners. Having a business – Baffinland will need to say these are the contracts or services that we need in operation. Today 25 from Pond Inlet are working, they ask for cigarette and pop, but those people in Mary River there needs to be a small shop for cigarette and pop at the site, these kind of businesses, or laundry service. These are my comments for your consideration – I don't need a response.

Reference 3 - 3.13% Coverage

Mr. Merkosak – And when it is developing we need to know what you are doing, because it will change the environment too. A last one, not really related to Baffinland but related to my colleagues here. It's true you mentioned that there are Deposits 1, 2 and 3 and they're on IOL and subsurface rights will generate royalties. The fourth one it is surface rights. Somebody said, this was negotiated with the NLCA and allowed the Mary River to be outlined on IOL because we survived on caribou and caribou migrated through the area. The IIBA is being discussed, and the NTI will get the royalties. The IIBA and surface and subsurface rights royalties. NTI are working on it now to negotiate. But Pond Inlet residents need to be considered – what we can get – because it seems that money going to Inuit organizations is towards the whole Inuit (Nunavut). I think it needs to be considered, and Kivalliq is doing that, the most affected community – if the hunting ground is affected, they'll lose that hunting activity. The community needs to get more royalty and NTI will need to consider giving us more than other communities. Say NTI give to other organizations. They're not getting anymore from the Federal government so they need to survive on their own. As business owners, we are not getting any support. The Qikiqtaaluk Corporation for example are under QIA and we compete against Inuit organizations. As Inuit business we are not supported. We need to get bigger royalties. When they start hauling the ore, some people won't be here. We need to think about this in the future, because we own the land. Thank you.

Mr. Paneak – Yes, thank you. The IIBA we are working on started from Pond Inlet because Pond Inlet has outlined the area, and we will be sure that Pond Inlet has the highest benefit in the agreement and then look at other communities. We keep saying that in the QIA.

Reference 4 - 1.26% Coverage

Mr. Kayak – And for your consideration, to my colleagues [referring to the QIA representatives], protect your grandchildren. Try to negotiate thinking of your future generations, and have them in your mind when you're negotiating. What if the land or animals were destroyed or disrupted, they may have a hard time. The Mary River – we heard it is a good quality iron – I can say that Mary River is a good quality because it is a big amount, and some ore is scattered around – but Mary River is the same consistency. Try to negotiate the benefits for your children and grandchildren. I am concerned, because they will feel the impacts if the open pit they will dig out from the ground. My concern is to try to negotiate for the benefit of the future. Thank you.

Reference 5 - 0.36% Coverage

[Missed beginning, spoken in Inuktitut and missed translation] Because the dust created is a …dust control and a breakwater or jet service – are what is what the community will continue to ask for from the government.

Reference 6 - 0.49% Coverage

Q8 – Before Baffinland, we used to charter aircraft into Mary River to hunt caribou. Can we charter your aircraft and use your airstrip to go caribou hunting?

Mr. Cooper – Thank you for that question. Yes, if you were to charter an aircraft you could land at the airstrip and go caribou hunting.

Reference 7 - 2.91% Coverage

Q9 (Mr. Jayko Alooloo, Chair of HTO) – I have two questions. First, and during the planning stages, Baffinland is planning, we already have impacts like caribou. Right now the IIBA negotiators, even before they started, how can we get assistance through compensation before the agreement is in place? How can we get assistance from Baffinland to claim, if the caribou are gone from the area? Last week there was a hunter that got two caribou from the area. Is there a way to compensate for that now? The contracts for two years now Baffinland have contracted the Co-op, they went to Qikiqtaaluk Corporation instead when they didn't agree with Toonoonik Sahoonik. And they hired a contractor instead. More people are opposed to those contractors that are hiring workers. White and Inuit need to work together. ……[missed last sentence]

Mr. Chubb – We're just talking about the first question, and make sure we understand the first question. While we've been at Mary River site, we've been studying caribou and caribou habitat in the area as part of our baseline programs. And as been discussed at this meeting, there are not a lot of caribou in this area today. For the work that we do, while it doesn't appear to be a lot of caribou, we have procedures in place to protect the caribou. I am not sure what you mean by impacts related to us at this point, but perhaps I've misunderstood and Rod will provide some context to the second question.

Mr. Cooper – we have always used the Co-op and we continue to do so and plan to do so. As our activities increase at Mary River we will be looking at ways to work with Inuit companies as much as possible. We are increasing the amount of Inuit companies participating in the project and will continue to.

Reference 8 - 0.55% Coverage

Q11 (Mr. Manasie) – You said you have a plane and helicopters. I understood in the search and rescue that you are able to provide your aircraft in a search and rescue by helicopter or aircraft. My question is will your aircraft be available for search and rescue?

Mr. Chubb – We look to be a good neighbour and assist when we can.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 3 references coded [38.19% Coverage]

Reference 1 - 21.95% Coverage

Community Speaker 1 (Mr. Jayko Alooloo, Mittimatilik Hunters and Trappers Organization) – I didn't see any reference to the prevention of oil spills [referring to a photo and email], which raises concerns. I recommend that there be monthly inspections of fuel storage areas. Will there be continuity in Baffinland's representation to the community. I also have a concern about the impact of the operation on caribou in traditional hunting areas. There is less caribou now in the Pond Inlet area and the increased air traffic will bother the caribou even more. Maybe the mine could transport hunters to areas where there are more caribou, to hunt. I also have a concern about narwhal; a hunter has expressed concern that they have left the Milne Inlet area because of the increased ship and aircraft noise in the area. I want to bring up two comments about other Baffinland representatives: we were told Mary River wouldn't have jet service and no town site at the mine; only one side of the coin, the good side, is presented and only now they are hearing the other side. People of Pond Inlet are being treated like children. In summary, if people are going to make statements, they need to present all the facts. Thank you and one more question – I had not heard before about hydro.

Mr. Chubb – thank you for your comments. I am not sure about the first question and reference to a spill incident but I can speak to Baffinland's approach to spills. Baffinland has a spill management plan which is updated and submitted to government for approval. Fuel is stored properly in lined facilities, and the company continues to develop training materials and program to train staff to respond to spills – recently we held training on site and spill response training during fuel off-loading from the ship at Milne Inlet. I agree that regular inspections are necessary and the company has inspection forms for this purpose. If there are specific questions or issues, they can be discussed further. I hope that helps to describe how fuels are managed on-site.

Community Speaker 1 (Mr. Alooloo) – The particular incident I am referring to occurred at Steensby Inlet.

Mr. Chubb – perhaps we can take a look at those pictures. There was a comment regarding continuity of representation to Pond Inlet. We've been coming to Pond Inlet for several years and hope to continue to build relationship. We are doing several things to address representation: at the request of Council, Baffinland senior management are coming to meet with the Hamlet every two months; some of Council is going to Mary River tomorrow; the company is meeting others while in town. We have a full-time CLO available every day- so if there is ever a need for more information or questions, people can go to the office and if Jamie doesn't have the answer he can get it. Dave McCann, who is Assistant Operations Manager, is now based in Pond Inlet and his door is always open. Regarding caribou, we are continuing studies and we understand the concerns. As an example of studies underway, we were studying the movements of narwhal in relation to ship movements this summer. We will use this information and other information to assess operations. Two other comments were regarding jet service and hydro power.

Mr. Cooper – One concern he heard was with respect to jet service and a permanent settlement at Mary River. We've consulted the land use plan and the plan specifically states that mine townsites are not permitted, so we are proposing a camp and not a permanent settlement like Nanisivik. With respect to the jet strip at Pond Inlet, I believe we are considering their might be many possible benefits that come to Pond Inlet. Some benefits include direct employment and business; some indirect benefits are through government spending of the tax revenue in the communities. At the moment, Baffinland and the QIA are discussing these sorts of benefits as part of the IIBA negotiations. We hope over the next year to have an agreement in place to deal with impacts and benefits. Regarding power generation, they have reported in the community in the past that they are studying wind and hydro power. Last year and this year they installed a gauge in a stream near Steensby Inlet to measure flow to see if hydro is viable. We are installing a wind tower this month, and next year we will conduct a feasibility study on the wind and hydro; the study will be

completed by 2009. The benefit of hydro and wind is using less diesel. Currently our thinking is to start with diesel, but if the alternative energies are feasible, they would be implemented later in the mine life. We hope these answers address your questions.

Reference 2 - 10.10% Coverage

Q3 (Mr. James Arvaluk, MLA) – I would like to see the documents from Baffinland that say what the company's plans are. Baffinland has spent $50 million, and Article 23 of the Nunavut Land Claims Agreement says an IIBA is required. The project is on Inuit Owned Land (IOL) that is 100% owned – the QIA only represents Pond Inlet's interests. The IIBA does not look after community interests. We would like to see information on environmental impacts. Employment of 250 people sounds good, but it is only one aspect; other benefits will have to be received by the community, such as an airstrip or boat launch – not just jobs and the IIBA, but what will benefit Pond Inlet directly. I would like answers, not now but in written form later that everyone can see.

Mr. Chubb - We will provide simple answers and information in writing. In terms of documents, we failed to mention we have copies of the presentation and a description of the project on our website and with us tonight. Copies are also available at the CLO office. With respect to the schedule, it is a year from now, in late 2008, that we will actually submit an Environmental Impact Statement. In the meantime we are still collecting information and we don't have all the answers today. Mr. Chubb referred to Mr. Cooper with respect to Baffinland's philosophy on the IIBA as well as Pond Inlet employment.

Mr. Cooper – I am a member of Baffinland's IIBA team and I know that two of the QIA representatives are from Pond Inlet. I think everyone around the table on the IIBA negotiations agrees that direct benefits to the community are extremely important. In terms of employment, our office in Pond Inlet is the largest outside of Toronto, and Pond Inlet always has been and continues to be providing the largest proportion of the local workforce. Nuna Logistics, an Inuit company working on our bulk sample, have come to Pond Inlet to get resumes for future employees, and we hope they employ Pond Inlet people in the near future. I mentioned earlier that Baffinland and the QIA are talking about a 3-year training program; I expect Pond Inlet residents will benefit greatly from that program.

Reference 3 - 6.13% Coverage

Q8 – Regarding inter-community travel, we visit each other and use this corridor, especially in spring and usually traveling certain routes. On our return trip from Igloolik, we had to transect the road twice. When going between communities, we need to camp. Can we camp at Milne Inlet? Also, you mentioned earlier that ships will operate 12-months a year; will there be maps or information communicated?

Mr. Bob Gorman – Ice-breaking will take place only through Steensby Inlet. Even during construction, shipping to Milne Inlet will only be during open water. The ice breaking through Steensby Inlet will be through a well-established route, and a shipping plan will be prepared before shipping begins that describes clearly defined protocols for shipping activities, including how communities will be notified. FedNav, the company I represent, operate ships into Voisey's Bay in Labrador. We developed a shipping plan in consultation with the local communities that addresses how ships will operate within the 50 km of land fast ice that is used by Inuit. Part of the shipping plan is to have Inuit observers on the ship at their discretion to ensure all shipping protocols are followed.

Mr. Cooper - a map will be displayed in the Baffinland office for people to come in to mark their overland routes.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 1 reference coded [2.83% Coverage]

Reference 1 - 2.83% Coverage

Elijah Panipakachoo – Is the translation of English and Inuktitut the same in these documents? [Refers to handout / slide show] [Malachi runs through it with him, to his satisfaction]
If you benefit the people of Pond Inlet, we will not look elsewhere, but if you don't, we will look to other mining companies.

MZ - We believe that the greatest impact to the caribou will be during construction, but that the operation of the rail line should not affect caribou migration. In other places, caribou follow the rail lines, and the trains don't go fast enough to hit them.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 1 reference coded [2.18% Coverage]

Reference 1 - 2.18% Coverage

Q. (From woman who asked about seismic studies) - I apologize for my mistake. It is good to understand that there will be more communication about the project. Consulting is the best way to go. It looks like this project will go ahead. There should be training, for example in heavy equipment so that employment can go to more than one place. Young people need to be trained to

get jobs. If the mine goes ahead there will be royalties. I hope to be involved in the planning and will ask residents what benefits they want to see for their region from these royalties.

Matthew Akavak - We will keep the community advised as to how the three representatives for the Mary River site meeting will be selected . There will be meetings on different topics. I will make sure communities are kept aware of plans.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 10 references coded [2.64% Coverage]

Reference 1 - 0.33% Coverage

Question: George Qulaut/Igloolik – What about investing in our children? On the human side for example, Baffinland used to give computers to the schools. Will they still do this? Other mines have come and gone and there have been huge impacts regarding social issues. There have been issues with drugs and alcohol. What happens after 21 years?

MTP: I'm not sure we have a plan for dealing with this when we leave.

Socio–economic study should consider "what happens after" the mine closes down. ** As part of the IIBA's financial compensation measures, opportunities for resources to be set aside that will help with the transition from operations to closure should be presented.

Reference 2 - 0.16% Coverage

Question: Nigel/QIA Have you presented the Project's financial information somewhere? We don't know the benefits of the Project.

MTP: I have not personally presented this information. The financials were presented a while ago on the rail option, but not all economic impacts on the communities have been presented.

Reference 3 - 0.54% Coverage

James –I have heard the ship will only go into the inlet in summertime. If we want the number of ships reduced from three will you listen to the community when they ask for a reduction in ship numbers? Say there is an accident, because of fog. If we asked, could two boats ship together in a group?

MTP: This has been discussed. We could look at it as a mitigation issue. Right now we are only planning on having one boat at a time. Two ships together might be noisy.

James – [Unrecorded comments].

Bill - I think that you are saying that once you are in operations, if a community sees an effect would we be open to discuss the ships travelling in a convoy instead?

MTP: If we observed an impact, yes, we would work with the community to help remedy the impact. It is hard to say right now if we could reduce number of ships travelling. This would be a last resort. We would more likely consider ships travelling in a convoy, slowing down, using different ships, or changing our routing so we would only pass at certain times. We could look at all these options. We would pay attention to your concerns.

Reference 4 - 0.20% Coverage

Question: Koonoo/Arctic Bay – In regards to the road haulage option, we have heard about spillage and dangers with ports and from stuff being loaded onto ships. I would like to see safety features increased for the Project. Will there be a sea port right next to the tanker? Or will it be on land?

MTP: The ship will pull right up to a dock connected to land and attach to permanent mooring to hold it stable.

Reference 5 - 0.26% Coverage

Question: Cornelius/Pond Inlet - When you are picking up debris to be shipped out from the camp, can you swing by Pond Inlet to pick up our garbage over there? Things like metal or anything else that needs to be shipped out for disposal?

Jim: - My responsibilities are for here at camp. That would increase the cost of our activities. Are the materials related to our work here?

Cornelius – No, this originated from Pond Inlet.

Jim: – I am not in a position to say yes or no, but I don't think so.

MTP: Not at this time, no.

Reference 6 - 0.11% Coverage

Cornelius – Once we agree to the water license renewal we will be continuing this process of continuing thoughts in Mary River of when we are taking care of garbage. We would want to be part of this [meaning unclear].

Reference 7 - 0.31% Coverage

James: The iron ore is to be shipped outside Canada. For us Inuit and hunters who deal with hunting quotas, we get a tag per animal. When the iron ore leaves Canada, is it marked? Does it show it comes from Nunavut? We would like to show that this iron is from Nunavut.

MTP: This has not been discussed. The iron will have its pick up points but it will likely be blended with other iron ore from around the world. The ore from Mary River is good, even better than other iron ore from around the world. In the diamond world, a portion of the diamonds are classified as Canadian.

Matthew will speak to Mike Zurowski regarding this.

Reference 8 - 0.29% Coverage

Question: Levi Barnabas/Arctic Bay – How will Inuit benefit from the shipping? Past mines have let communities transport goods like boat on the ships. These ore carriers will not stop in any communities.

MTP: There will be two types of ships. The first will be ore carriers that will go directly between Europe (likely) and the Steensby Port. The second type will be supply ships that could come from anywhere. Currently, there are no plans to stop in communities. Under the rail option, there wouldn't even be a ship close to Arctic Bay, Pond Inlet or Clyde River in most years.

Reference 9 - 0.24% Coverage

Question: Levi Barnabas – If an employee wants to bring up a boat or other big-ticket items, will you consider this?

MTP: We haven't considered this as a feasible option. Stephen, could you comment on this in regards to the IBA?

Stephen Bathory/QIA – This discussion today will provide valuable information for us when negotiating the IBA. Cost of living is something we are concerned with. To some degree, Baffinland will contribute to remedying this, by providing benefits in the IBA.

Reference 10 - 0.20% Coverage

Louis Uttak/Igloolik – There are two subjects for this meeting – Money and country food. Our friends, the visitors, want money. Inuit are concerned about the food. The animals are our livelihoods. We don't want to see the animals suffering. I'm not opposing the white man. I want to work with them. There are only two items here – Money and country food. I hope you understand this.

MTP: Thank you

DRUGS AND ALCOHOL

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 1 reference coded [4.24% Coverage]

Reference 1 - 4.24% Coverage

Q14 (elder woman) – I will try to say my concern. What I am looking at seems impossible to change and that it is already to go, even if we object or oppose to the plan. From the Nanisivik experience I'll try to explain my side of my concern. Land has been destroyed by exploration and mining companies, and Nanisivik is an example. It is an underground mine and loaded with buildings and materials dumped inside the ground. It is hard to accept that, and they say the tailings pond will never freeze – they say it is cleaned now, but we know because. Knowing something after the fact. The prices in the store in Arctic Bay are very high. That's how concerned we are. We try to say that will the animals be in a safe place, because we eat the animals and food costs a lot in the store and if you destroy our animals we are afraid of that. You have options to choose the cheapest food but here we are not given the choice. Can you guarantee that the animals will be preserved and protected? If possible, let's say if there is disruption of marine mammals and birds, what will happen let's say if there is evidence that the animals have disappeared. Can you give us replacement food to eat? Because we tried to tell you the real concerns we have. Also, we had a problem with Nanisivik before. The adults with children were separating due to alcohol abuse and there were injuries during alcohol related and we were witnessing and the company was asking us for input and most of the people said we don't want alcohol in Nanisivik but they didn't keep their promise. So they became a mining town, and after that experience, we want the companies to respect the wishes of the Inuit to have no alcohol to the work place. I have no knowledge of alcohol. Will alcohol and drugs be allowed at the mine site? Also, if the animals are damaged in some way, will there be compensation?

Mr. Chubb - The first question was with respect to drugs and alcohol on site. Baffinland has a zero tolerance policy. Alcohol and drugs are not allowed onsite. If there are impacts to wildlife in the way that you described, there are requirements for compensation as a result. How that exactly will work will form part of the IIBA.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 4 references coded [15.31% Coverage]

Reference 1 - 2.98% Coverage

Community Speaker 5 – Since you are looking for workers, if I were to get hired would I have to get immunized and would my bags be checked?

Mr. Cooper – We search all bags, as the site is drug and alcohol-free.

Community Speaker 5 – The reason is I am wondering if you'll test and then throw the person out.

Mr. Kutchaw – There is currently no drug testing.

Community Speaker 5 – Is there anything to do after hours?

Mr. Cooper – There is television, internet, and games but usually workers are too tired after the work day.

Community Speaker 5 – The generators, are they close to the site?

Mr. Cooper – Yes.

Reference 2 - 4.84% Coverage

Community Speaker 8 – I am thankful you will be providing employment – kids are these days often on drugs. Will these young kids as workers be terminated right away?

Mr. Kutchaw – I'm not sure I fully understood, but the site is and will be zero tolerance for drugs and alcohol. Once we are into construction, we would have drug testing in place so that no one is injured. Right now anyone caught [with drugs] is sent home.

Community Speaker 8 – They tend to get terminated because of a history of drugs even though they are not currently using.

Mr. Kutchaw – If someone tests positive we don't hire, but it is only current drug users we will test for. Also, we don't listen to rumours of what people may have done in the past.

Community Speaker 8 – If you're using this system, you'll lose a lot of good employees.

Mr. Kutchaw - We will support drug and alcohol awareness programs for youths to recognize the dangers involved. Mining is too dangerous to allow people who use drugs and alcohol on site.

Reference 3 - 0.82% Coverage

Community Speaker 11 – I'm happy with zero tolerance. I worked at Nansivik underground and worked with a guy who lost an arm in an accident. We later found out he was stoned.

Reference 4 - 6.66% Coverage

Community Speaker 14 (Jakob Gearheard) – It is difficult to imagine the magnitude of the mine to employ almost two times as many people as live in Clyde River. Some people will come from various communities and from the south – it's a tremendous opportunity for Clyde River. Lots of questions are being raised. Something I am thinking about are some of the social impacts that will result from this employment. Not only because of the cash injection, but time spent away from families. I am not sure the exact rate of unemployment in Clyde River but it is one of the highest in Nunavut so therefore one of the highest in Canada. The amount of social change that will result in a short period will be enormous, and problems with drug and alcohol abuse; problems between husbands and wives and between parents and kids; dislocation between elders and youth. Youth go into the mine and potentially forget about Inuit culture. Baffinland has a tremendous opportunity over 25 years to have an impact – there is an opportunity to invest in the social and cultural development in the communities, in ways that government is struggling to do. I don't have a question, but throw it out there and want to have employees that are healthy and trained. These are things you need to think about.

Mr. Chubb – Correct, healthy communities make a healthy mine. We are very aware of these issues and take them seriously.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - April 2, 2008> - § 1 reference coded [4.34% Coverage]

Reference 1 - 4.34% Coverage

Q8 (Elder Inuk man) – [Translated in 3rd person] He is sorry there are no other Inuit showing up tonight because it is a very important project. He supports women in the workforce. He would agree once a month for the minister to be onsite. You're not operational yet – you're in the exploration phase. There should be more meetings on this, to inform the community more, especially the Iqaluit area. I heard people getting fired in Mary River who got into alcohol and drugs and he wants those people to be fired – he supports the zero tolerance policy. A couple of things. Regarding archaeology, you won't see things inland; it is more along the coast you'll see sod houses. There may be footprints and tent rings inland but don't worry too much about that. Also, there is a good quality soapstone at Mary River so one of the benefits you can talk about is helping to provide the artists in the communities soapstone. Also there are alcohol and drugs being brought from the south and there are some people who are hiding those, so he doesn't want the worksite to have any alcohol or drugs on site and those people onsite are welcome to get drunk onsite instead. I appreciate the income from mining – it is already having a positive impact on people. Another thing, he owns Baffin Island because he was born here, but he welcomes anyone no matter what race and we need to shake that race off and work as people, and he feels you are tired but he is anxious to keep going now.

Mr. Chubb – Those are all good points. With respect to soapstone, perhaps there is a question we can answer. There is Mary River soapstone in the area, and it has been discussed. One of the questions was whether or not the project will have an affect – no. Also is there an opportunity for increased access for soapstone. We've raised it as a point of discussion with QIA in terms of the IIBA.

<Documents\Public Consultation\Kimmirut\Kimmirut Hamlet - April 26, 2010> - § 1 reference coded [3.77% Coverage]

Reference 1 - 3.77% Coverage

Q2 – Did you say you wanted to start the shipping in 2017? My concern is the shipping. You need to make sure there is no illicit drug trafficking.

Matthew – Good point. Baffinland already has a zero tolerance policy. There have been occasions that drugs and alcohol have been on-site.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 1 reference coded [2.75% Coverage]

Reference 1 - 2.75% Coverage

Q – Why are people not told that it is a " Drug & Alcohol " free workplace? Why are searches conducted of peoples room's when they are not present ? Why is their monies taken away from them ?
A – Everyone who comes to Site must sign the Baffinland Code of Conduct form, which states that the Site is " Drug & Alcohol free " and that all persons coming to Site are subject to searches of their luggage and their rooms.
The monies should not have been taken away from the individuals and we have put measures in place to ensure that this does not happen again. Al thanked David Qamaniq for contacting him about this. The incident in question had been resolved.

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 1 reference coded [1.96% Coverage]

Reference 1 - 1.96% Coverage

Alcohol

Nick said that "we hear that around Nunavut, people whose income is growing may increase their use of alcohol and crack — are you going to do anything around this issue?" Len responded that this is a good point and "we will be working at this over the next few days." Nick noted that in CR we have the Ilisaqsivik Family Resources Centre. Its unique in Nunavut and one of the few in Canada. (He also noted the CR Heritage Resource Centre, climate change and resilience…). Sean followed on to say you see the income – drugs/alcohol link among some. It goes beyond the BIMC, "but we will explore with others where we fit."

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 2 references coded [8.06% Coverage]

Reference 1 - 5.11% Coverage

Sipporah Peterloosie indicated that mining can bring social issues like more money, alcohol and drugs and asked if there are plans to address the social issues?

Michael Zurowski indicated Baffinland is starting negotiations with the QIA to start the IIBA, which will include these issues. He stated that any kind of development will brings both positive and negative impacts and these need to be addressed.

Sipporah Peterloosie replied that she works in the health centre and has seen an increase in psychotic behavior stemming from drugs over the last 3 years, corresponding with when Baffinland started its work in the region. Rod Cooper responded that socio-economic studies will look at some of these issues, and Sipporah Peterloosie responded that she was glad to hear this was being looked at.

Reference 2 - 2.95% Coverage

Elisapee Ootoova stated that she is concerned about drugs and alcohol coming to the community and the mine. She noted that the drugs and alcohol are already in the community, but will there be more coming with the mine? Rod Cooper referred to his earlier response to Sipporah Peterloosie that Baffinland be meeting with the QIA to search for solutions on this topic, and this will be part of the IIBA that becomes a legal agreement that Baffinland must follow.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 1 reference coded [3.16% Coverage]

Reference 1 - 3.16% Coverage

Business Opportunities

Michael Peterloosie – Thank you for making a presentation to our community. How will you be mitigating the drug and alcohol issues at site? It can be dangerous for people to operate heavy equipment if they are not sober. Will you be doing blood tests?

MZ – Some people (in certain jobs, where safety is a factor) may be required to do an oral swab. Companies can be criminally liable if they know about an employee who is drunk or on drugs and operating heavy equipment. Companies need to create a safe working environment. Our incidents on site have been going down and were very, very few last year. Everyone's bags are searched when they arrive on site; even the Premier had her bags searched when she visited.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 1 reference coded [3.24% Coverage]

Reference 1 - 3.24% Coverage

Q10 (Mrs. Annie Peterloosie) – I want to make a statement. My concerns. I am not a mining company, but from my knowledge, the mining companies looking for minerals, Inuit never approve of mining activities, because before Nunavut we never benefited from mining activities. Why? Because of alcohol – it is the reason Inuit have never benefited. Now it is drugs – Marijuana and substances – the drugs are getting stronger – and this should be considered by mining companies to make a law. Put a visible sign – if I go down south, I would see a lighted sign. Same as in Mary River, put a lighted sign to say there should be no drugs or alcohol, or marijuana or other mind-altering drugs. And some people end up going to hospital over those drugs. For that reason, you are trying to help Inuit and respond to Inuit knowledge. They never had alcohol or drugs and we are the descendents of our ancestors and we are trying to teach the Inuit life to have employed Inuit. For those reasons, I want a sign posted at the site "no drugs". And in Pond Inlet, since there is no sign, maybe they read it and it would have impact on them. Drugs from down south and if they have income from mining they have money to buy drugs. They are the most destructive and it breaks relationships and there is abuse. They go to jail and are charged. Please think of those things. Thank you.

Mr. Kutchaw – Thank you for speaking so caringly about your community and children. I will have a sign made and have it posted. One of the things I want to share with you, we have a zero tolerance policy about drugs and alcohol at the site, and when anyone is hired, this is reviewed by them, and they sign a document saying they will bring no drugs or alcohol to the site. We also have security that check all our baggage when we come to site. We take the safety of everyone very seriously and that's why we have a zero tolerance policy. Thank you for raising a very serious issue.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 1 reference coded [1.90% Coverage]

Reference 1 - 1.90% Coverage

David Qamaniq – You said that beneficiaries are drug users and drug addicts. Non-beneficiaries are just as bad. Drugs will not be stopped, but we need to decrease this in the future.

MZ – We have had four incidents with drillers. My concern is safety. We do want to keep drugs off the site. No beneficiary has lost their job because of drugs – they only lose their two week shift.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 1 reference coded [0.33% Coverage]

Reference 1 - 0.33% Coverage

Question: George Qulaut/Igloolik – What about investing in our children? On the human side for example, Baffinland used to give computers to the schools. Will they still do this? Other mines have come and gone and there have been huge impacts regarding social issues. There have been issues with drugs and alcohol. What happens after 21 years?

MTP: I'm not sure we have a plan for dealing with this when we leave.

Socio–economic study should consider "what happens after" the mine closes down. ** As part of the IIBA's financial compensation measures, opportunities for resources to be set aside that will help with the transition from operations to closure should be presented.

DUST AND EMISSIONS

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 1 reference coded [2.50% Coverage]

Reference 1 - 2.50% Coverage

Levi – One of our concerns at Nanisivik – at the dock – until they put rubber on the conveyor. Is it still the plan to dump the ore from the rail cars to the ship?

Matthew – explained ore unloading and loading.

Levi – The reason I'm asking is we used to go to Nanisivik quite a bit, and dust were blowing all over and were affecting the fish, and the beluga consume the fish. That's why I'm asking.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 1 reference coded [1.87% Coverage]

Reference 1 - 1.87% Coverage

Sakiasee Qaunaq – Dust created from the mine needs to be carefully considered. The mine in Yellowknife had dust issues.

GM – Dust would be something we would carefully consider. The dust from iron ore does not have anything unsafe in it. The dust is so heavy it is not able to fly in the air, not like at other mine sites. It is something we pay attention to. The rock crusher at Mary River will be completely enclosed, to help cut down on dust. Roads are where most of the dust comes from. We will have ways to keep dust down on the roads.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 4 references coded [11.78% Coverage]

Reference 1 - 4.56% Coverage

Q1 – Can you show the maps on the PowerPoint? I am concerned about this channel (Foxe Basin) and this channel (Hudson Strait). These islands that the ship lets say (near Rowley) if they have an accident, because the iron is heavy, what will happen to the bottom fish? Also, I lived here in this area before (Baffin – Steensby to Piling) and right now the caribou have moved south and the North Baffin have no caribou. The caribou goes through the area. Also, that dust will be created. If it is crushed it will turn into rust and it will turn into rust if it is left on the ground. I am not trying to stop the project, and that dock fuel and supplies, I am concerned if there is a spill in this Steensby Inlet it would be a concern that it needs to be cleaned up because they are dangerous to the environment. I know the communities, although they say we have Nunavut, that we won't be able to get direct benefits in terms of cash payments, so QIA needs to consider that Nunavut, let's say Igloolik, Hall Beach, Clyde River these communities need to have benefits negotiated. Also, my concern I know Baffinland themselves will use their own environmental studies, I want a separate independent environmental studies that are not contracted through Baffinland but through QIA or from the Inuit Beneficiaries organizations to do the environmental studies. If the company will be like Nanisivik they won't inform the communities. They can use their own environmental studies. When we didn't know it was contaminated. When I mentioned earlier the fuel, they spilled it everywhere and didn't report the spills. Those fuel bladders we saw, they used to – I am not against the project, I am just saying the environmental studies should be done by independent companies through QIA or QC. Thank you for coming here and if there is an accident in Igloolik's waters then walrus and migratory birds – these islands there are birds around those islands and are nesting grounds for birds, walrus, and bearded seals are also in the area.

Mr. Amagoalik – Since you mentioned QIA doing environmental studies, we are monitoring every month they go every month to check that there are no environmental concerns. During the operation, there will be a fulltime monitor onsite.

Mr. Chubb – Thank you for those comments, we've certainly taken notes on those and understand your comments.

Reference 2 - 2.80% Coverage

Q2 (elder woman) – I have a concern about the mining. We were in Nanisivik for 10 years. It is a concern where the contamination or hazardous materials were being ignored. If that iron ore if it is left alone that huge stockpile is going to blow dust, the wind will scatter the stockpiles and if it is a different size than Nanisivik it will be a bigger concern to leave the crushed iron in the open to leave it stored without barriers. Also, when Nanisivik closed down, there was nothing to show to the community – infrastructure and buildings – we couldn't even get that and during the mining they were available but when they closed they said no one will take

those buildings or equipment. So my concern is that I heard that in Northern Quebec communities that I am envious of the community in Salluit they have a mining company there that they get paid once a year, including their children. So if you are going to just contaminate our land we need to be compensated. And Igloolik would be opposing the activity because it is their hunting ground, so they should be compensated for the loss of their animals. I want to be like the Northern Quebec communities. These are my concerns. My concern before the mine starts when they have the mine proposal they look for approval but since they are a business they need to look at the best way to make money so when they start operating they don't' worry about what was discussed before the start of the mine.

Reference 3 - 3.51% Coverage

Q4 – We are different from other communities like Hall Beach and Igloolik. We had Nanisivik before. Let's show on the presentation two things. First is something that was going to be loaded onto the ship. [Looking at artists sketch of bulk sample piles at Milne Inlet]. As women, we will be slow in the progress, during the construction of Nanisivik we wanted all the minerals to be cleaned up, so there was a question to cover the stockpiles, but since the gravel is lighter than the mineral, would it blow away and expose the iron underneath. If the wind blows the stockpile of iron away, what kind of contaminants are in the iron that we should worry about? When it was asked before [referring to Nanisivik materials] they said it would be very bad for the environment, and that the Nanisivik site will be monitored ever so often. If it is not too close to the beach. I feel it would be dangerous to leave too close to the beach. I know there was discussions in public meetings before I was born and we already heard some of the concerns before. We heard that the Steensby area has lots of arctic char, and that Koluktoo area the fish goes upstream from Milne Inlet and Steensby Inlet as well.

Now I am talking about the fish and the ship. Can you show the fuel tanker? I heard that there are lots of fish in the ocean in Milne Inlet. We are still concerned we have experience from Nanisivik. When you have arctic char here, it seems dangerous to have fuel tankers where arctic char are in the same area. the QIA representatives, have you heard how dangerous? I want the QIA to say the iron is not dangerous? Do you know about any concerns of the iron?

Mr. Philip Paneak – These are our first community visits and starting in May we will do our own community visits and will get more information at that time.

Reference 4 - 0.91% Coverage

Mr. Chubb – I'm getting behind on the questions. I think it is important for some of the questions to try to answer the best we can. The previous speaker spoke about the Nanisivik experience that this community has had. Some of the things that were discussed, chemicals and those time of things, there are two types of mines and they don't have the same types of issues. But as we continue to move forward and present our studies we'll present some of the possibilities.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 1 reference coded [3.83% Coverage]

Reference 1 - 3.83% Coverage

Q3 – Have you considered, with first blasting of the open pit, how much smoke or powder you will scatter? Blasting creates smoke or powder or something from the iron ore – it will scatter across a wide area, and the wind will spread it further. This powder will accumulate over the years. Are there any contaminants in the ore that are a concern?

Mr. Cooper – thanks for the good question. Iron ore is very heavy and dense; while there will be some blasting it won't go very far from the mine. The ore is not toxic to animals. The only two chemicals present in the ore are iron and oxygen – there are no known toxic effects to animals.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 1 reference coded [2.13% Coverage]

Reference 1 - 2.13% Coverage

Also the iron you crush it and there are two sizes. The smaller size, during the conveyor belts it will be blown off. You'll go around the big long lake, the railway will probably have some dust or powder blown along the route, fish along the way. If the crushed iron goes into the water, it might affect the fish. That is probably studied, but I wouldn't feel like eating fish that would be contaminated by this crushed iron. The dust area around the shore at the port would be my concern. Have you done studies of the operation and if dust would fall into the water?

Mr. Chubb - The fine product – the crushed ore and dust – looking at the potential for dust is something we are studying. Iron ore is very heavy, so it doesn't blow around as easily as some materials, but dust is certainly something we are considering in our plan.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 2 references coded [20.11% Coverage]

Reference 1 - 14.73% Coverage

Q1 – You were saying you're going to transport the ore to Europe, and that the ore will be bought by the Europeans? And we will have benefit from this operation? And also, you were saying that every two days there will be a ship passing by and this will be monitored? How are you going to monitor the ship going through the route? Are you going to be monitoring it every day? We know that the winds are prevailing from the east, and that the winds to from east to west towards the Clyde River area. You say you are going to monitor the area, and Clyde River is going to be affected by that, and that this area has to be included for monitoring. And that the employment opportunities are in place. And that the CLO position in Clyde River has been dissolved – why is that position not in place anymore. And no one from this community has gone to Mary River for employment – the workers are from further places. And the community of Clyde River is affected by the CLO not in place anymore. And there are many who are applying for jobs at Mary River. That employment from this community is not going well. We have people here who want to be employed and go forward. We're saying that the contracts should be brought forward. The dust blown around will affect this area. And the infrastructure will only go to the larger communities. Thank you.

Bill – Thank you for your questions and comments. You're correct, the ore will be sold to blast furnaces in Europe – we have two letters of intent from companies in Germany who would like to purchase Mary River iron ore. This is because our ore is very high in iron. Typically operations have 40% iron and we have about 67% iron ore. That's why we don't have to build a concentrator, or mill, at site. The ore will be transferred directly to the markets in Europe. As we showed on the last slide, we are in negotiations with QIA on an IIBA. That will include one component of the benefits given to the communities. There will be other benefits with respect to the points you mentioned later. With respect to the ships en route, there are two types of monitoring. First is the ship itself. And the second is the environment surrounding the ship. With respect to the ship, we monitor the ship to make sure the safety precautions are in place and it follows the international regulations and those guidelines set by the company. If we use the example of the ship going into Voisey's Bay in winter, we can learn from the monitoring programs they have there for the environment, but we recognize that the environment here is different so we are working to develop site specific monitoring plans. On dust and air emissions, because we don't have secondary processing, the major emissions are from the power supply generators. With respect to the CLOs, as you know last year we only had 20 people onsite. This year we have less than 100 and probably next year will be the same as this year. So it would be too early to have a CLO here now. But I'm sure our CLO in Pond Inlet can help serve this community. With respect with jobs, we had a meeting this afternoon with the Hamlet council and they mentioned the same point you did. And we'll be asking our Director of Human Resources to come here before November to discuss ways to improve and explain the jobs at site. And we'll incorporate that into the environmental impact statement.

Reference 2 - 5.37% Coverage

Q6 – It's very simple – cost and benefits. When you have to make a decision, you put the pros and cons on a list. The pros for Clyde River has been 18 months / one person employed. The cons are potential damage to our sealing industry, potential damage to air quality, potential damage to the land area, potential damage for the trading that exists between Inuit – getting whale from Pond Inlet – getting walrus from Igloolik, and sharing our seal with them. Those are all the losses – for what – for 18 months of employment? It gets very hard to look at, in a good Inuk-Baffinland way.

George – again, all the concerns that were raised at this meeting have been written down and will be given some consideration. We have to put perhaps more emphasis on QC on what they are doing. We will keep those written down and deal with them in a while. Thank you very much for coming. We had a chance to speak with Baffinland people, and they will be coming back to Clyde River sometime in the near future. And we will try to participate when they arrive here. Since there are no sleeping accommodations here, we need to continue onto another community. We will consult with Baffinland about perhaps coming back together in the fall.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 1 reference coded [3.53% Coverage]

Reference 1 - 3.53% Coverage

Q – You're going to take the iron ore out of the ground. There will be lots of toxic chemicals produced and you will contribute to global warming.

GM – Steel won't be produced at Mary River.

Q – I wasn't talking about here. But it will be produced somewhere.

GM – We are going to focus on the mining part of the Project. The steel factories have their own regulations they must abide by.

MZ – Mary River iron ore is a very high quality ore that will reduce the amount of energy needed to produce steel. The ore produced will be 75% lump which will also reduce emissions.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - March 26, 2008> - § 1 reference coded [4.04% Coverage]

Reference 1 - 4.04% Coverage

Q3 – I have a concern, because of my lack of understanding. For the future, we don't know yet what's going to happen. We can guess. But the iron, if it will be stockpiled along the beach, and looks like it is going to be dangerous when stockpiling the ore, in two years, after ore crushed, wind from the stockpile will go to the beach and impact the animals, because marine mammals cannot stay in one area. Animals tend to travel along the coast. After 5 years perhaps no change but operating for 21 years, eventually the dust will accumulate around the shore to create a perhaps hazardous condition for the animals. I want that studied because I want my children to eat what I am enjoying right now [applause].

Mr. Chubb - We have been doing tests in the laboratory and the field to see what happens when the ore comes in contact with water. And with the work on site, we are looking at how dust might get created from crushing and stockpiling. So we are studying that now and will continue to study that. Iron ore is very pure - pure iron, and while there is always the possibility of something leaching, this material is inert and also very heavy, so we don't expect a large amount of dust compared with ……. Good comments.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [3.72% Coverage]

Reference 1 - 3.72% Coverage

Solomon - I grew up in a mining town (Nanasivik). When you mentioned trucking ore to a destination is was only about 2 kilometers and they created a lot of dust. Some of the dust would blow about 6 km away. I would suggest building a solid road (asphalt) to prevent dust.

Greg - Dust is an important point that needs to be looked at for every mine site. Sometimes water can be used in the summer months. It should be mentioned that the trucking option is still only an option and dust will need to be considered.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 3 references coded [7.67% Coverage]

Reference 1 - 3.60% Coverage

George Qullaut – It's unfortunate the HTO is not here; I believe they are still in a public meeting. Have you studied the rivers around Mary River? Have you looked at contaminants? That lake close to here will also be contaminated by the mining project. If they are affected, how will be compensated?

GM – There's very little associated with this Project that would cause the contamination you speak about. There are no chemicals used in the processing of the iron ore. No tailings. We're building brand new ships that are very safe with very few risks associated with them. We will need to develop safe working procedures for dealing with fuel handling.

MZ – Trace element sampling for mercury has come back below detectable limits. One of the reasons we're excited about the Project is because it is very clean. It is an exceptional deposit.

Reference 2 - 2.88% Coverage

George Qullaut – Mary River will have many hazardous materials. Batteries, fuel, etc. There will be a number of work locations at the mine site and along the rail line and port sites. The mine will produce contaminants and emissions into the air. We need to understand the studies that were done on those.

GM – What you'll see in the DEIS is that all the potential effects of those things have been looked at and assessed. All hazardous materials will be stored properly at site before we haul them away to be disposed of in the south. We don't want that stuff at site for too long either. We'll do an annual haul out of the materials. We'll also report on these activities.

Reference 3 - 1.20% Coverage

Paul – You are well educated, but you are not educated about the north. Pollution and smoke doesn't rise in the winter. It stays on the ground. Have you thought about the emissions coming from the machinery?

GM – The EIS also looks at emissions. It is something we will address.

<Documents\Public Consultation\Kimmirut\Kimmirut Public - April 26, 2010> - § 2 references coded [18.05% Coverage]

Reference 1 - 10.44% Coverage

Q2 – Will the landfill you want to build be current and up to date to today's codes? Dust could also impact the wildlife in the region, although it was mentioned that there will be monitoring of wildlife, I am wondering if there will be constant assessment, or breakdowns regarding monitoring. At closure, what is the plan for infrastructure? Will there be reclamation and things put back in place?

Matthew - The landfill, yes, the landfill was designed to current standards, and was reviewed by the Nunavut Water Board and the QIA. Regarding dust, we will be carrying out dust monitoring. We wouldn't directly monitor wildlife unless there was significant dusting occurring. Regarding monitoring, we are currently required to have over 20 monitoring plans, some of which are simple monitoring plans and some are complicated, and there will be reporting for that and communications back to the communities. With respect to closure, we currently have provided more than $10 million financial assurance for the current operations, and QIA has been involved in that process. In order to move through the permitting process, we'll be required to complete a thorough closure plan, which would need to be approved by government agencies and the QIA. Baffinland would post the amount of financial assurance specified in the approved closure plan.

Reference 2 - 7.60% Coverage

Q7 – I have work experience in mining in 1955-56 on a project in Northern Quebec. We were well looked after when working for the mining company. When there was an environmental impact, there is always the potential of the wind blowing different directions. There are always potential impacts. I recall there was dust going into one particular area from the winds in Nanisivik Mine. Need to ensure this type of impact does not occur on the Mary River Project, to ensure no contaminants or biohazards being created by the project.

Matthew – With respect to the ship size, yes the dock is being designed for this size of ship. With regard to impacts from dusting or chemicals, we're designing the mine not to have those impacts, and will monitor through the life of the project. And we've learned a lot since Nanisivik or Asbestos Hill, of that's what you're referring to. We care confident we won't have those impacts, but we will watch for them and report back on them.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 2 references coded [5.61% Coverage]

Reference 1 - 3.98% Coverage

Q9 – I am concerned about human waste – will there be a sewage lagoon or will it run off into the ocean?

Bill – The sewage plants that are currently designed are called RBCs – rotating biological contractors. What that means, there is typically primary, secondary and tertiary treatment of sewage. [Explained the different levels of treatment]. In this case, if you've seen the RBCs we currently have, the sewage goes through a settlement basin…. We have a water licence from the Nunavut Water Board which specifies effluent standards.

Q9 – Also, cigarette butts on the land. Maybe make ashtrays to hand out to people, just to say that it was metal made from Nunavut. I'm just thinking about cigarettes. And particulate dust – is that safe for humans and animals. I don't know about PM10 and PM2.5, can you tell me about this?

Bill – The desire is to curb smoking as much as possible [joking]. I think you're touching on the cleanliness of the camp. Sometimes safety becomes affected when cleanliness is not as good. The dust particles, there are three sizes. The dust that you can see. And then PM10 and PM2.5 are measurements of dust that cannot be seen visually. When there is dust in the atmosphere, our noses will collect the larger pieces of dust. Further down in your throat is where the PM10 dust is picked up, and PM2.5. … We collect that information for worker health and safety. We monitor the small fractions, and if we measure those small fractions, we'll ask workers to wear safety protection

Reference 2 - 1.63% Coverage

Q (Isreal) – CEAA says no mining towns. Regarding air quality, PM10 and PM2.5, it is interesting that you used the example of cigarettes. Everyone knows cigarettes have long-term health effects. Are you saying that PM2.5 have long-term health effects?

Bill – Three terms are used. Total participate. PM10 is respitable. And PM2.5 is inhalable, and can cause long-term effects. At Mary River, crushing will cause a certain portion of PM2.5, but very little of it because of the size of the ore. As part of the baseline data we collected that. As we develop our HS programs, we'll have to implement safety measures.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 1 reference coded [0.36% Coverage]

Reference 1 - 0.36% Coverage

[Missed beginning, spoken in Inuktitut and missed translation] Because the dust created is a …dust control and a breakwater or jet service – are what is what the community will continue to ask for from the government.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 3 references coded [2.58% Coverage]

Reference 1 - 0.65% Coverage

Question: George/Igloolik - The mines in Schefferville, Quebec have a railroad. Absolutely nothing grows around the rail line. Our concern is with the dust from Mary River blowing onto the tundra and killing the vegetation. How can we make a caribou-friendly rail line?

Mike – Our studies show a railroad produces less dust than traffic from a road.

MTP: My previous experience has been with diamond mining. Dust from diamond mining is much finer than iron ore dust. We will be crushing the iron ore to a 'lump' and 'fine' size. We will have less dust than most other mines. Iron ore is heavy and doesn't blow around as easy. Most is also magnetic. There will be some dust, however. In the next week or two we will have dust monitoring completed in key areas, including Steensby Inlet, at camp, and along the proposed road option to Milne. We will feed the information to Mike and the rail personnel for analysis. I don't want to seem like I'm downplaying the issue, but the dust will be less of an issue than what I am used to. Tailings from other mines are very small and light compared to ours. More details on this will be covered in the EIS. When we design the rail cars we will also consider dust issues. Does that answer your question George?

George – Yes. Are there plans to make the rail line crossable for caribou?

Reference 2 - 0.68% Coverage

Question: Nigel/QIA – Is there not always dust found under the conveyors? Some people here have gone to Milne when they had the conveyor there and there was big pile of dust under it. Will you have a trained expert come in later?

MTP: Do you mean the ore or the conveyor belt?

Nigel/QIA – There might be a lot of dust going around the site.

MTP: We will consider this point for our community tours

Nigel/QIA – The reason I ask is because there is concern about the amount of dust.

MTP: Just to clarify, the Project's crushers will be contained within buildings with dust bags or similar to keep dust in the building. At the point of discharge, the nozzle will be pointing down. Steensby will have the same thing. Rail cars will dump the ore and it will be moved on a closed conveyor to the island.

Question: Levi/Arctic Bay - Are you going to have dust monitoring equipment?

MTP: Yes, We have it now.

Levi – We have seen dust being blown away from conveyor belts going down to the ship at Nanasivik. This dust creates glitters in the water. This is part of our food chain. How will you fix the dust problem?

MTP: At Steensby Inlet our monitoring shows how much we can expect, and where we can expect it. We consider the impact to sea creatures and fish and marine mammals. We understand it and can show it and explain. It is not a huge issue but we acknowledge it is there.

Reference 3 - 1.25% Coverage

Question: George Qulaut/Igloolik - I will speak in English. My heart is beating now talking about the Project. DEW line sites have polluted the north. We've had lots of contaminants, like PCBs and chemicals that we are not even aware of. In Foxe Basin there were 6 DEW line sites. All their chemicals went into [unrecorded comments]. Shortly after, people living around the area had a great number of cases of cancer. Mary River has one focus, ore going out. We have not talked about the contaminants that will come in to the site from the outside. We have not talked about unseen pollution like chemicals. The train will cause air pollution and PCBs will be coming from train. Do you have any plans to clean this site up afterwards? Also what about a major derailing? What happens if there is a major spill, or ore, fuel, supplies, and chemicals?

MTP: Our iron ore requires no chemicals for processing, only ammonium nitrate for blasting. On the hill this is the only thing we will use other than heavy equipment. At Mary River we have small quantities of certain chemicals that we use like cleaning solvents, oils and lubricants, antifreeze and maybe some material to treat oil coming off the water. Steensby Inlet would be similar except for the railroad shop that would have small quantities of solvents. There would be no PCBs used anywhere.

Bill – Major chemicals that will be used include fuel, ammonium nitrate, and chemicals to settle the sludge in our sewage treated plant, called alum. We would also use some solvents. The chemical used most would be fuel, followed by ammonium nitrate.

MTP: We have budgeted more than $10 million for closure costs to cover the current site. In the EIS there will be an amount for closure presented, with financial assurance tied to it. If Baffinland disappears, the money will be there to clean up the site. Fuel and ammonium nitrate would be the largest quantity chemicals on site. A lot of effort has been focused on these two chemical. In the EIS there is a detailed Spill Management Plan that focuses on these.

George – This is my final question. We have had pollutants coming from different parts of the world and we believe 'what goes up must come down'. The mine will be an important contributor to global pollution. This pollution tends to fall in the north. We are getting impacted from all over the world. We should be able to find out how much pollution we are setting off so we know how best to work with mines in the future and what impact it is having. The Arctic is delicate.

ECONOMIC DEVELOPMENT

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 1 reference coded [1.95% Coverage]

Reference 1 - 1.95% Coverage

What kind of opportunities will there be for business owners?

Greg – A mine site of this size requires a lot of different services and supplies, so we will be looking for entrapaneurs that can service this project.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet - April 22, 2010> - § 1 reference coded [16.82% Coverage]

Reference 1 - 16.82% Coverage

David – concerned – according to Inuit knowledge, they say caribou move to another area, because their vegetation. Concerned about the noise created by the mine development – the caribou might be not going to the area, because our diet mainly consists of the animals in the area. We really need to be careful. We want to know the results of the studies. Also, we are also trying to improve our economic conditions, so we need the mine development too. The Steensby Port – Igloolik and the other communities who need marine life to sustain them – the shipping lane might disrupt the animals. So have you looked at other options or is that your only option?

Bill – We first considered Milne Inlet but too narrow, so started to look at other locations and it is the preferred option. We were in Cape Dorset, Hall Beach and Igloolik earlier this week. Unfortunately some of our meetings were cancelled, but we hope to work with the communities to get a better understanding of marine mammal behaviour for when the ships start operating. Regarding caribou, we are aware that the noise from the mining and the lights can have a temporary effect on the caribou, and we are relying on the experience of the other mines in Labrador who have railways and caribou to look at how they've dealt with protecting the caribou on the railway and roads.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 4 references coded [18.39% Coverage]

Reference 1 - 8.66% Coverage

Q4 – I have a number of questions. First, in 2007 to 2008, I was working as a polar bear monitor in Mary River. We had staff consulting, I guess, from Nuna Logistics. The hiring consultant, polar bear monitors and heavy equipment operators – they were selecting the people who can work. When Qikiqtaaluk Logistics (QL) were in control, two communities were involved. QIA staff would decide who was going, when were they returning, and depending on the flight, they would arrange that flight. But in the same year they changed - the Baffinland crew took over that. So after that, QIA also took over again that logistics, but when you're working, changing the role of these agencies as not good. You need one main agency that can look after the staff/employees when you have one agency involved in hiring, it would be better. When you're working for them, when they keep changing your superiors, you don't know when you are leaving or returning. Those kinds of questions, if you keep changing the contractors, then it isn't steady employment.

Q4 - My last question – I heard from one of the QL staff, because they didn't know if they'll be looking after the staffing for Baffinland, they said that QL will no longer have the contract for heavy equipment. I would like to know what the update is on that, for this year. Or are there any contracts this year?

Bill – Thank you, and with respect to your first comment, you're right it needs to be worked out for construction. This year again, Nuna will be the main contractor, so there will be some heavy equipment operators again, and our intent is to use QL to hire the heavy equipment operators, and other requirements.

Stephen – A lot of the experiences we heard about from 07-09 are experiences we can draw upon for the future. During 07-08 there was the bulk sample and there were no IIBA and contracts without any bigger picture in mind. Now we have that experience to negotiate how contracting is done. We realize there has been a lot of confusion around contractors and employment. These processes are being worked on so that they will be much better in an operating mine.

Q4 - Thank you. So if that's improved, I will be happy, because it was no fun with your superiors / contractors were changing. And you probably also remember in the beginning that Baffinland said they'd do community visits, and hire people from the closest communities: Pond Inlet, Arctic Bay, etc. When I was working there in 2007 and 2008 it wasn't like that. There were only a few

people from Arctic Bay. At least Pond Inlet had reasonable numbers, and very few from Hall beach and Igloolik. And Clyde River had even less, in 2007 and 2008. But it was Iqaluit residents that were the bulk of employees, and Kimmirut people. Baffinland didn't follow their comment that they would hire from surrounding communities. So those from communities nearby did not like all the employees coming from Iqaluit. It was upsetting. So that needs to be improved too. I didn't like the QIA. They would like to build a hotel in Iqaluit, but that hotel in Iqaluit was not good for us here, so I didn't like that.

Reference 2 - 4.08% Coverage

Q5 – I want people to shorten their comments because we have a number of people who want to talk. I am hearing that we originally heard 100 years of operation, and we also heard 70 years, but now we are hearing 21 years. Now I hear that today. It seems like the Igloolik people don't want the project to proceed because of the railroad and shipping lane. So 21 years is very small if you look at the impact it will have. Inuit are starting to stand on their own, so Inuit are losing the opportunity to gain economically from that. Because who ever owns Baffinland is getting the benefit that Inuit should be getting, so I want the Inuit to be in control of the mine. So Inuit should take all the contracts. That's my comment. All that work, railway and shipping lane, only 21 years, it's not worth it to mess up the environment and go. There are too many ships – reduce those too.

Bill – You're right, there is a lot of infrastructure required for this project, and it costs $4.1B. When they ask for money from the bank, they set a timeline that is typically 20 or 30 years. For us to operate for that 20-30 year period, this is the open pit that will be mined. We are looking at a location as we mentioned to do drilling. So the expectation is that Baffinland will be hear from many decades, but it is hard for us to say that we'll be here more than what is for sure. What I can say is the iron ore mines in Labrador started in the 1950s and are still operating today.

Reference 3 - 3.28% Coverage

Q7 (Tommy Kilabuk) – Question to Baffinland – you said 21 years of mine operation. You base that duration from the actual amount of ore that you know? How did you come up with the 21 years?

Matthew – That 21 years comes from a portion of the proven ore.

Bill – The 21 years is based on the price and concentration of the ore. [Talked about the economic evaluation, and making the information public]

You also mentioned there are 5 deposits you have found. Within those five deposits, you're saying there are only 21 years?

Bill – No, we've done the economic evaluation of the ore for 21 years. But we have millions of tonnes of iron ore but we haven't done the economic evaluation on it. So when we drill this year we will have identified more ore.

Q7 - I was told in the first meetings that it would be 100 years. In the past, 100 years seemed like a solid number based on their calculations. How did it get reduced?

Bill – We haven't done the economic evaluation on the rest of the ore.

Q7 – It can go more than that though, right?

Bill – Sudbury has been going for more than 100 years. Like the Labrador trough, the ore here goes for several kilometers.

Reference 4 - 2.36% Coverage

Q11 – I'll try to keep it short. I am the original peoples, so we were living a different life and today young people are living a different life then we were living. It is a good prospect to have a mine nearby, where we can get economic benefits. But it will have impact on the environment for sure, but we still need to find economic opportunities for the young people and these benefits that we can get, the QIA is not smart enough in their dealings right now. Mary River is one of the bigger projects – in the future – the QIA have to look at in terms of contracting – the QIA need to look at other ways for getting economic opportunity – not just the mining, but other industries. As a community we want the economic opportunities the same as any other Canadians. We are looking for economic opportunities in our communities too. That is my comment.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 1 reference coded [4.89% Coverage]

Reference 1 - 4.89% Coverage

Q8 – I am envious of the Pond Inlet Co-op getting all the benefit. We have a co-op too. Will you buy from our co-op? We would like some notification so businesses here know of the opportunities and have a chance to bid.

Mr. Cooper – Yes, the Toohoonik Sahoonik Co-op has been working for Baffinland. We will be generating business lists to maximize local purchases from the various communities. We expect through the IIBA that Inuit firms will have first chance to tender.

Q8 - If our co-op would sell muktaq, seal meat or other country food would Baffinland buy it? Would the company provide an update of what they will need to buy ahead of time?

Mr. Copper - We are very interested to purchase country foods; we serve country foods at Mary River now and in fact, Sean Maloney purchased some today.

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 3 references coded [6.77% Coverage]

Reference 1 - 2.15% Coverage

Q9 – We must look to the future, we need economic development, even if there are impacts. We have to think of our fellow Inuit. If there are impacts to wildlife – something will have to give. Also, meetings dealing with royalties; money does not last forever. There is no comparison between money and wildlife.

Reference 2 - 1.94% Coverage

Q16 – Would Cape Dorset get royalties, profit-sharing?

Matthew – That would be up to the QIA and specified in the IIBA.

Stephen – Regarding the IIBA, the financial portion is the next one for negotiation. And the QIA, through NTI, owns the minerals and will accrue royalties.

Reference 3 - 2.68% Coverage

Q19 - Young people today have less emphasis on wildlife and more emphasis on economic development. If we don't approve the project at this time, how about the young people, how will they be employed? Wildlife may alter their route. I'm not saying it doesn't matter but we need to support the next generation. There is a public meeting tonight – we need to have enough time to go get ready.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 1 reference coded [2.05% Coverage]

Reference 1 - 2.05% Coverage

Q18 – I am also concerned about future generations. Even though we are encouraging working but we need to give serious consideration to future generations. It will be wonderful for the community if the route could be altered. You should also consider the IQ aspect of this project as well. You seem to put emphasis on IQ, but this is just a saying without being taken seriously. Thank you.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet - April 24, 2010> - § 2 references coded [15.03% Coverage]

Reference 1 - 3.73% Coverage

Q2 – Tracks on the land remain for over 50 years. I accept that my generation needs jobs and money, but we still need to protect our land.

Bill – I understand that, having worked on a number of mines around the world. I hope that from the knowledge we learn from these sessions and the HTOs that we can protect and enhance the populations. One thing that happens when mines come is we obtain data which provides knowledge, which can combine with Inuit knowledge to help sustain populations of wildlife.

Reference 2 - 11.30% Coverage

Q2 – Will Baffinland help us if an organization like PETA comes in and makes an animal endangered or something?

Bill – What I think the mining companies can do – if there is a multifaceted economy on Baffin Island – mining which facilitates tourism…..and helps Inuit deal with this.

Q2 – I'm not against Baffinland but I am concerned about wildlife.

Bill – With respect to country foods and our project, the advantage is the ore is very rich in iron, so that means we don't need to do any processing. We crush and grind but we don't have to do any separation and we don't have any milling, and we direct ship the ore from Mary River. That means the air emissions are very low relative to other mines, water consumption is low, and our biggest waste source is from the accommodation complex. In the context of impacting country foods, our impact on country food from these sources is very small.

Q1 – Baffin Island is very small – the impact on the wildlife have already been visible, and Baffinland will then be voiced out that the wildlife are being scared away and…… The caribou where we go to hunt …. Baffinland… and the paperwork has been going on… and the wildlife have been scared away by your activity. The wildlife is being scared away and the microorganisms are being destroyed. You have to know that the microorganisms are the main source and are tied into the other animals in the food chain, and that the calving grounds and the offspring of the animals are different than they used to be. I could talk on this all night.

<Documents\Public Consultation\Clyde River\Clyde River HTO - April 24, 2010> - § 1 reference coded [19.24% Coverage]

Reference 1 - 19.24% Coverage

Q3 – He indicated that the expected life of mine is 21 years. And I've heard the mine could go beyond 21 years.

Q4 – I have also heard that the harbour will be at Steensby. We heard at one time that the loading dock would be between Clyde River and Pond Inlet, but apparently now it will be at Steensby.

Q5 – Once the mine starts you will be coming to the community to collect workers? Also, there is ongoing financial crises here. The economic base here in the community is quite small – would it be possible for Mary River to transport food through Mary River and onto here, to reduce the cost of food here in the community?

Matthew – In previous meetings Baffinland has said a mine life of up to or exceeding 100 years. The Project description confirms that we will operate for 21 years, and that's based on a portion of Deposit No. 1, and there are five deposits. Legally we can't say it will run for more than 21 years, but there is a great degree of hope that it will run for longer than that. But for now we will only be able to operate for 21 years, and we'd be working with the QIA and the government if we wanted to extend that.

Regarding the port, Steensby is the proposed port. We've looked at other locations, including somewhere between Clyde River and Pond Inlet, but it is very challenging there due to the terrain.

Regarding workings coming directly from Clyde River, the project plan also states that during construction and operations we would transport between Mary River and Clyde River. Clyde River is a proposed point of hire.

Regarding delivering food to Clyde River, those type of economic benefits would appear in the IIBA.

Stephen – The comment regarding air freight – there may be an opportunity under the IIBA to address some of these topics. Working with Baffinland on air freight is just one way QIA is working with Baffinland. QIA has also been negotiating with Canadian North and First Air to receive better freight and ticket prices. About two weeks ago First Air sent a press release. That is something that QIA wants to work on, even if there is no Baffinland.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 1 reference coded [5.87% Coverage]

Reference 1 - 5.87% Coverage

Q5 – You've indicated the ship will be carrying ore from Steensby to Europe. When it's coming here, there was indication that the ship will need ballast which will be emptied at Steensby. I have concern with that. Crustaceans are part of the diet of sea mammals. This is why our walrus here and walrus of Europe are quite different. There is a possibility that you empty the ballast water in the arctic and it will have an impact on the sea mammals in the area. The water is not our garbage dump – we look for food

in the water. Being concerned about this – I think you should look more into this ballast concept. The fish breeds in the water. We from the arctic live in a cold climate, and when we go into the warm climate it has an effect on our system. Also, being a people who take the resources from the arctic, and the people in this immediate area are not compensated. For example, spread money equally among the affected communities. As unemployed people, it isn't a bitter battle, but it creates problems for people we are unemployed. He's speaking not so much from a position of opposition, but the young people in the future are going to be much more aggressive than we are. Young people today are more into money than people my age. It is not customary for people to want money, but now young people gang up on elders to get money.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 2 references coded [10.21% Coverage]

Reference 1 - 4.28% Coverage

Q – Although we are not very close to the proposed mine, how can we benefit from it? Can we get employment and contracts for work?

MZ – We have agreed to the 'economic provisions' of the IIBA with the QIA which includes employment. [Describes the economic provisions of the IIBA]. The IIBA would only come into effect once the Project is approved and we begin construction. We have already initiated training programs for community members interested in working on site. More recently we've had about 65 people on site; about 20 of those have been beneficiaries. Our recent work has been exploration-oriented, as we work towards submission of our EIA. That process will be completed by the end of 2012.

Reference 2 - 5.93% Coverage

Q – This is not the first time we've heard about employment and financial opportunities. There haven't been any benefits here. I know that at most only 5% of Clyde River people will ever work for the Mary River mine. I would like those who would be employed to be looked at more carefully. Only the qualified people will get jobs, not Inuit. There are quite a few people in the communities that already have a grade 12 education and are trained. For those of us who will not be working there what kind of benefits can we expect?

GM – There will also be benefits provided under the IIBA. Baffinland has done quite a bit of work with the QIA to negotiate that agreement. The IIBA focuses on employment, business opportunities and financial contributions from Baffinland to QIA. It is then up to the QIA to chose how to manage that money. But the intention is that those funds will be provided to the communities for any potential impacts that occur as a result of the Project.

<Documents\Public Consultation\Hall Beach\April 2009 Working Group Minutes - Hall Beach> - § 2 references coded [8.10% Coverage]

Reference 1 - 5.83% Coverage

Timothy – I have the same point of view. I'm in support of the mine. The money we get for seal pelts will now go down [because of a European ban] and there isn't much money in carvings. When you are on welfare you can't afford anything (e.g. boat, skidoo). There will be an impact from the mine, but the trade off will be benefits for the younger people.

Reference 2 - 2.26% Coverage

Eunice – My thoughts exactly. I'm in favour. There are no job opportunities in the town currently. The youth are currently restless.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council - Sept 26, 2007> - § 1 reference coded [6.32% Coverage]

Reference 1 - 6.32% Coverage

Councillor: How much money will be made from the mine over 25 years?

Rod: We are completing a feasibility study that will tell us that.

Councillor: You have a rough idea how much it will cost you to set-up the mine and ships so you should know how much money it will make.

Rod: We do not have a clear idea of this until the study is done. We will have to borough money from a bank to build the mine and the ships. Most of the profit in the first five years goes to paying the bank. There will also be royalties paid to the federal Government as well as the Inuit.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council Aug 17 2010> - § 2 references coded [19.73% Coverage]

Reference 1 - 11.04% Coverage

Q3 – Can a person here in Hall Beach buy shares in BIM? Do you sell shares?
A – A person here in Hall Beach could buy shares, but they would have to do that through a bank or a broker. BIM is not allowed to sell its own shares.

Reference 2 - 8.69% Coverage

Q5 – Would BIM be willing to sponsor things in the community?
A – BIM considers sponsorship on a case by case basis, but we focus on sponsorships related to education and health.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting Aug 17 2010> - § 2 references coded [17.13% Coverage]

Reference 1 - 11.22% Coverage

Q2 – Comment – I want to note how many youth are here at the meeting today. That shows you how we need jobs in this community. Thank you for coming.

Reference 2 - 5.91% Coverage

Q3 – Comment – The youth in our community need jobs – we need this development.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [2.16% Coverage]

Reference 1 - 2.16% Coverage

There is a lot of poverty here. We need to ensure economic benefits. The Mary River project needs to be used to extend benefits before the mine life ends.

Greg - Yes. What we hear from people in the communities is that they want to be trained to work on this project so we want to work with you.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet - April 21, 2010> - § 1 reference coded [4.53% Coverage]

Reference 1 - 4.53% Coverage

Brian – Prior to the EIS, will the company be preparing a document that the community could review in terms of potential business opportunities? By the time the EIS arrives is too late.

Bill – Good point. Can I propose an alternative? That we go to the community to talk about it, for example direct employment, business opportunities, and then produce the document you're discussing?

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 2 references coded [4.91% Coverage]

Reference 1 - 2.96% Coverage

Louis Tapardjuk – I'm not against economic benefits. We need to be an economically feasible community. I understand the Project can become too expensive. However, the ore will always be there. Even if you don't proceed with the Project. Maybe we can access it in the future. The ship might not be able to be seen from the community, but the animals will be impacted by the shipping.

GM – A large part of the EIS looks at impacts on wildlife, including marine animals. The EIS also includes plans for monitoring. This monitoring will let us know if our plans need adjusting or not. It provides a way for us to have an understanding of what effects we may be having as the Project goes along.

Reference 2 - 1.95% Coverage

Paul – What is 'MTPA' on page 3? Also, how much money would you be making per year? Where would you draw the line to make the Project economical? After all the taxes and costs, how much profit will you make?

GM – 'Million Tonnes Per Annum'.

MZ – Based on the Feasibility Study we did, $18 billion would be generated over 21 years. For every dollar invested we would get a $0.17 annual return. This is assuming that everything works according to plan.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 1 reference coded [1.09% Coverage]

Reference 1 - 1.09% Coverage

Q6 - $4 billion - oh my goodness! I heard a little over $4B to construct the mine. $4B! In the Nunavut Government, it is 4 times the territorial budget! What kind of profits will you have, if you are looking at using $4B! My understanding is Baffinland is there to make money and not help us. The $4B is going to be used to make more money. How much profit are you getting? $10B? $20B? To me the deposit, total of $35B at $100/tonne. The QIA, do you realize now that the royalties the Inuit get – how much will it be? Will it be 50%? Did you estimate how much royalty you will get?

Mr. John Amagoalik – The deposit, since it is under the IOL, the royalties will go to NTI, but we have not heard how much it will be.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 1 reference coded [2.12% Coverage]

Reference 1 - 2.12% Coverage

Q21 [previous commenter – Q6 or Q7] – Thinking about our future, I'm supportive of the project long-term. Thinking about now I would oppose, thinking about the animals and we should be thinking about people. You are talking about working with us and we are starting to believe you. People trying to place collars on 30 caribou – this is what we should really be opposed to. Because of Nunavut we probably get more royalties and benefits. I want my kids to have work, which is why I am supportive of this project.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 1 reference coded [0.93% Coverage]

Reference 1 - 0.93% Coverage

Mayor Sheutiapik – Some people will support in terms of employment, and I know myself, but us in Nunavut this is our precise land and resources as we feed from Nunavut. But we need to sit down and talk about it so I am glad to see these communities being included in these discussions.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - Sept 27, 2007> - § 1 reference coded [7.79% Coverage]

Reference 1 - 7.79% Coverage

Mayor: We have needs and dreams for the future of Iqaluit. We need to know your needs from the community. We have a person looking at long-term economic planning for Iqaluit but she is out of town at the moment. When she comes back we would like her to come to visit the Baffinland office.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 1 reference coded [8.76% Coverage]

Reference 1 - 8.76% Coverage

Tom:
Maybe old debits at Co-op?

James:
The concern he has is people in Nunavut, especially Pond Inlet, have worked very hard on NLCA, difficult to identify the land selection. The Mary River parcel of IOL was negotiated very hard. If the wildlife is not there, then at least our children can participate in economic development. Some people feel that they are not participating. People felt they were involved in Pond Inlet through the Co-op, which the community owns – providing catering, construction and employment.

One of the major concerns is the slowing down in communication. When writing papers like politicians [with reference to the Baffinland letter], then people get turned off as often only the good stuff is shown. There needs to be an open dialogue and honesty regarding economic development and socio-economic issues (i.e. shipping). The letter on the first page is encouraging some kind of commitment or interest group.

Mike:
Philip [Paneak] and David [Qamaniq] are negotiating on the Inuit Impact and Benefits Agreement (IIBA). One of the plans for the QIA is to set up a committee to understand and manage expectations – this hasn't been done yet. He has been coming for three years talking to Hamlet, CLARC. etc., with a total of ten public forums. We will try to have more meetings, but there is a need for more communication from existing structures. We are also working with Pisiksik and other groups.

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 3 references coded [3.02% Coverage]

Reference 1 - 1.30% Coverage

Colin echoed the observation made by one of the High School students that there may be business opportunities like catering. He noted that catering had been done by PI and then it was taken away, then brought back again to the Coop. He suggested it would be good to get a 6-month heads up, i.e. what opportunities are expected to come up over the next 6-months from both BIMC and contractors like Nuna and QL.

Reference 2 - 1.16% Coverage

Anna Qaunaq (AB EDO) mentioned that their CED committee talked about the possibility of setting up a store at the MR site. Sean responded that BIMC has talked about maybe an arts and crafts site where people could work on carvings etc during their time off. He said, though, that its too early to talk about a store, but it will be important to get your CLO involved.

Reference 3 - 0.56% Coverage

David Q suggested there are "rough spots" arising in his community related to the mix of cultures now working together [I think he was referring to decentralized government jobs].

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 2 references coded [21.85% Coverage]

Reference 1 - 6.35% Coverage

Jayko – In 2003, Baffinland first came here to discuss the proposal. Then later on it became evident that you have a link with Pond Inlet. And unfortunately at this time the Hamlet was unfortunately disrupted by the previous HTO. We'd like Baffinland to start frequenting Pond more often. We understand that IOL is managed by QIA you still must have a close working relationship with Pond Inlet. Contracts must remain with Pond Inlet. Once Baffinland started working with QIA Pond lost most contracts. Contracts should be given back to Pond Inlet. The original plan was to use Milne Inlet to ship ore. Since then we've been advised that Milne was not usable so you changed to Steensby and you forgot about us. The HTO will get a contract to do Polar Bear monitoring but that also disappeared. This was very helpful to the HTO – the young people had jobs. We need to be used more. It is our land. We had thought we'd have economic growth in Pond Inlet but once you started working with QIA the benefits disappeared. In the fall when we learned of an agreement that hurt us. The HTO must be given the opportunity for additional contracts.

Reference 2 - 15.50% Coverage

Q5 – There are some archeological sites at Mary River. We'd like to be compensated for destroying these sites. We are in full support of the project but we are not happy with the working relationship between Baffinland and Pond Inlet. Mary River is our hunting ground.

Elijah – [didn't catch]

Jayko – Igloolik and Pond Inlet are closest to the Mary River site, use this land the most, and should benefit the most. So I was concerned – economic development should be geared towards these two communities.

Stephen – Perhaps I can explain a bit about the relationship between QIA and the communities. The bulk sample that happened in 2008 was a test. It was done without a lot of agreements. There was time to get the project done but not to make agreements. We are working now on agreements for the future mine. We're working on the IIBA, land leases, and discussing with NTI the royalties.

For the bulk sample, none of those factors were in place. So they affect how Inuit will relate to the future project. We've heard a lot about the problems. You mentioned the signing of the MOU. That's just a part of what we're doing. There are still opportunities – nothing is finalized. BIM wants to finish the EIS so we need to get ready. These meetings are important for us to hear as we move forward. Thank you.

David – Last year, QIA and Baffinland were negotiating and the MOU was being worked on. Baffinland and QIA tried to put in place the meetings…. Communication running smoothly… When the MOU was being worked out Baffinland was pushing forward…someone said that the contracts are not acceptable the way they are right now. Baffinland almost ran out of money last year, and the

We asked Baffinland to set aside some money to have HTO/CLARC meetings and never came back to confirm. Baffinland is doing a good job about distancing themselves from the community. Meetings stated in 2003 and now… Jayko is right – if Baffinland is not going to come in to Pond Inlet and work close with us, and that is a problem.

The QIA was supposed to have a meeting when that came about and that never materialized. And so we were supposed to be planning on that.

Stephen – Yes, there was a big change one year ago, when BIM decided there was no money to work on the environmental assessment, so our workshop was cancelled. We are looking at options now, knowing the company wants to work on the EA, what workshops could take place – some with Baffinland, and some without Baffinland.

QIA board has set some money aside already, and they'll make a decision in May on what kind of workshop they want. And we want to know from Baffinland on what they will do. The board decided it doesn't want to wait any longer – it is time to act – they've been waiting for over a year.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 2 references coded [19.15% Coverage]

Reference 1 - 3.52% Coverage

Q5 – Would it proceed even though Baffinland seems to be contempt by proceeding with the proposal. Suppose the community does not support the proposal, then what will you do.

Bill – If there is general agreement that the project should not proceed, then it will not proceed.

Q5 – We need to look at the pros and cons and consult with the community. Once you get a clear sense of approval. The Igloolik people know the area very well, and we too care about the Milne Inlet area, and therefore we cannot approve of ships going to that area. For some reason it seems that our wildlife is not being ignored based on the economic picture. I think that's the whole perception – that you have no concern for the wildlife. Our livelihood consists of the animals. We don't live like the white people – who rely on the financial situation only. We rely on harvesting. Lots of money and no wildlife is not good. The QIA you should ask the concerns of the Inuit. You're only negotiating on these agreements without consulting. You should consult with the people before you bargain.

Stephen – The QIA are consulting. .I… If the communities don't support the shipping route, it would put the QIA in a difficult position regarding the project. It starts with the environmental assessment, and there is the IIBA and negotiations will continue.

Reference 2 - 15.63% Coverage

Jayko – On the last page of your presentation in Inuktitut, there is some wording I don't like. The translation is a bit different from the English. Baffinland and the QIA will be working towards an IIBA agreement. In 2009 an MOU was signed. To ensure there is employment, training, business opportunities, workplace conditions. And in 2010 the goal to reach agreement in principle. I just want to clarify for the Inuit – they are slightly different versions in Inuktitut. In February we had a meeting in Iqaluit in regards to the Foxe Basin walrus working group, and at that time we asked the questions about the large ships. There will be quite a number of them that will be transporting ore. And on the return trip, they contain a liquid in the hold. In the Foxe Basin area, the walrus especially, and we all consume walrus from that area, the ship will be full in German and will come to the Foxe Basin. This needs careful consideration, in order for the walrus not to contract any disease. Will there be shipping after every four days. It might affect the microorganisms. Seawater from down south contains a lot of contaminants. And directed to the QIA, regarding the final agreement in principle, I keep going back to it, because the QIA should ensure that the communities… the QIA is in a tough situation, because they need to reach an agreement. That is a major concern to us. This problem will persist, providing logistics… You should have a joint meeting to discuss – employment opportunities should be given to the communities involved. It is good to hear that Baffinland is coming to the community, and lots of jobs – good to hear. We are the closest community though. You are going to damage our land, and the marine mammals would be bothered. It will not benefit us, which is unfortunate for our future. I

wanted to reiterate that employment and business opportunities should be made available. We agree with KP and their wildlife research – we have totally supported them in that regard, but the fact of providing employment, and having business opportunities, if it isn't going to be provided in Pond Inlet, I mentioned earlier, that I was glad BIM are coming here, but there is nothing concrete. You are not mentioning good news about employment or contracts. I will go home disappointed. So how will you affect the communities? On the IIBA, it is currently being negotiated, but Pond Inlet does not know anything about it. Pond Inlet needs to be involved in these discussions.

Bill – With respect to the water you mentioned in the ships, when the ships leave Steensby they will be filled with iron ore going to Europe. When empty, they need to be filled with water to ballast the ships and make them more stable. There is a concern that exotic species will be in that ship water. To prevent the transfer of species from one location to another, what ships are required by law and also contractual arrangements is to exchange the water in the North Atlantic, to ensure that the water in the ship is similar to the water at Steensby. That's an important question and one that will be addressed in the shipping plan in the EIS. And we are using our experience on other projects.

I am not sure about the comment regarding salt in the water. The difference in salt concentration is very minor between here and Europe it becomes different from northern hemisphere and southern hemisphere. But this is more or less irrelevant given we will be exchanging water.

Regarding communication, we are planning to improve and issue a bulletin quarterly regarding any announcements that the company has made in the past 3 months, and work planned at site. Qav can read this over the radio.

Dave – On the expeditor, you're right, in 2008 there was a QL employee based here doing logistics. And after 2008 when things slowed down, we didn't need the expeditor again. Regarding the co-op we are continuing the food contract again this year, and we'll need additional services with linen services. We plan to come to talk to the co-op board, and to look at other business opportunities for the co-op. The one thing about the co-op is they are one of the biggest organizations in the eastern arctic.

Philip – I have something to say on funding. As a negotiator, I am wondering about how we are going to negotiate

In Pond Inlet and Igloolik, we have been making every effort to hire people…

QIA are not just agreeing with Baffinland, we are making sure the ….

If we had used our own funding, it would have meant we'd need to borrow money. NTI did that and they are still paying back the federal government. If we used our own funding…. we have not used any of our own money for negotiation. We requested funding from Baffinland…. as a result training has not been activated. As a result, the QIA board decided in March to provide its own funding for training. We would have to figure out how much funding we would need in the high arctic. So we've requested funding that was not forthcoming.

We will be working – the HTO and CLARC – will be working together to see how we could support them. So the QIA will be providing the funding for the workshop. Thank you.

Jayko – Yes, I have a clearer understanding now. It is very easy just to make a comment that he made earlier. It sounded very simple regarding the explanation about salt in salt water. I am requesting that in the planning stages that a representative from each of Igloolik and Pond Inlet should go to Europe and look at the condition of the salt water. Baffinland should delegate two people to from Pond Inlet and Igloolik to go to Europe. I want to see a letter in writing about how Pond Inlet will benefit.

Bill – Yes, regarding the management of ballast water, that will be in a management plan. Before we submit that document to the NIRB, we'll have a chance to come back to discuss with the community what is in the plan. May I suggest that we take a 5-10 minute break.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 1 reference coded [8.05% Coverage]

Reference 1 - 8.05% Coverage

Caleb Sangoya – All boats irrespective of their size have a depth finder. All animals don't like those because they make a sound. They make a sound like the seismic testing. The whales flee from ice breakers in Lancaster Sound. It seems like every time you guys come in there is a slightly different presentation. You first told us you would be buying supplies from the Co-op for the exploration phase and make use of local businesses, and that the majority of Inuit employment would come from Pond Inlet. After this, the majority of contracts were moved to QC in Iqaluit. You changed our previous agreement after 8 months. The supply and labour contracts were moved to Iqaluit. When you make another presentation we would like know about the impacts of Mary River.

We are already seeing impacts. The caribou and narwhal have moved away. We've already seen impacts in this six year period. I don't want to see impacts to the wildlife.

MZ – We're still using the Co-op to purchase our food; this has been going on since 2004. About 55% of the beneficiaries working on site were from Pond Inlet. We employed through the Co-op from 2004-2006. After this, we moved hiring to QL. As we move forward, Baffinland will be hiring directly. We will do this as soon as we can. [Comments missed]. We believe people are talking about impacts that might not exist. I understand your statements and I'm not sure if they're true; we'll have to see about this moving forward. Please remember there has also been a lot of harvesting going on in Pond Inlet. We only have 65 people that work on site right now; we've been right around 30% Inuit employment. The ships use charts. They do not use active sonar; they use passive measures. The ships (measure bathymetry) mainly use MRI, or, magnetic imaging. There is no pinging involved.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 1 reference coded [3.24% Coverage]

Reference 1 - 3.24% Coverage

Q10 (Mrs. Annie Peterloosie) – I want to make a statement. My concerns. I am not a mining company, but from my knowledge, the mining companies looking for minerals, Inuit never approve of mining activities, because before Nunavut we never benefited from mining activities. Why? Because of alcohol – it is the reason Inuit have never benefited. Now it is drugs – Marijuana and substances – the drugs are getting stronger – and this should be considered by mining companies to make a law. Put a visible sign – if I go down south, I would see a lighted sign. Same as in Mary River, put a lighted sign to say there should be no drugs or alcohol, or marijuana or other mind-altering drugs. And some people end up going to hospital over those drugs. For that reason, you are trying to help Inuit and respond to Inuit knowledge. They never had alcohol or drugs and we are the descendents of our ancestors and we are trying to teach the Inuit life to have employed Inuit. For those reasons, I want a sign posted at the site "no drugs". And in Pond Inlet, since there is no sign, maybe they read it and it would have impact on them. Drugs from down south and if they have income from mining they have money to buy drugs. They are the most destructive and it breaks relationships and there is abuse. They go to jail and are charged. Please think of those things. Thank you.

Mr. Kutchaw – Thank you for speaking so caringly about your community and children. I will have a sign made and have it posted. One of the things I want to share with you, we have a zero tolerance policy about drugs and alcohol at the site, and when anyone is hired, this is reviewed by them, and they sign a document saying they will bring no drugs or alcohol to the site. We also have security that check all our baggage when we come to site. We take the safety of everyone very seriously and that's why we have a zero tolerance policy. Thank you for raising a very serious issue.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 1 reference coded [4.74% Coverage]

Reference 1 - 4.74% Coverage

Q5 (Mr. Caleb Sanguya) – I grew up using Milne Inlet and the area interior to Milne Inlet. What we have seen the last couple of years is the airstrip disturbing caribou. No harvests this year. The activities are also impacting narwhal. The biggest issue not discussed is harvest compensation because we are already losing now. For example, one family used to harvest 30 caribou each year. There have been promises that local businesses would be the main contractors, and overnight Iqaluit became the hub. If Iqaluit is the hub then Pond Inlet will not agree. Inuit knowledge is that caribou have always moved through the Mary River area. We have already noticed narwhal changed patterns to avoid noise. Promises were made to Pond Inlet that it would be the hub, but Pond Inlet has been pushed aside. There should be compensation to Pond Inlet businesses for this. There needs to be a better solution for the people of Pond Inlet.

Mr. Chubb – thanks for the comments, which we will take into consideration.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 1 reference coded [0.85% Coverage]

Reference 1 - 0.85% Coverage

Q. Animals and marine mammals are our livelihood. While we need jobs, we are concerned about effects on animal movement and for the food chain. Tell Baffinland that there should be a plan to ensure no harm occurs. We don't want to stop development but we want future generations to be able to eat the food we eat.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 1 reference coded [0.47% Coverage]

Reference 1 - 0.47% Coverage

Levi Barnabas – It's unfortunate that George Qulaut is not here. He had to go to another meeting, but he asked me to say a few things. Baffinland will have impacts underwater. As QIA representatives we have to wear two hats. We have a business hat where we have to work with mining companies to try and make money. We also have to be protective of the animals. These two have to be balanced out. We have to protect the Inuit. There will be impacts to the communities. We will never agree on some items, but we will have to address some of these issues for the best possible outcome. We will have to agree on something. It will be more expensive to build the port at Nuvuit. No one has ever made everyone happy. I would like to thank those who planned the meeting, Baffinland and QIA, and the participants. We want to make forward progress and work together in our meetings. If this were to progress to the next stage we want the best possible route chosen.

FOOD SECURITY

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 1 reference coded [3.32% Coverage]

Reference 1 - 3.32% Coverage

After many years if the caribou come back the operation may have negative impacts. I want the company to assist us to get caribou meat to compensate for loss of animals.

Greg – our development partnership agreement is still in development with the Government of Nunavut. This may be able to help with your concern and we will update you when progress is made on this.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 1 reference coded [5.03% Coverage]

Reference 1 - 5.03% Coverage

Attagutak Ipeelee – We are trying to express our concerns about country food. We grew up eating country food. I am asking the three people from Iqaluit [referring to the QIA representatives attending the meeting] to write down that one elder from Arctic Bay wants country food and that if animals are affected by mining… [comments missed]. If you brought in caribou meat to the community, support for the Project would be higher. Animals can take detours. Caribou can smell and hear. Since Arctic Bay is lacking caribou meat, perhaps the company can help bring in caribou meat. It doesn't have to be every day, but it could be a friendly gesture, every once in a while. I want them to note that one elderly woman is requesting caribou meat; we don't have any caribou in the area. If it's possible, take hunters from here and take them to where the caribou are available to harvest. The noise created from the mine development will have impacts. Mary River is an area where caribou pass by. There are some big rocks at Adams Sound that make it difficult to pass by. They should be blasted apart and moved out of the way so we can have easier access to travel between the two communities.

LB – This is the first time we've heard during our community visits of comments regarding inter-community trade. Would Baffinland like to comment on inter-community trade?

GM – We will take both points into advisement and discuss with the QIA how it will fit into our plans.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 5 references coded [10.51% Coverage]

Reference 1 - 3.13% Coverage

Q5 (elder woman) – We have children and it will take so many years to mine, the animals in the area will eventually move out of the area, and if we run out of country food and our children will also want to eat from the country food, what will the people have – will they have an airplane to go someplace that has animals? Say caribou. In the future, for a number of years now it is going to be operating as a mine – will it be possible for the company provide an airplane for the hunters to go get country food for the community? Thank you.

Mr. Chubb – I'm getting behind on the questions. I think it is important for some of the questions to try to answer the best we can. The previous speaker spoke about the Nanisivik experience that this community has had. Some of the things that were discussed, chemicals and those time of things, there are two types of mines and they don't have the same types of issues. But as we continue to move forward and present our studies we'll present some of the possibilities. If I could speak and try to answer the question just made about animals and hunts, as part of our work we are studying caribou and collecting information and build our plans for construction to minimize any potential impacts to animals. If there are areas that there are impacts that is part of the areas we talk about through the IIBA process. There are mechanisms for compensation if there are things that happen that we don't predict. On a more general note, the company has and will continue to be supportive of community initiatives and community programs. For example, we have supported community hunts.

Reference 2 - 0.97% Coverage

Q10 – Thank you. And we welcome any employment offered, but we continue to be concerned about animals because we live by them and for 1000's of years we lived on the land. We want benefits to see that there can be a good side of mining and not just hear

of the bad side and damaging the land but looking at the positive way that it would improve the economic, not just with Baffinland but with other companies, we welcome your proposal and the business you are planning. We want to work with you honestly.

Reference 3 - 1.77% Coverage

Q13 (middle-aged woman) – I am concerned about Inuit that their land will be destroyed, that Baffinland is talking about money but they mentioned the money they will make from the land is if they are ignoring the animals. They make a mine to say it will go on forever but it will be damaging the land. The people trying to get a job – the ones who do get a job – don't get out in time. Someone needs to coordinate all employment. We will not see the animals in the future because the mine if the company says the money … I don't like mines. The non-Inuit making money do not eat the animals, so they present us with a nice proposal and say they will be lots of people working, and we lived in Nanisivik and we still didn't get hired. because Inuit are easy to agree when presented with economic opportunity. My concern is that the animals will be lost. We don't get any money for it. These are my comments. Thank you.

Reference 4 - 4.24% Coverage

Q14 (elder woman) – I will try to say my concern. What I am looking at seems impossible to change and that it is already to go, even if we object or oppose to the plan. From the Nanisivik experience I'll try to explain my side of my concern. Land has been destroyed by exploration and mining companies, and Nanisivik is an example. It is an underground mine and loaded with buildings and materials dumped inside the ground. It is hard to accept that, and they say the tailings pond will never freeze – they say it is cleaned now, but we know because. Knowing something after the fact. The prices in the store in Arctic Bay are very high. That's how concerned we are. We try to say that will the animals be in a safe place, because we eat the animals and food costs a lot in the store and if you destroy our animals we are afraid of that. You have options to choose the cheapest food but here we are not given the choice. Can you guarantee that the animals will be preserved and protected? If possible, let's say if there is disruption of marine mammals and birds, what will happen let's say if there is evidence that the animals have disappeared. Can you give us replacement food to eat? Because we tried to tell you the real concerns we have. Also, we had a problem with Nanisivik before. The adults with children were separating due to alcohol abuse and there were injuries during alcohol related and we were witnessing and the company was asking us for input and most of the people said we don't want alcohol in Nanisivik but they didn't keep their promise. So they became a mining town, and after that experience, we want the companies to respect the wishes of the Inuit to have no alcohol to the work place. I have no knowledge of alcohol. Will alcohol and drugs be allowed at the mine site? Also, if the animals are damaged in some way, will there be compensation?

Mr. Chubb - The first question was with respect to drugs and alcohol on site. Baffinland has a zero tolerance policy. Alcohol and drugs are not allowed onsite. If there are impacts to wildlife in the way that you described, there are requirements for compensation as a result. How that exactly will work will form part of the IIBA.

Reference 5 - 0.40% Coverage

Q14 - (earlier elder woman) – I am afraid of animals disappearing. That elder said I am dying soon I lived these years now, and I am afraid our animals might disappear. So the elder will speak of her concern.

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 2 references coded [10.76% Coverage]

Reference 1 - 0.79% Coverage

Q7 – Throughout the year we hunt. We go boating year-round. The waters are used here by animals all year round.

Reference 2 - 9.97% Coverage

Q12 (HTA Chairperson) – There were ships traveling currently through the strait – are the ships currently operating disturbing the wildlife?

Richard – We have reports from the ship operator, Fednav that they observe whales from the MV Arctic periodically as it transits in and out of Deception Bay, suggesting they are not bothered by the ship. We have carried out monitoring of narwhal in response to ships traveling in and out of Milne Inlet and could not detect any change in behaviour or movements as a result of the ships. Studies have been done on the response of narwhal and beluga to ice breaking in Lancaster Sound and they show a response, detect the ship, from some distance away and exhibited an avoidance behaviour. However, there are beluga in the Nelson estuary near the Port of Churchill, and in the St. Lawrence Seaway, which are accustomed to the ship traffic.

Q12 – The reason I'm asking is we know what animals are traveling; hunters know where wildlife is located at all times, where they travel in winter; towards the land at certain times of year. It's possible to know which way wildlife is traveling. Perhaps the ship

route should be taken further from the community. Our ancestors have been able to survive. The only way to gain knowledge of wildlife is to hunt not for pleasure but for necessity. If the ship interferes with wildlife, it will be a problem. Moving the shipping route away from the land would be best.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet - April 24, 2010> - § 2 references coded [29.30% Coverage]

Reference 1 - 17.99% Coverage

Q2 – I've seen big mining companies all over the world. I met these mining executives in Guatemala and I noticed that they follow very different mining practices. Are you going to work with a mining company with a bad reputation? Also, the US wants to stop our hunt, but everyone gets our resources. What benefit will we have if you come to mine? I think in 15 years we won't be able to hunt anymore. What is Baffinland going to do to protect our rights as people? How much are you going to pay us to forget our culture? And the US military has helicopters and other equipment that make no noise – why don't you use this equipment.

Also, I am young. The government doesn't care about us and our culture. What guarantee can Baffinland provide? If we accept this we are basically signing our hunting rights away?

Bill – the first one is the type of partner we are looking at. Most of the large companies in the world, that we are talking to at least, recognize the need to protect the environment because if not it will affect mining in general. And most large mining companies have adopted consistent standards they've adopted around the world. So most large mining companies apply the same effluent standards everywhere, for example. There are some small and also some illegal mining companies, but most large companies have their own code of ethics they follow. And because this project is going to cost billions $ to build, the companies we are looking at are those large mining companies.

Bill – Regarding your comments on culture, I hope in 10 years after the mine is operating, people like you have a choice of whether or not you want to work at the mine, or continue a traditional lifestyle. We are trying to identify which project interactions would be the influences of the mine that would reduce the populations of caribou or marine life. For example, in Labrador the rail lines have been operating for 50 years to the iron ore mines there. We will be adopting their best practices for how the manage impacts to caribou. Similarly for the past 7 years shipping through the landfast ice, not as frequent as proposed for this project though, and we are seeing the practices they adopted to protect wildlife. And I know we can't transfer directly what they do there to here because the environment is different, and that's why we're meeting with the HTOs so that we can use the best practices and adapt new ones, so that you have that choice.

Reference 2 - 11.30% Coverage

Q2 – Will Baffinland help us if an organization like PETA comes in and makes an animal endangered or something?

Bill – What I think the mining companies can do – if there is a multifaceted economy on Baffin Island – mining which facilitates tourism…..and helps Inuit deal with this.

Q2 – I'm not against Baffinland but I am concerned about wildlife.

Bill – With respect to country foods and our project, the advantage is the ore is very rich in iron, so that means we don't need to do any processing. We crush and grind but we don't have to do any separation and we don't have any milling, and we direct ship the ore from Mary River. That means the air emissions are very low relative to other mines, water consumption is low, and our biggest waste source is from the accommodation complex. In the context of impacting country foods, our impact on country food from these sources is very small.

Q1 – Baffin Island is very small – the impact on the wildlife have already been visible, and Baffinland will then be voiced out that the wildlife are being scared away and…… The caribou where we go to hunt …. Baffinland… and the paperwork has been going on… and the wildlife have been scared away by your activity. The wildlife is being scared away and the microorganisms are being destroyed. You have to know that the microorganisms are the main source and are tied into the other animals in the food chain, and that the calving grounds and the offspring of the animals are different than they used to be. I could talk on this all night.

<Documents\Public Consultation\Clyde River\Clyde River HTO - April 24, 2010> - § 1 reference coded [19.24% Coverage]

Reference 1 - 19.24% Coverage

Q3 – He indicated that the expected life of mine is 21 years. And I've heard the mine could go beyond 21 years.

Q4 – I have also heard that the harbour will be at Steensby. We heard at one time that the loading dock would be between Clyde River and Pond Inlet, but apparently now it will be at Steensby.

Q5 – Once the mine starts you will be coming to the community to collect workers? Also, there is ongoing financial crises here. The economic base here in the community is quite small – would it be possible for Mary River to transport food through Mary River and onto here, to reduce the cost of food here in the community?

Matthew – In previous meetings Baffinland has said a mine life of up to or exceeding 100 years. The Project description confirms that we will operate for 21 years, and that's based on a portion of Deposit No. 1, and there are five deposits. Legally we can't say it will run for more than 21 years, but there is a great degree of hope that it will run for longer than that. But for now we will only be able to operate for 21 years, and we'd be working with the QIA and the government if we wanted to extend that.

Regarding the port, Steensby is the proposed port. We've looked at other locations, including somewhere between Clyde River and Pond Inlet, but it is very challenging there due to the terrain.

Regarding workings coming directly from Clyde River, the project plan also states that during construction and operations we would transport between Mary River and Clyde River. Clyde River is a proposed point of hire.

Regarding delivering food to Clyde River, those type of economic benefits would appear in the IIBA.

Stephen – The comment regarding air freight – there may be an opportunity under the IIBA to address some of these topics. Working with Baffinland on air freight is just one way QIA is working with Baffinland. QIA has also been negotiating with Canadian North and First Air to receive better freight and ticket prices. About two weeks ago First Air sent a press release. That is something that QIA wants to work on, even if there is no Baffinland.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 1 reference coded [2.75% Coverage]

Reference 1 - 2.75% Coverage

Q5 – I'm not just thinking of Clyde River but Igloolik as well, because they go hunting walrus and it looks like walrus might be affected by the operation. There are not many caribou near Clyde River, but if there is activity going on, the caribou might move out of the area, and the ships might affect the marine animals. We five communities need to be considered, but I am glad you are telling us what you plan to do. Animal meat is what we go after. When we start eating store bought food it is not good for the body. They probably eat better than me, but those people who want to work there, because there is lots of unemployed. How can you train unemployed people before they go to a job? We Inuit keep working towards a goal and keep going at it. It looks like you presented training opportunities earlier. These mining companies who requests employees and training, the Inuit should welcome that.

Mr. Cooper – I just wanted to mention we are sharing our plans with the HTOs and CLARCs in each of the communities. So we welcome the input from the hunters in the communities.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 3 references coded [25.40% Coverage]

Reference 1 - 9.61% Coverage

Q3 (Ham Kadlu from Pond Inlet) – I have concern over wildlife. Have you heard that in America Greenpeace said the polar bears are depleting. And I want to say something else – sometimes we Inuit are confronted and blamed. And the route is going to be to Igloolik and also from Milne Inlet. And if the wildlife in this area are scared away, what will happen. For us hunters, we want to kill the animals that we want to use. Are we Inuit going to be blamed again for wildlife depletion? And the reason that I asked this, and I want to be answered, and I grew up eating wildlife not vegetable produce. I was born in 1936 and in 1939 I came to eat the animal meat, and ever since then I grew up with animals as food. Before the stores used to sell meat, it was only our country food and no produce. Up to this day, my body is in good shape, because of me eating the country food. I feel sorry for the next generation who is eating the Qallunaat food. The reason why I ask this question is who is going to be blamed when the wildlife in this area are gone, and Greenpeace down south are saying that the polar bear here are dwindling and the blame is on the Inuit hunters. The hunters are not to blame. So who is going to be blamed when the wildlife is gone? When I'm answered I will ask more questions.

Bill – So the question was who will be blamed when the wildlife are gone. We hope after the previous speaker mentioned working together, that by designing the project and working with the Inuit that the wildlife doesn't necessarily have to be gone. So if we take the practices used by other mine sites, the best practices when shipping through ice, the best practices to operate a railway, we hope to reduce the impacts on wildlife. And because we're going to be here working with you, we can identify if there's been a reduction in the populations of wildlife, and if there are reductions why they are being reduced. Rather than saying that it was just

the Inuit, or the mine, or the natural fluctuations that we see sometimes in wildlife such as caribou. So our intention is to share all the information that we collect with you. And that's why we are working with the HTOs in all the communities.

Reference 2 - 4.91% Coverage

Q4 - I am trying to be short, but another question I have, in the NLCA Article 5, it says that if any corporation is liable for damage to wildlife, that we shall be compensated. What form will the compensation be? Because I don't know if you've tried Clyde River seals, everyone here swears it is the best seal. And there was a good shipment of narwhal from Pond Inlet last winter. How, if the damage is in the Pond Inlet area, we get whale from the Igloolik - Pond Inlet area, how far will the compensation go?

Bill – Compensation – when we talked about the IIBA, there are three components that still need to be addressed: the environment section, the wildlife section and the financial section. We haven't started these sections yet, but there are typically a couple of ways to compensate for wildlife, one is calculated from the environmental assessment, and the other is a lump sum.

Stephen – One thing she said is how impacts to food sources is a regional impact. Impacts to walrus impact people here. We need to discuss this with the company. A lot of that information will come from the environmental assessment.

Reference 3 - 10.88% Coverage

Q6 – To QIA and Baffinland, thank you for coming. I would like to raise a specific issue for both. As a hunter, the Pond Inlet area is my hunting area all year round. I go to Nuluujaak by ATV and snowmobile as well. You say that QC is responsible for hiring in the beginning. Mary River was designated by people as IOL. As I indicated earlier for your information, I heard Baffinland, QIA, Pond Inlet, Arctic Bay, and Igloolik informed these communities that you will be employing people from these communities when you were starting out. I have never seen a Clyde River person working at Mary River. I have seen workers from Iqaluit, Qikiqtarjuak, Kimmirut, and Arviat. The Northern Baffin communities are the least employed. I think Baffinland have 2-3 employees on that side. There is a need for training. No more CLO in Clyde River – why is that? We've never seen anything from QL or QC, when they represent 13 communities. You have indicated you are going to teach survival on the land. You do environmental studies to convince the people that it is working well. QIA are simply negotiators, not educated about the environment and the land. The most disappointing part – what employment will be created? Where are the royalties going? It seems to be the situation here. I would like to tell you that in the NLCA, I agree Baffinland going along with the NLCA, but Nuna Logistics. The communities should be getting contracts. It's time for people from this community, Pond Inlet, Igloolik to get involved. If you're going to use QC or Nuna for hiring we're not going to get work. You need to deal with the community. It's time to start training people in preparation for the mine. Someone also stated that why is that you have named the affected communities – why can't you give them responsibilities, instead of to QC? Those five communities have been designated. If the wildlife is going to be impacted, the beneficiaries, how are they going to be compensated? I have on a number of occasions been to Mary River. Your emphasis is on the environment. Are you going to utilize Pond Inlet much more? There was no HTO or QIA involved at the site. Maybe there is a way of rectifying this situation.

Communicate very well. Sometimes we don't agree with you – because you haven't been around. It's a small world now. We want to communicate more things. You're leaving soon. You're hungry for money – we're hungry for animals. Big difference. We have to communicate together.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 2 references coded [5.21% Coverage]

Reference 1 - 2.91% Coverage

Mr. Angutirjuaq – I'll never be 100% satisfied until the shipping route is not to Steensby Inlet. I know we talked today about Inuit not eating as much country food, but you know that when someone is ill and they are asking for a particular food, that people will go at great lengths to find that food. Just like what we go through when we go through what we just said, if a mine opens at Mary River and someone from the outside does things outside of the rules, the mine will be affected the same way we will be affected. I know I will keep saying this about the shipping route in Steensby and we will not be happy with that port and shipping route. I know you say it costs too much for others, but we know other railways go through mountains and everything, and we know it is possible.

Reference 2 - 2.30% Coverage

Mr. Awa – The reason I want to speak out on this issue is a number of reasons. We are Inuit, and in the past white people called us Eskimo because we eat raw meat. All of our food comes from the ocean and the land. We can eat meat year round.

Where you ship is the source of our food. Further, we Inuit who have been eating from the land and sea, we wash our hands after. White people, after they eat they pull their wallet out and pay cash. Our biggest concern is where our daily bread comes from. The younger generation do eat food, but the older generation is very concerned about where our food is coming from.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [2.94% Coverage]

Reference 1 - 2.94% Coverage

(New person). When we went caribou hunting my son got sick. We are thankful of a helicopter from the mining project that helped my son. In the winter if we are starving can we go to the mine site for food?

Greg - That is a difficult situation. If a family has food problems then the QIA may need to get notified and perhaps together we can work together and see how we can address that issue. Case by case.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 1 reference coded [5.33% Coverage]

Reference 1 - 5.33% Coverage

Mayor Quassa – maybe not but we have clear understanding, and I know we have different organizations that are working on it, and the QIA on their own matters and the Inuit knowledge working group doing their own part and they keep us informed. It is going to be a big project, and as Igloolik residents we expect and know we will be included in the project at Steensby – that area – Igloolik people know that area and use it at any time of year and know the land. For these hazards are being watched – we need to cooperate and work together and have good communication and we thank you for allowing us And our residents need workplace employment, there are lots of unemployment and it would benefit the community through employment but the animals are always our concern. The community and the other communities will continue to have those concerns. Baffinland – they will need to learn to eat Inuit country food. I think Igloolik is known to have traditional food like walrus – it is the main concern for both Hall Beach and Igloolik because it is their main diet, so you need to be careful in your studies and your project. I think Zechariah we went through that area and saw walrus even in shallow water. I don't think there are any other questions – we'll see you tonight and thank you for coming – we apologize about the meeting a little misunderstanding – someone needs to apologize.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 1 reference coded [5.95% Coverage]

Reference 1 - 5.95% Coverage

Louis Uttak – What about my descendants? How will the marine mammals be impacted? Fish? Others? What will happen to them in the future? Will my descendants be compensated? I am no longer a young man. I want money. We have two goals. Eating country food and making money. These two things are essential. For my grandchildren in the future I would like to know if you will degrade the marine environment.

GM – We had a very interesting meeting at the high school today and met with kids in grades 10, 11 and 12. It was very encouraging for me to see how interested those kids were about the Project and the many different types of jobs that were available. We tried to leave the message that there were a lot of important opportunities available. Mary River will provide good jobs, skills development, and the ability to come home for 2 weeks after working. That's the real important group we're all thinking about here – that future generation. In terms of effects on animals, the NIRB process requires us to look at potential impacts the Project might have on marine mammals. There are rules in place that tell us we need to do that. There was also a comment made on compensation. Baffinland is working on an IIBA with the QIA. This agreement will be important for all the affected communities. The responsibility for handling compensation will be with the QIA, but it will exist. Thank you.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 1 reference coded [2.04% Coverage]

Reference 1 - 2.04% Coverage

Mr. Louis Uttak – We have only two items we are discussing. One, Baffinland or Qallunaat – there is only two we are discussing – there are lots of details attached to these. But you don't understand what I am saying we are arguing about. Inuit knowledge, and Qallunaat knowledge is money and we live on that today. Due to my ancestors I am here today. The archaeological sites are very precious and sacred to me, even the tent rings and bones, it hurts inside to see because our ancestors survived in that area. Without those ancestors we wouldn't be here.

We forgot something here – there shipping routes – Cape Dorset will be impacted too, there are walrus and other marine mammals, and I saw someone today from Cape Dorset and he said they haven't been notified about the project. Lets be friends. My future generation, the IQ if we are arguing about animals with this guy, for example, I want more animals than him, it would interrupt the animal. In Inuit law it is very strong, if you try to change that way. So I am saying I am a greenpeace but if I kill it I want to eat it too. In the future, animals will be disrupted so in that way I am an animal activist in that way, but I like to eat country food as well, and I don't want to go too long. I want to remind you that cape Dorset has walrus too, so I apologize to those communities as well.

<Documents\Public Consultation\Kimmirut\Kimmirut HTA - April 26, 2010> - § 1 reference coded [3.72% Coverage]

Reference 1 - 3.72% Coverage

Chairman – We have to eat before the public meeting. We have lots of questions – you are only here for a few days. This is rather important. We do not wish to see an accident happening but irregardless, we are not opposing the project. But if an accident occurs, that is our concern. Our concern is the wildlife – we don't own the wildlife or anyone – but we rely on the wildlife for food. There is no wildlife other than what we have. For that reason we are concerned about the proposed route. We also have stores we can buy food from, and we do, but however, we solely rely on consuming wildlife in this area. So that is the reason we have so many concerns. It isn't about Baffinland – with any company we would have the same concerns.

<Documents\Public Consultation\Kimmirut\Kimmirut Public - April 26, 2010> - § 1 reference coded [14.77% Coverage]

Reference 1 - 14.77% Coverage

Q3 – Simionie – As you know at the current time, there is wildlife to harvest, as well there is plenty of natural resources such as animals in the oceans. This is a route by a number of migratory animals. I have no doubt that wildlife will be impacted, and Hudson Strait is a migratory route for birds and marine mammals. There will be an impact on the harvest area in the region. I am quite certain that the project will have a devastating impact on the wildlife, and I am wondering why the Foxe Basin and Hudson Strait route was selected, with the original route by Davis Inlet. And polar bears will likely move to avoid the noise from the ships. And the government says they're all gone but really they just moved away. I am certain that wildlife will move to another location, even though the government might say they are no longer existing species. But really, they just moved away from the noise to find a sanctuary for themselves.

Matthew – With regard to the shipping route, we did look at other options, including going north. We looked at going towards Nanisivik as well as towards Clyde River. These routes were either too challenging for the railway, or the ice conditions on that side of the island are too harsh for the shipping. We also looked at the option of going through Milne Inlet, but Milne Inlet in the winter is too tight to turn the ship safely. The only option at this point in time is the Steensby route. We pull information from our 2008 sealifts where we did have observers on the ship coming and going out of Milne Inlet, and we also use information from shipping operations at the Raglan Mine in northern Quebec, and the Voisey's Bay nickel mine in Labrador. Both of these operations ship through ice conditions. We'll design the ships and shipping routes as well as we can and plan for whatever mitigation is reasonable. Does that answer your question? [Yes]

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 2 references coded [10.73% Coverage]

Reference 1 - 5.36% Coverage

Peter:
As residents, we are not thinking about just preparations that Mike talks about, but thinking of the future. Hunting is our lifestyle; environment studies will be very brief but we will be here much longer. We have always co-existed with the environment. We come here not to hear just about good news, but the bad as well. We want the mine to go ahead, however we want clear understanding. For this reason we voice our concerns. If we have clear understanding it will go more smoothly.

Mike:
We are changing somewhat for the bulk sample. Perhaps it did not go well. We should have sat down with Co-op and QC. Bulk sample short term, then activity will decrease; start permitting late this year. It is still exploration. Pond Inlet is important to Baffinland, but other communities are also interested. People voicing concerns are very important whether it is good or bad.

Reference 2 - 5.36% Coverage

James:

- We are trading our culture and soul in the land if there….
- Question – "a part-time CLO will be hired" [referring to the Baffinland letter], is this a QIA CLO?
- The 5TH ballet, would like to create our own committee - any way to finance a staff member who produces and unbiased report? - Mike : Yes
- 5th ballet - homesick, country food - is there an action plan for this?
- Same situation - early it is "will be" then "may not happen"
- Action plan regarding training? Mike – "Yes"

- 5th bullet - training with bulk sample - is there an action plan and timing?
- Action plan for scholarships?
- Want to establish regular meetings - arranged by Philip and David
- We need to have assurances that HTO is DIO; have management responsible for wildlife - they were ruled out/omitted from negotiations [believed to refer to IIBA negotiations]
- Our beef in Pond Inlet - not your problem

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 1 reference coded [0.96% Coverage]

Reference 1 - 0.96% Coverage

David Kalluk, Deputy Mayor, Arctic Bay spoke about the importance of wildlife as a source of food. Young people are not as into country food but everything in the store is very expensive. So we, as older people harvest food. This is our basic foundation. Protection of our environment is important to us.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Community Meeting - Mach 1, 2011> - § 1 reference coded [5.02% Coverage]

Reference 1 - 5.02% Coverage

Na…Young student - I'm a hamlet councilor and I'm enrolled in Arctic College for environmental studies. What I would like to see is the planning for the end of the mine, all the infrastructure that won't be used in the end. People from Pond Inlet go to Milne Inlet for food. The project will be negatively impact hunters. You should consider compensation for the hunters since we can't live on store bought food alone. I would like to see more benefits to the community, not just the mandatory things.

Greg – We are regulated to have a reclaimation and closure plan and to have money set aside to for abandonment and reclaimation. It is an important part of this mining project. For Milne Inlet, we have not made any final decisions. If we did want to move forward with shipping from Milne, there will certainly be consultation.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 1 reference coded [8.21% Coverage]

Reference 1 - 8.21% Coverage

Elijah – Also, we have been informed by the hunters when they go hunting past Mary River, there have been helicopters. The helicopter people need to know where the hunt is taken place. The caribou were driven away by helicopters and then the hunter had to go further to hunt for caribou, and they weren't happy about that. Us as the HTO board felt that there could be some working relationship between the site and the hunters. Baffinland has indicated in the beginning that they would help people who go to the mine site. That is the information that we have gained from the hunters. An unwelcoming situation is very uncomfortable.

Dave – Last week we had 5 hunters, 2 groups, and my policy at camp is that anyone that comes by is welcome to come in, multiple times for coffee or a meal, and we're always available to offer help in an emergency. I'd like to think that we are good neighbours. With regard to the helicopters, there are no helicopters right now until June. Last year we didn't start until the very end of May. But in the future we could coordinate helicopters and hunting.

Richard – Was this recently?

Elijah – If the caribou are driven away, then you run into a shortage of gas. I've been informed I think twice, where they ended up having to go further out for caribou.

Jayko – In addition, this is not only this year, for the past number of years that the hunters are being disturbed by the helicopters. It's been going on for some time now.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - March 31, 2008> - § 2 references coded [6.70% Coverage]

Reference 1 - 5.13% Coverage

Mr. Qamaniq - Milne Inlet is already impacted since 2005, without any impact and benefits agreement. The hunters have already been impacted. You are rushing too much and too eager to get the mine going. Slow down and take your time. I don't think there is any good reason to freeze fuel ships during the operation for construction. Plan to use fuel storage and put that aside on land and there should be no ships or barges frozen in the ocean, so the hunting ground is not at risk at all. In 2005 you started and there's

only 3 years now that you started the activities and in 2008, 2009 there are two more years you already decided to construct the mining, and in 2014 the first load will go overseas. These are all rushed plans. You don't have enough time in between. If you are Inuit – you have to eat char and feed your family from the land. It is not your concern to get food from the land. But here if our animals are damaged there is no way to replace them. If the Beneficiaries can agree that the fuel ships that we say you can freeze the ships – you are trying to save money – don't think of the dollar sign too much. You are in a hurry too much. We live by our animals and from them, whether by land or sea, and tonight during the community meeting, I will be there to listen to Pond Inlet residents. If you can respond, or if you want to?

Mr. Chubb – I think I'll just absorb that for a few minutes.

Reference 2 - 1.57% Coverage

Mr. Panipakoocho – Those comments I made are only part of the concerns. If we get a negative impact to the mine, we are going to have to ask for monetary compensation, especially those of us who live on the country food. They move all the time and don't stay in the area, but if there is evidence that your activity have made the animals stay away we are going to have to ask compensation as it is the only way we can replace our food.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 2 references coded [10.70% Coverage]

Reference 1 - 3.52% Coverage

Q5 – Would it proceed even though Baffinland seems to be contempt by proceeding with the proposal. Suppose the community does not support the proposal, then what will you do.

Bill – If there is general agreement that the project should not proceed, then it will not proceed.

Q5 – We need to look at the pros and cons and consult with the community. Once you get a clear sense of approval. The Igloolik people know the area very well, and we too care about the Milne Inlet area, and therefore we cannot approve of ships going to that area. For some reason it seems that our wildlife is not being ignored based on the economic picture. I think that's the whole perception – that you have no concern for the wildlife. Our livelihood consists of the animals. We don't live like the white people – who rely on the financial situation only. We rely on harvesting. Lots of money and no wildlife is not good. The QIA you should ask the concerns of the Inuit. You're only negotiating on these agreements without consulting. You should consult with the people before you bargain.

Stephen – The QIA are consulting. .I… If the communities don't support the shipping route, it would put the QIA in a difficult position regarding the project. It starts with the environmental assessment, and there is the IIBA and negotiations will continue.

Reference 2 - 7.17% Coverage

Q – On the last page of the presentation in Inuktitut, it says about employment that jobs during construction and during operations, heavy equipment operation, loaders, dozers, mining equipment, rotary drills, I don't understand…[listing careers] It appears that Mary River will become larger than Pond Inlet in the future. There are things that are not available in Pond Inlet that will be at the mine site. It will be a large community. There will be a town in Mary River. What will happen when it closes? There is too much activity around Baffin with regards to wildlife. There is a lot of activities going on. They want to look for oil in the Lancaster Sound area. IT is a grave situation. All because of economic issues, and everywhere our wildlife and environment is being destroyed. Will the communities of North Baffin be compensated? In the future my grandchildren and their children will need to rely on wildlife – they can't rely on white man's food – we always yearn for country food.

Bill – Our intention is not to have a townsite at Mary River. There will be an accommodation complex and the workers will fly in to work and then return to the communities. The infrastructure that is there – the jobs you mentined – you asked about technical services – these are the geologists – not like we have now which are exploration geologists – but mine designers. There will be environmental personnel who will continue the collection of data at the site and offsite to make sure that the habitat is protected for the land and marine mammals. We expect during operations there will be 670 people working at site, and only half of this at site at one time, so we will be much smaller than Pond Inlet's size of 1,500.

Regarding the protection of wildlife, we will be… We've already made two changes to the railroad already. We moved the railway to avoid an old wolf trap that is very old. And we also moved the rail line to avoid some willows which are very rare. Those are two examples of changes that have been made to the project. There will be others. But we still need to transport the ore to the coast, and then to Rotterdam. We believe we have the best proposal right now.

You asked about closure – we will have an open pit that measures 2.5 km by 1.2 km. After closure, the railway will be removed, equipment will be moved off site. There will be some inert garbage that will be disposed of in the landfill. We will remove all infrastructure that the community wants us to remove. One project – they asked for the port to remain and the accommodation complex to be kept. Those things will be taken into consideration. Regarding the tote road, we'll have to talk to QIA and INAC. We'll be estimating costs as well.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 2 references coded [11.77% Coverage]

Reference 1 - 5.33% Coverage

Enokie Inuarak – Steensby Inlet and Milne Inlet seem like the only options?

MZ – Yes.

Enokie Inuarak – You can't afford any other options?

MZ – It's not a matter of affordability. It's a matter of practicability. We need to be able to build it. The rail line can't be constructed on anything steeper than 3 degrees slope.

Enokie Inuarak – It seems like those are the only options then. I have seen where you guys have studied; it looks like you can go further south.

MZ – [Describes the evaluation of port and route alternatives and selection process used].

Enokie Inuarak – There are airplanes that can carry tonnes and tonnes. Does that cost too much? If you can't afford that, you can't afford to build Mary River. Because country food is the most important to us. It's the healthiest food we have. We can barely get healthy food from the stores, you can check for yourself.

MZ – To fly would cost $1000 per tonne. We only sell it for $60-70 per tonne. You're right, the mammals are important. We want to minimize our impact. We will be filing a Draft Environmental Impact Statement. It will be about 5000 pages long and look at all the main animals and our potential impacts on them.

Reference 2 - 6.44% Coverage

Michael Peterloosie – Thank you for remembering my late father [Jayko Peterloosie]. He was a valuable source of IQ. I do not want his words forgotten. How long will the sound travel? There are nine deposits on site? That would be almost 100 years of mining. As a hunter in that area, I would like to know when blasting will occur and how many times it will occur. We also need to know about the safety precautions hunters will need to take. Over a year, what kind of quantities are we talking about? How much dynamite will be used? If I go hunting at Mary River, I would like to know this. I don't want to be caught by a surprise explosion. The railroads in the south are also very loud. I would like to know what the level of sound will be for the railroad. Mary River won't be the only area that will require blasting. You will need to blast along the railroad. What will the decibels be?

MZ – In the mine environment blasting is a regular event. It only occurs when there are no people in the pit. It occurs either at the beginning or end of a shift. Yes, there are nine deposits on site, but we are only focusing on Deposit #1; the other deposits need more work done on them. Blasting will be heard several kilometres away. There might be some blasting needed for the quarry work, but we will try and use already broken rock wherever possible. It is less expensive for us this way. All the information on blasting will be included in the DEIS.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 1 reference coded [4.74% Coverage]

Reference 1 - 4.74% Coverage

Q5 (Mr. Caleb Sanguya) – I grew up using Milne Inlet and the area interior to Milne Inlet. What we have seen the last couple of years is the airstrip disturbing caribou. No harvests this year. The activities are also impacting narwhal. The biggest issue not discussed is harvest compensation because we are already losing now. For example, one family used to harvest 30 caribou each year. There have been promises that local businesses would be the main contractors, and overnight Iqaluit became the hub. If Iqaluit is the hub then Pond Inlet will not agree. Inuit knowledge is that caribou have always moved through the Mary River area. We have already noticed narwhal changed patterns to avoid noise. Promises were made to Pond Inlet that it would be the hub, but Pond Inlet has been pushed aside. There should be compensation to Pond Inlet businesses for this. There needs to be a better solution for the people of Pond Inlet.

Mr. Chubb – thanks for the comments, which we will take into consideration.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 1 reference coded [0.85% Coverage]

Reference 1 - 0.85% Coverage

Q. Animals and marine mammals are our livelihood. While we need jobs, we are concerned about effects on animal movement and for the food chain. Tell Baffinland that there should be a plan to ensure no harm occurs. We don't want to stop development but we want future generations to be able to eat the food we eat.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 11 references coded [6.10% Coverage]

Reference 1 - 0.24% Coverage

Question: - Koonoo Oyukuluk /Arctic Bay – Marine mammals do not stay in one spot. Igloolik and Hall Beach they eat the walrus. – My concern is with walrus disappearing. We learned from Nanisivik that walrus will disappear. Our descendents need to know there will be no walrus in the future. Whales were hunted to extinction but now they are coming back. We will need to discuss compensation if extinction occurs.

**We will monitor walrus populations and address impacts if they occur.

Reference 2 - 0.48% Coverage

Question: Levi Barnabas/Arctic Bay - Regarding the number of rail crossings. Animals will run away. Will compensation be given? Country food is more healthy than store bought food. What kind of compensation will be available? Will hunters be provided with compensation to travel further to hunt? How will this compensation work?

MTP: We do not want to disturb the animals. First, we will monitor any effects we have. If impacts are determined, then we need to address those with the communities. A last resort would be to provide money. We may have to alter our plans. For example, we may need to consider a shift to the shipping route.

Stephen – Wildlife compensation would be part of the IIBA. QIA's strategy is not to negotiate compensation until the Project has been approved. Before construction, a wildlife agreement for compensation would be presented to the communities. We have a couple of years to do this and this is high on our list of priorities.

Reference 3 - 0.36% Coverage

Koonoo Oyukuluk/Arctic Bay – Baffinland says they are not the cause of the lack of caribou and they are not killing them off. We are blaming Baffinland because of environment pollution, like noise, but Baffinland says hunters are depleting the caribou.

MTP: Baffinland never said hunters are depleting caribou. How many caribou has Pond Inlet caught this year?

Ikey Milton/Pond Inlet – None have been caught and they are getting more scarce. Caribou used to be here. When this project was starting they were beginning to come back. They heard all this noise and will not come back. We are now ordering meat from other communities by plane.

Cornelius Nutarak/Pond Inlet – We are ordering meat from other communities at this time.

Reference 4 - 0.44% Coverage

Question: Louis Uttak/Igloolik – We are very particular about wildlife as it is what we consume and we want to protect it. This is why we are here. Of course we do go for compensation [meaning unclear] but we don't live by money alone. We are fighting to eat country food. As I said before I don't want caribou or other wildlife to be unprotected. People are speaking in consideration for wildlife. We are in Nunavut and have a land claims agreement. Areas like Arctic Bay are very concerned about caribou. Maybe 100 years from now wildlife will be negatively impacted and it may be difficult to see what impacts will happen. Compensation must be upper most in our minds.

MTP: Our objective is not to have an impact. Yes, we have to be concerned with compensation. But, we want to keep your lifestyle the same as now. In 10 years we hope the numbers of caribou and narwhal are plentiful. [Unrecorded comments].

Reference 5 - 0.25% Coverage

Louis /Iglooik – Don't be deceitful with each other. Our ancestors brought us here through their survival on country food, with no white man. I might behave like a white man, but it is my father's words I use when I go hunting. I don't know computers and can't speak English, but I am passionate about our knowledge. Sure, I want money but it is insignificant. It is the animals we have to be careful of. Small and large animals, even eggs, we treat them all the same. Basically, they are our lives. Thank you.

Reference 6 - 0.30% Coverage

David Irngaut – I'm representing my community, the HTO, and the CLARC committee. There is not complete agreement in my community about the location of the port and route. We will need to talk about this further. They still use the route for caribou hunts in winter time. Is it possible for the port to be moved further out into Foxe Basin? The animals are our livelihood. We live on them. When we go hunting we share our food with the community. Community members will need to go to different locations to go hunting.

MTP: Thank you. We will continue to work with the communities to remedy concerns.

Reference 7 - 1.19% Coverage

Soloman Qanatsiaq/Hall Beach – We used to hunt seals through seal holes on the proposed shipping route. We used to stay over there in the fall and return in the spring. We used to live over there [location unknown] hunting caribou. That area needs to be studied thoroughly before it is used. We don't want the marine mammals impacted, because they are our livelihood. Communication has been good so far. The port will be a barrier to hunters that want to go across. The communications need to be improved. Some of us don't have much way to communicate. Communication is needed in case there is an accident.

Question: Simeonie Aqpik/Kimmirut – The shipping route has marine mammals there. Have there been studies done on the animals that live in the area? To look into if there will be any effects from the shipping on the animals? Will there be monitoring? We will want to hear if there are any impacts on the animals. You want the iron ore. We don't necessarily care about the iron ore. We are concerned about the animals. [Comments missed]… The animals are never gone. They always come back. We're looking at ways to make money in our communities. We have been making soapstone carvings. There is a soapstone quarry in between Cape Dorset and Kimmirut. When the animals hear the ships, they will move away. It won't be every animal that moves away, but there will be impacts.

MTP: There are baseline studies that have been conducted for the shipping route. Monitoring will be proposed in the EIS. Monitoring is an important component of our plans. We intend to have community members participate in this monitoring, just as community members have participated in our baseline studies in the past.

Warren Bernhardt – I will talk about this more during my presentation, but we have conducted studies along various parts of the shipping route, at the Steensby Inlet port site, and at the Milne Inlet port site.

Simeonie Aqpik/Kimmrut – The shipping route between Cape Dorset and Kimmirut – The marine mammals also use this route. It's a migration route used by the animals. We don't need to survive on marine mammal fat anymore. We use the white man's fuel. It is easier now. Country food is the best food for us. We don't want to eat contaminated meat. We will see what happens once the Project is operating.

MTP: We are going to do whatever we can to avoid making impacts and to monitor during the Project.

Reference 8 - 0.20% Coverage

Louis Uttak/Igloolik – There are two subjects for this meeting – Money and country food. Our friends, the visitors, want money. Inuit are concerned about the food. The animals are our livelihoods. We don't want to see the animals suffering. I'm not opposing the white man. I want to work with them. There are only two items here – Money and country food. I hope you understand this.

MTP: Thank you

Reference 9 - 0.38% Coverage

Louis Uttak – We just heard about the positive side of the Project. But it is obvious there will be some negative impacts with this Project. After listening to these presentations, I'm somewhat concerned about our country food. However, I'm grateful we are having these workshops.

Warren Bernhardt – The purpose of this particular presentation was not to put a positive spin on anything, or necessarily a negative spin. The intent was to talk about some of the broad ways in which this Project could have an effect. I also wanted to make the point that it is very complicated to understand some of these effects. We need to try and understand all the little ways the environment can be affected. After lunch we'll talk about our studies and some of the possible impacts.

Reference 10 - 0.95% Coverage

George Eckalook – QIA would also participate, not just Igloolik. We represent all of Baffin region. All 7 communities will need to participate. Before lunch we heard the company's plans were set. You are basically concerned about how much money things will cost. We are mainly concerned with the animals. We have to work together – Baffinland, us, and the government. There were concerns that were brought up. This is an area where seal pups are born and where hunting occurs. We were told that building a rail line to Nanisivik is too expensive. In Steensby Inlet the boat will have to go backwards through all that ice. I am concerned about the marine life in the ocean.

David Irngaut – I'm looking at the extra cost of building that port at Nuvuit Point. When I go home to Igloolik we will be discussing this issue with HTO, Hamlet and CLARC members. We should probably go and visit this point. [Comments about DFO unrecorded].

MTP: We have been engaging with DFO on a number of matters.

Nigel Qaumariaq – This is the first time we're seeing the baseline data. That includes us who are in QIA. I believe you are still collecting some baseline data. So, you made your decisions without all your baseline data. I think you need to take some steps backwards now.

MTP: Steensby Inlet has been identified as a potential port site since 2007. I'm going to go back in the meeting minutes to see what was discussed.

Warren Bernhardt – [Brings up imagery of the proposed port site on Google Earth].

MTP: You can see the area is very shallow around that point. However, I don't want to base our discussion on Google Earth imagery. I will look at my notes.

Bill Napier – I would suggest that everyone take a look at the EIS and what is currently being proposed. We can then sit down together to discuss the issues. We have been collecting baseline data for a long time. We will continue to collect data through to mine closure.

Reference 11 - 1.33% Coverage

Stephen Bathory – How do we go about talking about the ideas proposed by Igloolik? It's a matter of how real we want this alternative to be [the Nuvuit Point port site alternative]. Everyone has spent a number of years working on this project and thinking about it. The difficulty we all have is that this all gets funneled into a process run by the Nunavut Impact Review Board. The outcome of our future discussions will determine how real an alternative this is to become. We are working within a window of time. Is it possible Baffinland will look at a new port site? It is not very likely considering the timeline they are working with. Your suggestions are taken very seriously by us at QIA. Now it is a matter of how to address these concerns. Bill has volunteered to travel to Igloolik to discuss this matter. We need to decide how we want to approach this and what we want to decide on the matter.

Mathew Akavak – There were community consultations in Kimmirut and Cape Dorset. They had many questions but weren't given answers by Baffinland. Kimmirut and Cape Dorset are only now getting involved in the Project. Baffinland has already made up its mind. There was a person here who had a question that was brought up four times but never got an answer.

MTP: We've been in Kimmirut three times. Once with NIRB, once for a community consultation visit, and once for an IQ workshop. The same occurred in Cape Dorset. Our IQ visits didn't have a lot of Baffinland representatives attend due to accommodation issues. I was originally scheduled to attend the meetings in Cape Dorset but due to unfortunate community circumstances we were asked to cancel our meetings by the community. I'm a little surprised to hear we didn't answer a question even though it was asked.

Mathew Akavak – You never had a representative from the shipping company in the communities. This is the first time you have a shipping expert here.

Mikidjuk Kolola – There was a visit in June that occurred [IQ workshops]. We hear all the time that questions are written down and someone will get back to us with an answer later on. We haven't gotten answers. My perception is that we just get together and don't have our questions answered. There are a lot of seals in Steensby Inlet. We want to protect those animals. They are our livelihood. It seems you don't care if you impact the animals. You only want your ore.

Mathew Akavak – The only answers we got in Kimmirut were pretty embarrassing. Someone said that when the boat passed over two seals, four would pop up in the back. That was a pretty stupid answer.

MTP: That was only an example. This is the first I've heard about this concern. Perhaps we can discuss this further at break.

<Documents\Public Consultation\Workshops\Kimmirut IQ Workshop Minutes (PC) - June 21, 2010> - § 1 reference coded [0.66% Coverage]

Reference 1 - 0.66% Coverage

Q: Ships are coming every day. Ships are loud underwater. Seals and other marine animals will be chased away by noise and we will have no food. We will have to eat store food. When the animals are gone, our diets will be shifted. How will this be replaced? This is my comment.

FUTURE OPERATIONS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet - April 22, 2010> - § 1 reference coded [6.03% Coverage]

Reference 1 - 6.03% Coverage

Frank – Probably can't answer, but who are you looking to partner with?

Bill – That's correct, we can't offer that.

Frank – You mentioned before you'd need $4.1B, and the idea was to obtain contracts with steel companies and use this to get money from the bank. Where are you in the process?

Bill – I can answer part of that. Talked about the market for iron ore and how the Mary River ore could supplement current lower grade supply. Loan guarantees have been issued.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 1 reference coded [2.45% Coverage]

Reference 1 - 2.45% Coverage

Leah – When people were working up at Mary River, they didn't seem to have any responsible guy who was coordinating the workers going in and out of rotations. When this goes ahead again, will transporting workers to and from Mary River better coordinated? There were guys being left behind.

RAC – Heard this before – suggest taking this back as a recommendation to have stronger coordination.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 6 references coded [24.76% Coverage]

Reference 1 - 2.18% Coverage

Q2 – Thank you for the opportunity. I'd like to thank you for helping us – for the plane to grieving family to travel to Igloolik. My first question – Baffinland has plans to see the iron ore. The people who are buying the iron – I would like to know how many companies are involved in buying the iron ore?

Bill – Right now the plan is to send the ore to Europe. There are several refineries there, who desire Baffinland's ore because of its quality. The ore will arrive in the port at Rotterdam, because that is the largest port that can receive the ships.

Q2 - Those companies who are interested – is it one company – or are there many?

Bill - Baffinland is looking at 2-3 companies. We have letters of agreement with two companies. It could be one company but we hope several.

Reference 2 - 1.45% Coverage

Q2 - Is it true that in Edmonton this winter the NIRB and three agencies had a meeting there, and they discussed that the iron from Mary River, someone mentioned 100 years of mining. Is that true, that the duration of the mine is 100 years?

Bill – I am not aware of the meeting in Edmonton, but our project right now is enough for 20 years or more, but we are doing more exploration this year at another location, so we are confident that there will be ore there for more than 30 years, but we don't have that defined yet.

Reference 3 - 5.10% Coverage

Q3 - We heard that the mine will last 30 years. We heard Nanisivik would open for a certain number of years, but I know now that if the Canadian dollar goes down, it might close before the end of the mine life due to economic conditions. I am saying that because Nanisivik had a big ore body, and during the last year of the operation, the employees were told that there is still lead and zinc available, but due to the price of the lead and zinc that 25% is profitable and 75% is waste. So I know that if the iron price went way down that the mine might close. Is that the case?

Bill – Yes, when the company states they have 20-30 years of ore in reserve, we are basing that on the price at a certain amount. You're right that the price of the Canadian dollar can also influence the price. For us, when the Canadian dollar drops it is good for us as we would be paid in Europe in USD. Regarding the price of iron ore, the BRIC nations (Brazil, Russia, India, and China) are expected to grow, and the price of iron is expected to continue to grow because of this increased demand. Iron ore has already regained its price from two years ago before the economic downturn.

Q3 - The reason I am saying that, because Nanisivik closed prematurely because of the price, and they only took out part of the ore, so there is still some left over, so that why I said that it's a good idea to have a mine, and we would be better to keep it so many years. And my last question, my suggestion is don't just lay people off. I'm thinking if a person is laid off, that they get at least some kind of severance. Because I know that when the mine closed down one of the managers was paid a severance of a large sum. I've been thinking that severance should be considered during the mine operation – don't just through people away but give them a gift like that.

Reference 4 - 8.66% Coverage

Q4 – I have a number of questions. First, in 2007 to 2008, I was working as a polar bear monitor in Mary River. We had staff consulting, I guess, from Nuna Logistics. The hiring consultant, polar bear monitors and heavy equipment operators – they were selecting the people who can work. When Qikiqtaaluk Logistics (QL) were in control, two communities were involved. QIA staff would decide who was going, when were they returning, and depending on the flight, they would arrange that flight. But in the same year they changed - the Baffinland crew took over that. So after that, QIA also took over again that logistics, but when you're working, changing the role of these agencies as not good. You need one main agency that can look after the staff/employees when you have one agency involved in hiring, it would be better. When you're working for them, when they keep changing your superiors, you don't know when you are leaving or returning. Those kinds of questions, if you keep changing the contractors, then it isn't steady employment.

Q4 - My last question – I heard from one of the QL staff, because they didn't know if they'll be looking after the staffing for Baffinland, they said that QL will no longer have the contract for heavy equipment. I would like to know what the update is on that, for this year. Or are there any contracts this year?

Bill – Thank you, and with respect to your first comment, you're right it needs to be worked out for construction. This year again, Nuna will be the main contractor, so there will be some heavy equipment operators again, and our intent is to use QL to hire the heavy equipment operators, and other requirements.

Stephen – A lot of the experiences we heard about from 07-09 are experiences we can draw upon for the future. During 07-08 there was the bulk sample and there were no IIBA and contracts without any bigger picture in mind. Now we have that experience to negotiate how contracting is done. We realize there has been a lot of confusion around contractors and employment. These processes are being worked on so that they will be much better in an operating mine.

Q4 - Thank you. So if that's improved, I will be happy, because it was no fun with your superiors / contractors were changing. And you probably also remember in the beginning that Baffinland said they'd do community visits, and hire people from the closest communities: Pond Inlet, Arctic Bay, etc. When I was working there in 2007 and 2008 it wasn't like that. There were only a few people from Arctic Bay. At least Pond Inlet had reasonable numbers, and very few from Hall beach and Igloolik. And Clyde River had even less, in 2007 and 2008. But it was Iqaluit residents that were the bulk of employees, and Kimmirut people. Baffinland didn't follow their comment that they would hire from surrounding communities. So those from communities nearby did not like all the employees coming from Iqaluit. It was upsetting. So that needs to be improved too. I didn't like the QIA. They would like to build a hotel in Iqaluit, but that hotel in Iqaluit was not good for us here, so I didn't like that.

Reference 5 - 4.08% Coverage

Q5 – I want people to shorten their comments because we have a number of people who want to talk. I am hearing that we originally heard 100 years of operation, and we also heard 70 years, but now we are hearing 21 years. Now I hear that today. It seems like the Igloolik people don't want the project to proceed because of the railroad and shipping lane. So 21 years is very small if you look at the impact it will have. Inuit are starting to stand on their own, so Inuit are losing the opportunity to gain economically from that. Because who ever owns Baffinland is getting the benefit that Inuit should be getting, so I want the Inuit to be in control of the mine. So Inuit should take all the contracts. That's my comment. All that work, railway and shipping lane, only 21 years, it's not worth it to mess up the environment and go. There are too many ships – reduce those too.

Bill – You're right, there is a lot of infrastructure required for this project, and it costs $4.1B. When they ask for money from the bank, they set a timeline that is typically 20 or 30 years. For us to operate for that 20-30 year period, this is the open pit that will be mined. We are looking at a location as we mentioned to do drilling. So the expectation is that Baffinland will be hear from many

decades, but it is hard for us to say that we'll be here more than what is for sure. What I can say is the iron ore mines in Labrador started in the 1950s and are still operating today.

Reference 6 - 3.28% Coverage

Q7 (Tommy Kilabuk) – Question to Baffinland – you said 21 years of mine operation. You base that duration from the actual amount of ore that you know? How did you come up with the 21 years?

Matthew – That 21 years comes from a portion of the proven ore.

Bill – The 21 years is based on the price and concentration of the ore. [Talked about the economic evaluation, and making the information public]

You also mentioned there are 5 deposits you have found. Within those five deposits, you're saying there are only 21 years?

Bill – No, we've done the economic evaluation of the ore for 21 years. But we have millions of tonnes of iron ore but we haven't done the economic evaluation on it. So when we drill this year we will have identified more ore.

Q7 - I was told in the first meetings that it would be 100 years. In the past, 100 years seemed like a solid number based on their calculations. How did it get reduced?

Bill – We haven't done the economic evaluation on the rest of the ore.

Q7 – It can go more than that though, right?

Bill – Sudbury has been going for more than 100 years. Like the Labrador trough, the ore here goes for several kilometers.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 1 reference coded [2.62% Coverage]

Reference 1 - 2.62% Coverage

Q14 - With regards to this ship, where will the dock be located in Steensby? [Bill: Yes]. In Milne Inlet, is there anyway to expand the width of the inlet? [No, that would be very difficult, would need to drill and blast] Where is it transporting the ore – to Europe? [Yes, to Rotterdam. They currently receive most of their ore from Brazil, and the ore from Brazil isn't as good as the ore from Mary River, so by the end of the decade, there will be an opportunity for us to ship ore to Rotterdam.]

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 2 references coded [32.52% Coverage]

Reference 1 - 14.73% Coverage

Q1 – You were saying you're going to transport the ore to Europe, and that the ore will be bought by the Europeans? And we will have benefit from this operation? And also, you were saying that every two days there will be a ship passing by and this will be monitored? How are you going to monitor the ship going through the route? Are you going to be monitoring it every day? We know that the winds are prevailing from the east, and that the winds to from east to west towards the Clyde River area. You say you are going to monitor the area, and Clyde River is going to be affected by that, and that this area has to be included for monitoring. And that the employment opportunities are in place. And that the CLO position in Clyde River has been dissolved – why is that position not in place anymore. And no one from this community has gone to Mary River for employment – the workers are from further places. And the community of Clyde River is affected by the CLO not in place anymore. And there are many who are applying for jobs at Mary River. That employment from this community is not going well. We have people here who want to be employed and go forward. We're saying that the contracts should be brought forward. The dust blown around will affect this area. And the infrastructure will only go to the larger communities. Thank you.

Bill – Thank you for your questions and comments. You're correct, the ore will be sold to blast furnaces in Europe – we have two letters of intent from companies in Germany who would like to purchase Mary River iron ore. This is because our ore is very high in iron. Typically operations have 40% iron and we have about 67% iron ore. That's why we don't have to build a concentrator, or mill, at site. The ore will be transferred directly to the markets in Europe. As we showed on the last slide, we are in negotiations with QIA on an IIBA. That will include one component of the benefits given to the communities. There will be other benefits with respect to the points you mentioned later. With respect to the ships en route, there are two types of monitoring. First is the ship itself. And

the second is the environment surrounding the ship. With respect to the ship, we monitor the ship to make sure the safety precautions are in place and it follows the international regulations and those guidelines set by the company. If we use the example of the ship going into Voisey's Bay in winter, we can learn from the monitoring programs they have there for the environment, but we recognize that the environment here is different so we are working to develop site specific monitoring plans. On dust and air emissions, because we don't have secondary processing, the major emissions are from the power supply generators. With respect to the CLOs, as you know last year we only had 20 people onsite. This year we have less than 100 and probably next year will be the same as this year. So it would be too early to have a CLO here now. But I'm sure our CLO in Pond Inlet can help serve this community. With respect with jobs, we had a meeting this afternoon with the Hamlet council and they mentioned the same point you did. And we'll be asking our Director of Human Resources to come here before November to discuss ways to improve and explain the jobs at site. And we'll incorporate that into the environmental impact statement.

Reference 2 - 17.79% Coverage

Q2 – Somebody is going to be blaming the hunters that the caribou are going somewhere else. Ever since the mine started, this area used to have a lot of caribou, and when the planes started flying around the caribou are dispersing. And today we are experiencing that the caribou are very far away now. And the blame is going to be on the hunters, and the blame won't be pointing at you, the Company. It's not good when the blame is being directed to the hunters, and it happened recently that the blame was on the hunters, that the polar bear numbers are going down. Maybe someday someone will say the caribou numbers are going down and the blame will be on the hunters. I have gone back and forth between Clyde River and Igloolik, and I have experienced that when I was being employed at Mary River, when the dog team races started in 1999, we experienced that the caribou were abundant, and today the caribou are hard to find. You were saying that you were going to work with Inuit. If you were at the start working with Inuit hunters…. for example in the 1960s and 1970s, when the Nanisivik Mine was opening up, we heard concerns just as today, and the way the operation was going was not as we intended. And the people who were working up here from down south have gone home, and the help was not in place. I heard what you have said before. I heard that the ship had sunk in the waters of the Atlantic. I worked at Nanisivik for 7 years. Those concerns were not at all being used. When Nanisivik was going on, the residents of Arctic Bay were told they could use the ship, and she was never used to benefit the community. And I feel that the same thing will happen with this project. And I know you have a plan for what will happen in the future. Companies come around to ask what we want, and we give our concerns to the companies, and when those concerns are written down and will not be followed, we don't write anything down on a piece of paper, and we only have our brains and thinking. And we have in place that we can work together, but white people don't listen to Inuit and their concerns. And that's how they are. I have worked with scientists for a long time now. Even though they know the answer is wrong, they would work on that wrong answer, because they want to make profit. Sorry it is like that and we have to agree with each other. I have lived in this area ever since I was a child, and I know the area like the back of my hand. And when the scientists are telling stories of our land, they tend not to give the full answer. You were saying that you are in a hurry and have to go very soon. And now that you will be missing out on the better question and answer session. And maybe that's why you made this short – so you won't be face to face in answering more questions. It has been happening lately when anyone wants to do something and they are in a hurry. And I'm glad that we are face to face and talking about our concerns, and in the future, are those concerns going to be addressed? We go to Igloolik are and the route to Igloolik will be closed. Like for example in Nanisivik the people would have a place to stay and it was not so. Is it going to be like that when the route is plugged? And you will be monitoring the wildlife, and the murres are the most sensitive birds. And on the route to Mary River, there are colonies of Murres at Qikiqtarjuak and near Iqaluit also. And the blame will be on the Inuit, because it happened before and it will happen again. The way this happens is we can't generate any money ourselves. We have to work closely together now. If we agree with each other and the future it will be good. And the next generation will be here and working on this and you guys won't be around then, and we want our next generation to have a good way of life. I have gone down south and seen a lot of dirty places. I have seen animal carcasses on the ground. And I don't want to see in this area where animals are being killed by the train. I have seen a lot of caribou that were killed by trucks and cars. Thank you.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [2.47% Coverage]

Reference 1 - 2.47% Coverage

After 21 years, what happens to the infrastructure?

Mike Z. and Greg - Deposit No. 1 is only one of many high quality deposits. We are confident that there will be many more years of mine life. We also have reclaimation plans that are part of the EIS. There is also a bonding put up to ensure that there is money put aside for reclaimation.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet - April 21, 2010> - § 3 references coded [11.07% Coverage]

Reference 1 - 4.28% Coverage

Joseph – Will you be using a crusher at the mine?

Bill - Yes. We will strip the overburden at the deposit, then blast and crush the ore.

Joseph – Will you use any reagents?

Bill – No, the operation involves only crushing and shipping the ore. We don't need to concentrate this ore because it is so rich. The only chemicals are for the sewage treatment plant.

Reference 2 - 3.79% Coverage

Paul – You said you're working on a joint venture – if it goes, will there be more activity on site? More drilling?

Bill – It depends, they may do more drilling to confirm for themselves what we've already shown but that's unlikely. Sometimes a new company could review the project and do or re-do new engineering though.

Reference 3 - 3.01% Coverage

Brian – We are trying to establish cell phone service here in Igloolik. What kind of phone service will you have at the site? I am wondering if there is an opportunity to share resources when Baffinland sets a bigger system up?

Bill – I'll write that down.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 1 reference coded [2.64% Coverage]

Reference 1 - 2.64% Coverage

Q16 – I am not in disagreement – I had an understanding that were talking about routes. He believes the westerly route is better – the other route has a lot of ice. I was in Mary River today and it was very clean; no garbage; and the wildlife was not disturbed. What about in the future, will people in the future replacing you always be as concerned about the environment?

Mr. Chubb – Thanks, I am glad you had a chance to see the site and are pleased. The framework for environmental protection is set up and will set the stage for the future. We recognize we are working on Inuit Owned Land and plan to work closely with the QIA.

<Documents\Public Consultation\Kimmirut\Kimmirut Public - April 26, 2010> - § 2 references coded [13.20% Coverage]

Reference 1 - 10.10% Coverage

Q5 – …Especially Steensby Inlet [Didn't record the full statement]. How do the people of Hall Beach and Igloolik feel about this? How are you going to aid the hunters in regard to the housing? When the mine is closed, what will you do with the infrastructure? Thank you.

Matthew – The first question is about how Igloolik and Hall Beach feel about the shipping. Second is what happens to infrastructure at closure. Unfortunately we didn't complete our meetings in Igloolik and Hall Beach in this tour, because of community requests due to deaths in the communities. We will be making a trip back there in the coming months. In general, there are still concerns regarding the proposed activities, and questions that we need to answer for Igloolik and Hall Beach. So we continue to talk to them and provide information. Generally though there is still support for the project, but still concerns. With respect to what happens to infrastructure when we close the mine, most things will be removed from the site and either landfilled or taken offsite. If there is a community request for infrastructure to remain, then that can be done as part of the closure. A good example of that is some cabins from the 1960s operation are utilized by the HTO in Pond Inlet, and those are still in place today.

Reference 2 - 3.10% Coverage

Q5 – After closure is done, where will they move the infrastructure to?

Matthew – Infrastructure will either be moved offsite or landfilled. Only approved items will be placed into the landfill; no liquids or hazardous materials. There would be basically no buildings standing. Some of the rock piles would remain, and potentially some of the small foundations would remain from operations.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 2 references coded [3.05% Coverage]

Reference 1 - 1.72% Coverage

Q – What are the plans for the 2010 program if the 2009 program is so small ?
A – If we do not get a Strategic Partner(s) or find alternate sources of Financial funding, we would begin the reclamation process or attempt to have the project standby for an additional year and reevaluate. This would involve closing down the three Sites. We have put aside the monies to close each Site up, if we have to have to.

Reference 2 - 1.33% Coverage

Q – When will we know if the Project will go beyond 2010 ?
A – We will do our best this year to give you updates, each month. Please direct your concerns/questions to Jamie and he will get you a response. We will ensure that Pond Inlet knows what is going on with the Company as soon as we have more information.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 1 reference coded [4.39% Coverage]

Reference 1 - 4.39% Coverage

David Q – The geology you will be working on, and looking for outcrops, are these going to be approved by the QIA before the geology program starts?

Matthew – The work was included in the work plan submitted to the QIA at the beginning of the year.

Stephen – There are two answers. The work plan was submitted to the QIA on March 31, and we are still reviewing it. And the second part is there is a new application for new lands, about 20 km from Deposit No. 1, that is also under Inuit Owned Land (IOL), and that application is also being reviewed right now. The CLARC will see this. That is for some of the work they are proposing this summer.

David Q – If they find diamonds, they are not going to say anything?

Matthew – If we find diamonds, we have to say something.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Open House Aug 18 2010> - § 1 reference coded [16.66% Coverage]

Reference 1 - 16.66% Coverage

Q3 – Is there a chance that the trucking option could go on indefinitely?
A – That would not be the plan at this time. The Mary River project is a very large project and it makes the most economic sense for there to be large volumes transported each year, which would require the rail and larger ship transportation

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 1 reference coded [1.06% Coverage]

Reference 1 - 1.06% Coverage

Q3 – Regarding caribou – when they are mining, would they be willing to stop for a month or so when they are birthing?

Richard – The caribou protection measures that are contained within the North Baffin Regional Land Use Plan require activities to stop between the period of May 15 to July 15 if caribou move into the area. Baffinland and other industrial land users are required to follow these measures.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 1 reference coded [2.24% Coverage]

Reference 1 - 2.24% Coverage

Mr. Paneak – I am getting more questions as I listen. I want a clarification. 700 tonnes of ore has already been sent to Germany as a sample. Before you considered hydro dam and it is in not in the project. We will still have the concern about the same. It is a concern. Also, we are not concerned about ourselves but about our children and future. When I am home alone I think about my children and don't want my children to blame me for getting away. I know you want to get this done right away, but we live here and will continue to. The iron is not going anywhere. We live here and you are only here to make money from the rock. It is IOL you are

working on, and it could mean if I was down south and I am working in Ontario and you hire someone from Quebec, and they say don't hire out of the province. I want to know if you sent that 700 t to Germany as a core sample. Can you confirm that you did that?

Mr. Cooper – I am not sure I understand the question, but I can confirm we sent the rock to the lab in Germany, and it went to that lab because it is the best recognized lab for that test in Europe.

Mr. Chubb – Perhaps a comment on hydro. We are still in an early stage on hydro, it's not part of t…..[didn't catch] So hydro would be a separate project and like we are doing here, we could involve people very closely on that process.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 3 references coded [0.49% Coverage]

Reference 1 - 0.08% Coverage

Nigel – After investing all this money, the capital is already there. Where will the extra money go?

Bill – [Describes capital and sustained capital costs].

Reference 2 - 0.36% Coverage

Question: Louis/Igloolik – This is a small operation currently. In the future would the license include the railway or the drilling? Will the iron ore be washed or rinsed? Would a proper license be required when operations become bigger?

Jim – The license is for the current operations only. Once the EIS is submitted and we have approval for the Project, a project certificate will be issued and a Type A license will be applied for. This will allow for a lot more water to be used and will be more comprehensive. This will be a separate process that follows the EIS. Our current license is for activities related to drilling, reclamation, site clean up, scientific and engineering studies, ongoing maintenance and minor upgrades.

Reference 3 - 0.06% Coverage

Question: Koonoo/Arctic Bay – If iron ore prices drop, would we stop moving forward?

MTP: [Unrecorded comment].

GENERAL COMMENTS & CONCERNS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 7 references coded [19.73% Coverage]

Reference 1 - 4.66% Coverage

Guy with white hat – If I get a job with Baffinland will there be a subsidy to help ship snowmobiles or other subsidies. I used to work with Nanasivik and they had these sorts of subsidies.

Greg – These sorts of subsidies would be in discussion with QIA. This is a new question and we will need to look into this.

Levi (QIA) – The ships picking up and delivering iron ore will not be stopping off in Canadian cities so I'm not sure that we could help with delivery. But I'm not sure about flights or other transport.

Reference 2 - 1.86% Coverage

Mayor of Arctic Bay – If the Minister approves this Project then when will construction start?

Greg – Our best estimate is that construction will start in early 2013 if we get approval by the end of 2012.

Reference 3 - 3.39% Coverage

Are you going to bring any supplies or equipment this summer?

Greg – We are just finalizing our work plan. Likely within 2 months this plan will be well underway and we will be able to better answer this question. However, this summer we will be using our exploration team so we will likely need some additional employees. We will have about 100 employees at site this summer.

Reference 4 - 5.90% Coverage

Simeonie Olayuk (Elder who apprenticed at Nanasivik) – I'm anxious to see this project go forward since it is more environmentally friendly than Nanasivik. Also, the Narwhals will not be affected since the ship will take a direct route and not zig zag. Also the rail will help prevent dust from roads. Nanasivik had tailings which caused contamination and we still have animals that show affects. If we have to compare both Projects, Mary River is more positive. Many people will learn lots of skills from the Project. I am anxious to see this project get started.

Greg – The speaker is correct. The process is very simple. There is no chemical processing.

Reference 5 - 1.45% Coverage

We support your project but we want you to know what we have lost. Make sure that my comments are included for the new owner so that my concerns are not forgotten.

Reference 6 - 0.68% Coverage

(New Person) – who issues the project certificate?

Greg – INAC minister

Reference 7 - 1.80% Coverage

What happens if oil hits $150/barrel

Ron – this project is more energy efficient than most iron ore projects, so an increase in fuel costs will not be good but this project will be more competitive.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 12 references coded [18.61% Coverage]

Reference 1 - 1.63% Coverage

Tommy Kilabuk – We've recently heard there will be ownership changes in Baffinland.

GM – [Discusses the two bids for Baffinland currently in place].

Tommy Kilabuk – Would the agreements we are negotiating still stand with the new owners?

GM – Any existing agreements would carry on in a new ownership situation. The second bidder, ArcelorMittal, has indicated they would like to continue on with the work that Baffinland has done because we have done a good job already.

Reference 2 - 1.09% Coverage

Tommy Tatatuapik – Will Baffinland operate the mine or will it be some other company, under contract?

GM – The mine would be owned and operated by Baffinland. However, I mentioned earlier there have been bids for Baffinland; if one of these bids were successful there would be a new owner. It would be owner-operated.

Reference 3 - 2.63% Coverage

Tommy – Which is more important – people's lives or finances?

GM – There is no question. People's lives are more important.

Tommy Tatatuapik – We would want part of the money that is acquired through the mining operation, as we are inhabitants of this land. As long as QIA is getting royalties, then I would agree with that.

GM – Projects like this provide opportunity. Nunavut and Baffin Island is in dire need of those opportunities. The Mary River Project will provide employment and training, especially for youth. We visited the school today and met with students there to discuss opportunities. They were very interested in the opportunities available. We will also be negotiating an IIBA with the QIA to ensure benefits are delivered to the communities.

Reference 4 - 1.56% Coverage

Sakiasee Qaunaq – In 2008 and 2009 I was involved in the IQ committee. If you sell the company and you are replaced by another owner, would we lose the committee and studies we have completed?

GM – We're at the stage in the Project where we have compiled the necessary information and are submitting the EIS to the NIRB. The environmental studies done previously won't be lost. It will always be valuable information for whoever is running the Project.

Reference 5 - 2.01% Coverage

Sakiasee Qaunaq – The ore will be stockpiled near the port. If snow builds up on the stockpile you will have snowdrifts that will freeze the stockpile. You will then have problems accessing the stockpile. At Nanisivik they had difficult times dealing with this. Our winter is very harsh. How would you deal with the frozen stockpile of iron ore?

MZ – We're going to be crushing very coarsely at Mary River. The material at Nanisivik was very fine, almost like a powder. We don't see any problems with the stockpile freezing. We did not see any stockpiles freezing during our trials.

Reference 6 - 1.55% Coverage

Moses Oyukuluk – Even though we don't have caribou in the Mary River area, we know they will come back in the future. I was asking about stopping the train in order avoid hitting a herd of caribou. Can we become shareholders in the company? What is the process of becoming a shareholder?

MZ – [Discussed current takeover bids]. You can buy shares in our company. However, I wouldn't buy at the current price of 1.15 and sell to ArcelorMittal at 1.10.

Reference 7 - 1.61% Coverage

Niore Ikalukjuq – Inuit are always concerned about the wildlife. Hunters go anywhere to find animals. There is a high cost of transportation here. We travel by ski doo because of the high cost of airfare. If there was an accident, would you provide compensation to the hunter if he was injured?

MZ – For our employees, we will have insurance cover this. Hunters should not be going near the infrastructure. If a hunter was injured, our insurance would not cover it.

Reference 8 - 1.42% Coverage

Niore Ikalukjuq – We have to go a long ways to travel, sometimes to Clyde River. Would you have a safe way of traveling through the site?

MZ – Yes. Anyone traveling through the site will have a safe way to pass through. They can also stop in for a meal, fill up there snow machines with gas, camp and get a bunk there. The ski doo trails through site will be very well marked. The site will not be a barricade.

Reference 9 - 1.09% Coverage

Niore Ikalukjuq – You seem to be in a hurry to end the meeting. I think QIA should have gone before Baffinland. How did you come up with the 23 billion dollar figure?

MZ – Based on 2008 price levels of lump and fine ore. That would generate 38 billion in revenue. Less operating costs. We would also pay royalties.

Reference 10 - 1.85% Coverage

Moses Koonoo – If the Project goes ahead, we will want one person from the community as a CLO. We need better communication. Even today, I went to the wrong airport to pick you up because there wasn't clear communication. That's one area that needs improving. You will use fine gravel on the rail embankment. In Kivaliq there is a mine where they have studied this. This studied showed there was no effect on the caribou. They have a different species of caribou there though. The biologist also only studied a very small herd of caribou.

Reference 11 - 0.85% Coverage

Leah Oqallak – There will be no families at the mine site? Why is that?

LB – The Government of Nunavut has decided that there will be no new communities in Nunavut.

Leah Oqallak – It will be two weeks in / two weeks out?

MZ – Yes, on average.

Reference 12 - 1.30% Coverage

Koonoo Oyukuluk – When I was a child we used to go to the Mary River area to go caribou hunting. Mary River used to have caribou and they didn't come here to Arctic Bay, so we used to go there. If the caribou come back to the area, if we go hunting by skidoo, can you provide gas to the hunters to harvest the caribou?

MZ – Yes, we would provide gas and a meal at the mine site.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 2 references coded [2.33% Coverage]

Reference 1 - 0.72% Coverage

Q17 (earlier man) – These concerns we heard tonight, and there are a number of them, what are you doing with these concerns? Is there a way that you are looking at each concern? What are you doing with them?

Mr. Chubb - Everything we are listening to we are recording the concerns brought forward. All of these concerns will be considered in the plans we put forward.

Reference 2 - 1.61% Coverage

Q17 – At least if some proof our concerns are considered or included in the plans. But through these meetings, we can see the usefulness of these meetings if you considered our concerns. Are we meeting all night?

I want to put in a news article someplace, we had Nanisivik here in Arctic Bay as a mining town, and I want to put somewhere in the media that when we moved to Arctic Bay, elders said they were afraid of her grandchildren that she wants her grandchildren to survive in the future. We understand fully what she's saying. I want the media to know that those Arctic Bay people's concerns are different from the other communities because people are starting to get out when they heard…the last comment, that Arctic Bay people's concerns are unique that Arctic Bay residents are not happy about that experience they had before.

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 1 reference coded [0.79% Coverage]

Reference 1 - 0.79% Coverage

Q7 – Throughout the year we hunt. We go boating year-round. The waters are used here by animals all year round.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - December 4, 2010> - § 2 references coded [9.73% Coverage]

Reference 1 - 2.38% Coverage

Q – I just wanted to say that we went on the radio today to let everyone know that Baffinland was hosting the meeting. I have heard some bad things about Nanisivik from someone from Arctic Bay. We should plan this mine so we don't have the same things happen.

Reference 2 - 7.35% Coverage

Q – We heard on the radio that Baffinland may be sold to some other company. If they were to be bought, I am concerned. I hope the concerns raised in the community consultations won't just be thrown away if Baffinland is bought by another company.

GM – You're correct, there have been two bids by companies to purchase Baffinland. If these companies were successful they would own Baffinland. We've had significant discussions with one of those bidders and they have indicated they don't want to change what Baffinland has done. They also don't want to change many of the people involved in the Project. Because there are a lot of people who want to purchase Mary River it indicates there is a lot of interest in the Project. This is a positive thing. It will help ensure this project gets built.

<Documents\Public Consultation\Clyde River\April 2009 Working Group Minutes - Clyde River> - § 1 reference coded [3.79% Coverage]

Reference 1 - 3.79% Coverage

Joannasie – I was up at Mary River in July. It is a very beautiful landscape there. I wish I could have seen the drilling though. I was amazed at all the materials that were there. They didn't look like they were from north.

Jason – Yes, there are materials from all around the world at Mary River.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 6 references coded [25.48% Coverage]

Reference 1 - 2.58% Coverage

Joesie – I think you are going the wrong way. I think you are more worried about those [unrecorded comments] things than the animals.

GM – Thank you for your comments. A great deal of our work is focused on the animals and environment. There are a number of studies included in our EIS. We will also conduct monitoring. The results of this monitoring will help indicate if we need to make adjustments in our operations.

Reference 2 - 7.42% Coverage

Q – In Pond Inlet and Clyde River, we will keep hunting animals into the future and eating them. Mary River is an important area for caribou. Are the Inuit working there able to hunt caribou when they are working?

MZ – Safety rules state that no one can hunt within 1 km of any project infrastructure; the same as no one can hunt within 1 km of any community. Everyone will be working 12 hour shifts and we need to make sure they get 8 hours rest. We haven't restricted anyone from hunting in the IIBA, but from a practical point of view they probably won't be hunting in between shifts. There won't be any restrictions on hunting outside of the 1 km radius. Anyone who comes by the site to hunt will be provided with meals and fuel. Accommodation can be provided in an emergency.

Q – Your answer is very good; this is what we have been looking for. When Inuit are not allowed to hunt on their own land, it is not right. Inuit have fast skidoos; people will still go hunting down there. I want to thank you for visiting the communities and announcing your intentions and plans for us to hear.

NQ – Does the 1km hunting exclusion zone apply to Milne Inlet, Steensby Inlet, the rail road and tote road?

MZ – Yes.

Reference 3 - 2.58% Coverage

Jayko – The ship will make a crack in the ice in the winter. As a hunter, I might not see that crack and loose my ski doo and equipment. If this were to happen, would I be compensated?

GM – We will be devising a way to notify community members of ship traffic. Of primary importance is people's safety. The ski doo would be our secondary concern. That is why we would like people to take the detour at the Steensby Port.

Reference 4 - 5.04% Coverage

James – We will have to take a long detour. We normally cross much farther south than the port site [crossing would normally occur near Nuvuit point]. It would be an extra day of travel. 5 or 6 people may travel that route every year.

Looseosie – In some years when there is a dog team race there could be many more people travelling that route. Close to 100 people would use that area sometimes.

MA – I would like them to talk more about the possible detour routes at Steensby Inlet.

GM – [Shows Steensby Inlet port slide and describes detour route]. Do you think it would be helpful if the Clyde Rive HTO knew when the ships were travelling, or if hunters who were travelling checked in with the HTO before they left?

Joesie – I think the best thing would be to let the Hamlet know of when the ships will be travelling.

Reference 5 - 4.06% Coverage

Q – It was mentioned there would be landfills and garbage. They would probably put the old oil barrels in the garbage. Last year at Cape Christian they left old barrels with oil in them. Will you consider the unemployed people? Will they be able to benefit from the mine?

GM – We certainly wouldn't dispose of any old barrels in the landfill. If we had any empty barrels they would be sent back south. In terms of employment, we will be looking for people who can fill the job requirements at Mary River. We will be conducting training programs and on-the-job training. We want people who can fill the job requirements and who want to come and work at Mary River.

Reference 6 - 3.81% Coverage

Q – We look for things that can make us better. One of the reasons people don't want to work is because the rent goes up when you start working. Rent is raised by the housing association. Have you thought about helping your employees get a mortgage and buy a house? If you earn $1000 salary, you only get like $100.

MZ – I've had a number of discussions with the government about this. I think that system has failed and needs to be changed. We can look at housing assistance programs for our employees. It's not something that is easy because we can't come in and build the houses. The government would need to build them.

<Documents\Public Consultation\Hall Beach\April 2009 Working Group Minutes - Hall Beach> - § 1 reference coded [3.08% Coverage]

Reference 1 - 3.08% Coverage

Eunice – Are most people in Hall Beach against the Project? I have heard on the radio that people are against it.

Jason – Yes, some people are against it and some people are for it.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 1 reference coded [1.71% Coverage]

Reference 1 - 1.71% Coverage

Mr. Palluq – Since I am a VIP (Very Inuk Person), I want to point out clearly that I am unilingual Inuk, and one thing I want to point out and very clearly ask – what is the most important thing to you personally and professionally – the animals, Inuit, or the money?

Mr. Chubb – All of those things are important, and what we need for the project to work is to fine a balance with all of that, and we think we put forth that balance in the proposed project.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 10 references coded [22.23% Coverage]

Reference 1 - 1.49% Coverage

Clyde River is far from Milne Inlet. Why are they considered an affected community?

Greg - NIRB reviews communities and determines who should be included. NIRB decided that Clyde River should be included.

Reference 2 - 2.49% Coverage

Regarding Cape Dorset and Kimmirut. Why are they not included in the Socio Economic Assessment.

Greg - They are included as an affected community due to their proximity to the shipping lane. However, as far as a point of hire for workers at the Mary River Project, communities such as Arctic Bay are much closer. This was also a NIRB decision.

Reference 3 - 6.66% Coverage

Elder woman - Regarding Mary River Project….it is ideal and should be a role model for projects in the future. Many of us have not had formal education but we are adults. I think elders should get some benefits if we cannot work at the mine.

Greg - IIBA is being worked on with QIA so that it can provide compensation to QIA and that compensation gets distributed to community. Any direct benefits to elders would need to be discussed with QIA.

Elder woman - Thank you for your response but money is our subsistence today. We need to consider the future and ensure young people can value the land. There will be good and bad impacts from the project. We need to determine statistics that may bring more crime and substance abuse.

Greg - It will be important to work with the community to try and prevent as many negative aspects as possible. We need to work with the communities to ensure the most benefits possible.

Reference 4 - 2.94% Coverage

(New person). When we went caribou hunting my son got sick. We are thankful of a helicopter from the mining project that helped my son. In the winter if we are starving can we go to the mine site for food?

Greg - That is a difficult situation. If a family has food problems then the QIA may need to get notified and perhaps together we can work together and see how we can address that issue. Case by case.

Reference 5 - 1.12% Coverage

Elder man in front row - Have you considered the wind for the port.

Mike Z. - We have studied the winds and the number of windy days per year is minimal.

Reference 6 - 2.04% Coverage

Matthew (QIA). These are plans and they have consulted their consultants but not the people. Who did you consult?

Mike Z. - We used CanaRail for the rail line and Fednav and Sandwell…for the Port location. Steensby Port and Milne Port were determined to be the only viable ports.

Reference 7 - 2.47% Coverage

After 21 years, what happens to the infrastructure?

Mike Z. and Greg - Deposit No. 1 is only one of many high quality deposits. We are confident that there will be many more years of mine life. We also have reclaimation plans that are part of the EIS. There is also a bonding put up to ensure that there is money put aside for reclaimation.

Reference 8 - 1.41% Coverage

Elder woman - I was excited to attend the meeting as a community elder. I am wondering if there is an accident, would we be held responsible.

Greg - No, the responsibility lies with the company.

Reference 9 - 0.36% Coverage

When was Mary River discovered?

Mike Z. - 1962.

Reference 10 - 1.24% Coverage

David – Elder - The first caribou I saw was in Mary River because I was born there. My brother asked me to get two rocks and he told me they were iron ore, so we knew then.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting May 17 2011> - § 6 references coded [25.62% Coverage]

Reference 1 - 3.72% Coverage

Louis – We should develop objectives on how we can work together. When someone does not understand a proposal one is naturally against it. Once we understand it is easier to accept. I also worry about my children and grandchildren.

Matthew – now we are in the EIS there is more opportunity to share more and more information. We are working actively with QIA to get more and better information to all communities

Reference 2 - 3.92% Coverage

Levin – question 2: I would like to express my thanks for the potential of jobs up here. It gives us hope for the future. I am concerned with changes related to climate change impacts and judgments need to be made with the right technical experts. We Inuit also should be and are experts on ice and our priority is with the health of wildlife. We should be consulted on the ice changes and what it might mean. I just want you to know that.

Reference 3 - 5.54% Coverage

Question ?: asked Bevin about the experiences in Newfoundland. What are your experiences with the reactions of marine mammals to shipping in ice off Newfoundland

Bevin – we did studies on ice and on ring seals. Not a lot of experience with whales or walrus as they are not common in that area. We completed surveys each year. We have had a series of mild winters and that seems to have had some effects but the shipping itself did not seem to have an effect on the seals. In Labrador the ships track is not close to where people mostly hunt. We also observed that birds do not seem to be affected at all by the ship.

Reference 4 - 2.13% Coverage

Comment/question – even when there are protocols people do not always follow them. Could still be big issues of safety if people do not follow the safety procedures?

Matthew– talked about participation of BIM in response to emergencies.

Reference 5 - 8.02% Coverage

Joe: Will you come here to spend your money? How can BIM use its infrastructure to help communities move things (like food) from one place to another? Or moving hunters from one place to another?

Why does the mine really have to work 12 months a year? Have you looked at other options?

Matthew – constant supply of ore needed in the European markets. And there is not way to store it in Europe.

There are opportunities for communities to develop business to supply the needs of the mine or activities related to the mine. Communities can start thinking about the kinds of businesses they may want to develop.

The issue of using some of the Baffinland infrastructure for moving supplies like country food has been discussed and seems that it is something that could be worked out. We haven't considered yet the possibility of moving hunters but we could think more about what is possible.

Reference 6 - 2.29% Coverage

Question: Do you have any plans if something really goes wrong?

Matthew – have emergency response plans for any incident related to spills or rail. All these plans need to be developed in greater detail but there are already high level plans in the DEIS.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 2 references coded [3.61% Coverage]

Reference 1 - 2.38% Coverage

Councilor Uttak – Thank you for your answer. Another question. Let's say in Mary River deposit we hear it is a good deposit. We are Canadians. French and Germany and overseas – does the world know there is a good quality iron deposit at Mary River?

Mr. Chubb – The deposit is very good and we should be proud of it. We have been working with potential customers and the product is valued in the market place. The bulk sample is going to customers this summer, and we've set up letters of intent with customers who would like iron ore. So yet, the project is becoming better known all the time as we move to development.

Reference 2 - 1.23% Coverage

Councilor Uttak – I am hungry. I have to apologize I was really upset at Baffinland last year. In other communities, there were lost hunters. Human lives are very precious and we asked last year to help with search and rescue and there was reluctance. We were able to get a plane from Nunavik. I've calmed down now.

<Documents\Public Consultation\Igloolik\Igloolik HTO Meeting May 17 2011> - § 4 references coded [14.76% Coverage]

Reference 1 - 6.31% Coverage

Q: We should negotiate some safety mechanisms. As well, hunters can get stranded as one can't rely on skidoos all the time. What if a hunter gets stranded?

R: Safety is our top priority and we want to work with you on safety related issues. There are opportunities for communities to provide some of the needed safety services as well. There are many options and we are committed to working with communities to find the best actions to take.

Reference 2 - 2.62% Coverage

Comment: we do want to see promises on paper and let's start the process as soon as possible.

R: Action: set up an appropriate community-Baffinland WG to address these safety concerns

Reference 3 - 3.50% Coverage

Comment: we are proposing to build a cabin to help support our ranger patrols. We are interested in how Baffinland could help in the event of an emergency.

R: Baffinland would be prepared to assist in any emergency registered with the government

Reference 4 - 2.33% Coverage

Comment: we suggest that we look at past plans for ranger activity and the current plans and see how routes similar to those would interact with project activities.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 1 reference coded [5.95% Coverage]

Reference 1 - 5.95% Coverage

Louis Uttak – What about my descendants? How will the marine mammals be impacted? Fish? Others? What will happen to them in the future? Will my descendants be compensated? I am no longer a young man. I want money. We have two goals. Eating country food and making money. These two things are essential. For my grandchildren in the future I would like to know if you will degrade the marine environment.

GM – We had a very interesting meeting at the high school today and met with kids in grades 10, 11 and 12. It was very encouraging for me to see how interested those kids were about the Project and the many different types of jobs that were available. We tried to leave the message that there were a lot of important opportunities available. Mary River will provide good jobs, skills development, and the ability to come home for 2 weeks after working. That's the real important group we're all thinking about here – that future generation. In terms of effects on animals, the NIRB process requires us to look at potential impacts the Project might have on marine mammals. There are rules in place that tell us we need to do that. There was also a comment made on compensation. Baffinland is working on an IIBA with the QIA. This agreement will be important for all the affected communities. The responsibility for handling compensation will be with the QIA, but it will exist. Thank you.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 2 references coded [0.82% Coverage]

Reference 1 - 0.25% Coverage

Q12 – Baffinland – alright. Mining starts 2014. I don't agree with this – it is a proposal and I don't agree with it. I still have a chance to not let this go through.

Reference 2 - 0.57% Coverage

Q15 – the Steensby Inlet was occupied by my cousins – my own relatives lived in that area, and you didn't ask them if you could occupy that land. Their parents are gone now, but the children who grew up there are homesick for that area they don't want the land to be damaged, but you are so strong headed that you want to push on and damage the land. You need to understand that.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 2 references coded [2.34% Coverage]

Reference 1 - 0.93% Coverage

Q13 – The dogs of our fathers were taken by the while people; our elders were taken by the white people. If you build this project we will lose our land. Why don't we agree to say a complete "no" to this project? [applause]

Reference 2 - 1.41% Coverage

Q26 – this is the second time he has heard a number, but the first time Baffinland came they stated the ore was 97% pure iron, and we believed that and told everyone. Now you say 66%.

Mr. Cooper – both numbers are correct. The ore is 66% iron but pure iron ore can be a maximum of 69% iron, so it is 97% pure of what it can be in nature.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - Sept 27, 2007> - § 1 reference coded [7.85% Coverage]

Reference 1 - 7.85% Coverage

Councillor: There are Elders who may not be open to the idea of mining but most are not against it.

Rod: We involve many Elders in our IQ groups based at many of the effected communities.

Derek: We have been able to bring three of our IQ groups to the Mary's River site in the past week.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 1 reference coded [3.25% Coverage]

Reference 1 - 3.25% Coverage

Q – I recall you saying the North Baffin communities would be more affected than South Baffin communities. Your company name is 'Baffinland', which implies all of Baffin Island.

GM – The name of the company is just a name. The NIRB has included Cape Dorset and Kimmirut as affected communities. Obviously those two South Baffin communities are important to us.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 3 references coded [8.41% Coverage]

Reference 1 - 4.02% Coverage

Caleb Sanguya: Ever since he was a kid, people have been hunting in the Mary River area; it is their "back yard". Right now our backyard is being looked at and we will be using the area in the future. He doesn't know the people who are at Mary River right now. If we cannot be involved then the project should not go ahead. He'll block the airstrip at Mary River.

Peter [Co-op Chairman]: We met this morning and this afternoon and I think we can all voice our concerns, and I'm just here to listen. I know other businesses are discussing as well. We could meet later and see if we are hearing the same thing because we have been getting mixed information

Reference 2 - 1.42% Coverage

Jayko Alooloo: All the good aspects are mentioned in the letter; we need to receive both information. We are seeing just the bad stuff. From the beginning, it should have been included to be open, and then we would not be here today.

Reference 3 - 2.97% Coverage

Jayko: Last time when you were here, we talked about $1.9 million for employment paid. Since we moved to QC how much more have you spent?

Mike: $1.4 million, $1.9 million, $2.5 million

Jayko: You have QC 22% more - no wonder Co-op lost money

Mike: Co-op charged 25% administration fee.

Jayko: I don't want to talk details, just numbers. QC has been saying for three years they will be working on this project. There will be a lot of contracts coming. Didn't get the rest.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 2 references coded [3.69% Coverage]

Reference 1 - 2.95% Coverage

Q – When we went to Site last summer for the Hamlet Tour, we could not get up the Mountain nor could we go to Milne Inlet. Are you hiding things from us ? There was a spill at Milne Inlet.

A – We have nothing to hide from our visitors. I am not sure what activities were taking place the day you visited the Site . The road up the mountain was shut down for construction purposes, due to washouts. We will try to arrange another flight so you can see all the activities.
Yes we had a release of fuel in a containment area. We have learned from this mistake and aim to abide by all the Environmental rules and regulations.
It was unfortunate that the perception was created that we were hiding something.

Reference 2 - 0.74% Coverage

Q – Why is the project not called by the Inuit name for the mountain, Nulluqaq?

A – I don't know , except to say that the river at the base of the mountain is called Mary River.

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 1 reference coded [6.13% Coverage]

Reference 1 - 6.13% Coverage

Elisapee Ootoova (Pisiksik Working Group) identified herself as a member of the Pisiksik Working Group. She indicated that using IQ is good, but since the elders can't speak English they can't understand, and that instead of Pisiksik's pending trip to the mine site, it would be better to send younger people who understand English. ***

*** possible misinterpretation

[Ena Mucktar, Pisiksik Youth Representative noted following the meeting, and it was confirmed with Elisapee herself on October 11, 2006 that the above statement was not translated correctly, and what she actually said [rougly paraphrasing] is "I am a member of Pisiksik, and I have just joined this group. I am happy that we are going to Mary River, but why are we going? I understand that we need to see it, but are you [Baffinland] try to bribe us with this trip? Why aren't you also taking other groups, like the youth?]

Rod Cooper responded that all are welcome to visit the site.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Community Meeting - Mach 1, 2011> - § 11 references coded [51.70% Coverage]

Reference 1 - 5.99% Coverage

Elder woman in front – my late husband passed away last month and he was on the board of Baffinland in the past. I hear BIM has a new owner and that is why I came to this meeting. I have always enjoyed caribou meat and I have always gone caribou hunting near the Mary River area. We will be restricted in enjoying our past times. We want to ensure that young people are employed at the Project but that we also can enjoy caribou and seals. The elders care about the youth that are unemployed, we try to provide for them. The elders are dying out. We are grateful for the Mary River project so that we can benefit into the future. Please keep to your word in the future and please employ the young people especially in the future. We are happy that there will be no alcohol and drugs. Thank you.

Greg – Thank you for your comments.

Shelly Elverum – Shelly is backing elder woman in her above comments. She encourages the new owners to put the time and effort back into the communities.

Reference 2 - 4.37% Coverage

Man in front right row – For the sake of our young people I'm glad at the potential job opportunities and want you to feel welcome. We will need to work together and as a community. We need to preserve traditional language and culture. This will lift spirits and give us courage to move forward. This can be achieved through planning. If this program is set up it will give hunters the skills they need to add benefits to our community and our culture. Small engine repair will also be a good course. All courses will benefit people now through improved skills and people into the future by enabling people to provide for their families. A survival school, teaching past and present skills could become a reality. Thank you.

Reference 3 - 5.32% Coverage

Sam (Chair of Hunters and Trappers) – I'm happy you are here to explain your project and I want to continue a good working relationship. I will send you a letter. We need to protect our environment. Secondly, it appears that hunters are getting in the way of the project. In no way do we want to get in the way of the project. We understand that some agreements are being worked out so that hunters are not disturbed. People I know have been employed at Mary River. We rely on Mary River for caribou. I would like to have a private meeting with you since we have certain mandates that affect things that we are concerned about. We need to look at everything that we care about. There are certain fishing areas that will be impacted. We may have additional comments for you. Thank you.

Greg – thank you for those comments and we will continue to speak to exchange information.

Reference 4 - 6.23% Coverage

Caleb Sangoya – I was raised in this area and I have seen strategic plans of the Project since the beginning. Our people have always accessed these areas for fish and caribou and we want these fish to be protected. The residents are native to the area and we might be affected, so these are obstacles for the Project. We live here and should be given priority. People working on the project may get paid to create a bucket of oar, but how will the rest of the people benefit? We no longer see caribou since the Mary River project. We don't see tracks anymore.

Greg – Thanks for your comments. We appreciate them. We agree with the importance of community input. The Land Claim Agreement has created a public process which includes the development of the EIS. Mining projects take a long time to develop and we share your frustration. Now that ArcelorMittal owns the project there is money to move the project forward. I believe there is positive aspects ahead in the project and we have learned from some of mistakes in the past.

Reference 5 - 5.34% Coverage

New person – People are hunting marine animals in Milne Inlet. I do not agree with shipping from Milne Inlet. The wildlife goes to the Inlet and you don't see them in the open ocean. Areas like Milne Inlet are the vital areas. Even if we were compensated the wildlife would not return. Money cannot replace the wildlife. In the summer I see helicopters flying too low and they scare our caribou away. It's not always the case that there will be a Inuit monitor. I feel that hunters might not be welcome on the Mary River project. We need to prevent conflicts in the future. If we want to protect our environment and waters we may not support the project and legal action may be the only option. We need to maintain a good working relationship.

Greg – we would certainly welcome any hunters into the camp. We would feed hunters and give them fuel. We want to make you feel welcome.

Reference 6 - 7.78% Coverage

Speaking as a true hunter I need to share our observations. Navy Board Inlet use to have lots of Narwhal in the 1980's. Now the Narwhals have not returned because of some marine noise and sonar equipment. There use to be lots of seals basking, lots of seals including harp seals. This past summer it was reported that there were no marine life in that area. We speculate that equipment that is being used is scaring animals away. We also observed lots of dead cod in that area. We don't know why, but we can see it. We have a lot of concern for these animals. Last week there were 19 of us travelling by snow mobile in that area and we did not see any caribou tracks at all and there use to be a lot of caribou. All of your alternative port sites have caribou and this is because it is far from Mary River. Caribou used to breed in Milne Inlet. We need to be more concerned about what we are observing. We don't want any markers or devices put in our waters. We need to work together.

Greg – caribou are no doubt in a low cycle on Baffin Island. This is what IQ tells us and this information is reflected in the DEIS. It is unlikely that low caribou numbers on North Baffin is not a result of the Mary River project. As for the devices, they were tidal gages and do not transmit sonar.

Reference 7 - 2.49% Coverage

Caleb – In the QIA document it refers to "company"…this is not an Inuit word. We can not make sense of many things in this document. Are you paying for the production of these documents. If 75% of us are Inuit then these documents must be comprehensible to us. Since shipping has increased there are no Narwhal caught.

Greg – The document you mentioned is a QIA document and I'm sure they hear your comments.

Reference 8 - 3.85% Coverage

Elder woman – Many years ago I lost my mother. We were abandoned in Igloolik and at that time there were no caribou. When I came here with my husband there were still no caribou. Only when I became an Elder did that caribou come back. I only get caribou meat when a hunter brings me some. I'm the only one who is fortunate to get caribou meat. I'm grateful that Mary River will employ our people. In the 1960's they began working at Mary River and we lived in a shack with no insulation. We heard that we could work at Mary River and that we would live in nice houses. I want you to have a good relationship with our people in the future.

Reference 9 - 2.11% Coverage

Manasee – I worked at Mary River. They support training programs. If people of Pond are not included in labor force then the project will slow down. Metal contaminants can travel in the water. People at the mine were causing damage to the environment and contaminants were reaching the lake. IF you are more vigilant the environment will be better.

Reference 10 - 4.05% Coverage

Elder woman – People rely on this area for food and clothing. In the past people use to pick up their own feces so they would not contaminate the area and scare the caribou away. When white people come here and start camping they leave their garbage. When Inuit became politicians they started making progress towards cleaning up these sites. When you finish your project you should bring the area back to it's original state to ensure we have wildlife in the future. We have no caribou now because they are waiting for their food to grow back and then they will return. So do not contaminate the area. I have heard that land locked char are already getting contaminated.

Reference 11 - 4.19% Coverage

Pond Inlet Community Lands and Resource Committee - We don't want to see another Nanasivik. We want people to buy their own homes. We want people under 18 to get trained. Section 4, we are not sure where your number of 55 for elders comes from. Several disagreements were made about each section in the QIA report. Too many statements to list. They hand Matthew a list of concerns.

Matthew (QIA) – The document was prepared by QIA and we have heard your issues with the document. Much of the information included in the document was requested by the HTO. We don't see eye to eye on certain issues. QIA manly deals with land issues. In working with David I will try to address these concerns.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 1 reference coded [1.51% Coverage]

Reference 1 - 1.51% Coverage

Mr. Saunders – I was wondering if you could tell me who your Boart Longyear contact is? The community already sent 20 people to Morrisburg. I'd appreciate if we can get actual company representatives here.

Mr. Cooper - I'll have Len get you in touch with you

Mr. Saunders – Training drilling course in Igloolik in two weeks – we have representatives there as well.

Mr. Cooper – We've contributed to that program by giving information on type of drilling – because some previous drilling wasn't the type that we do.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 1 reference coded [0.14% Coverage]

Reference 1 - 0.14% Coverage

Can you make a lighter using iron ore from Mary River?

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 10 references coded [35.65% Coverage]

Reference 1 - 10.26% Coverage

James Attagootak – Have you looked at all these different options for the shipping route? I only see the Milne Inlet and Steensby Inlet routes marked on the map. If you've studied them, they should be included. Although they may be expensive, I would like these alternatives be examined. It's hard to know if you've looked at this or not if you don't show us. My second question is in regards to Steensby Inlet. That area is fairly shallow. You will need to dredge to make sure the ships can get in. There are char and other species there. There will be explosions and dynamite that will affect the animals. I've heard discussions about moving the port to Nuvuit. When it's foggy it will be hard for the train to see what is in front of it. What will happen if the train kills caribou when it is foggy? Will there be compensation? You also talked about the shipping in summer from Milne Inlet. A lot of people from Pond Inlet are in complete opposition to this option. You will be impacting their livelihoods and will need to compensate them. If you do this, all the wildlife will leave the area. In Resolute, they said all the animals left when the ships came in for the mine.

MZ – [Discussed various port location options and siting restrictions; shows port alternatives slide]. There will be no blasting at Steensby Inlet; we've changed our port design to make use of steel containers filled with rock. There will be no blasting necessary with this design. We have not chosen the least expensive option; we looked at the best option for the Project. We've always said that if the communities don't want this Project to move forward, it will not move forward. Yes, Steensby Inlet is a shallow basin, but we have done studies and determined that it is deep enough to ship. Building the port at Steensby Inlet is more expensive than Milne Inlet. We looked at the most doable option. We have looked at ways to get this Project moving as quickly as possible. We need to generate revenue; currently we only raise income and don't generate any revenue. We believe the Steensby Inlet option

will have the least impact. But, we're looking at both options and studying them as a way to get the Project moving quickly. Compensation will be paid if any animals are killed. This will be part of the IIBA negotiated with the QIA.

Reference 2 - 3.78% Coverage

Apitak Innurak – What will be the expected ratio of Inuit workers at site? Will the communities have access to medical services on site? Question for QIA – If we don't support the proposal and we cannot mitigate the impacts, can we create a moratorium on the Project? Say, for 50 or 100 years? Or until we find someone who can develop the Project, or have Inuit develop their own mine?

MZ – We were going to have targets, but we still have to determine what those will be. During the past few years we have been around 30% Inuit employment on site and we would like to improve on that. [Described future employment needs at Mary River]. The medical services offered at site will be a fairly small operation. Pond Inlet will probably have better services and doctors than we will at site.

Levi Barnabas – The QIA will need to look into that last matter.

Reference 3 - 8.05% Coverage

Caleb Sangoya – All boats irrespective of their size have a depth finder. All animals don't like those because they make a sound. They make a sound like the seismic testing. The whales flee from ice breakers in Lancaster Sound. It seems like every time you guys come in there is a slightly different presentation. You first told us you would be buying supplies from the Co-op for the exploration phase and make use of local businesses, and that the majority of Inuit employment would come from Pond Inlet. After this, the majority of contracts were moved to QC in Iqaluit. You changed our previous agreement after 8 months. The supply and labour contracts were moved to Iqaluit. When you make another presentation we would like know about the impacts of Mary River. We are already seeing impacts. The caribou and narwhal have moved away. We've already seen impacts in this six year period. I don't want to see impacts to the wildlife.

MZ – We're still using the Co-op to purchase our food; this has been going on since 2004. About 55% of the beneficiaries working on site were from Pond Inlet. We employed through the Co-op from 2004-2006. After this, we moved hiring to QL. As we move forward, Baffinland will be hiring directly. We will do this as soon as we can. [Comments missed]. We believe people are talking about impacts that might not exist. I understand your statements and I'm not sure if they're true; we'll have to see about this moving forward. Please remember there has also been a lot of harvesting going on in Pond Inlet. We only have 65 people that work on site right now; we've been right around 30% Inuit employment. The ships use charts. They do not use active sonar; they use passive measures. The ships (measure bathymetry) mainly use MRI, or, magnetic imaging. There is no pinging involved.

Reference 4 - 1.68% Coverage

Harvey Nutarak – The surface and subsurface is owned by the people. All of these roads need to go on the surface of the land. My question is what are you guys doing? The land is owned by QIA. Right now you are leasing the land. Has QIA thought about that?

NQ – Right now the company pays for being able to access to the tote road. That is included in the lease for the Project.

Reference 5 - 2.10% Coverage

Enokie Inuarak - The 365 million tonnes – That's from Mary River?

MZ – That's just Deposit #1.

Enokie Inuarak – How much will you make per tonne?

MZ - $67 per tonne for lump ore, $55 per tonne for fine ore. Our operating cost to mine the ore is about $15 per tonne. The capital cost to build everything is about $4 billion. The current iron ore price is much higher than the numbers used in the Feasibility Study.

Enokie Inuarak – Total revenue?

MZ - $40 billion.

Reference 6 - 4.58% Coverage

Colin Saunders – You said the contracts through the Co-op are still ongoing?

MZ – We buy through their distributor and they get a commission.

Colin Saunders – Will there be a time when you will buy all your food through the Co-op?

MZ – [Missed comments]. We buy it in bulk through their supplier and they get a commission. That has been going on since 2007.

Colin Saunders – That is not the message I got through our Co-op manager. I think there needs to be some more discussion on this. There is a great interest amongst community members to have these contracts go directly through the Co-op.

MZ – The food that we buy and that you buy comes from the same supplier. It just takes a different route to get where it is going. We aren't buying a lot of food, because our employment numbers on site are lower than before. The food is not coming to Pond Inlet and then to site. This is a misconception. It goes directly to site. We cannot be part of the food mail program here; we have to have a separate transport arrangement.

Reference 7 - 0.61% Coverage

Titus Alooloo – Are you also looking at socio-economic impacts in the environmental impact statement?

MZ – Yes, those will be included.

Reference 8 - 2.97% Coverage

Titus Alooloo – Does NIRB have a policy indicating how they will consult with the communities after the impact statements have been submitted?

NQ – NIRB has developed guidelines that Baffinland must adhere to. There were some 1500 points that Baffinland had to address. After the submission of the EIS, NIRB will do a conformity check and ask for comments from the federal government and QIA to make sure Baffinland has answered all those questions. If more information is needed, Baffinland will be required to submit more information to satisfy those requirements. Once the conformity check is complete and the company submits a final EIS, NIRB will visit the communities.

Reference 9 - 0.47% Coverage

Manasie Amagoalik – There should be a referendum in North Baffin to see if there is support for the Project.

Reference 10 - 1.14% Coverage

Philip Paneak – He keeps stating the IIBA may be completed in a year. Perhaps he knows some information I don't. We have put aside a two year period to negotiate the IIBA. We have also heard that some people have been told they are too old to apply for a job.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 4 references coded [8.69% Coverage]

Reference 1 - 0.30% Coverage

If people are so concerned, why don't we just close the mine?

Reference 2 - 0.98% Coverage

Jolly Enoogoo – Whenever anything good goes on, big problems also surface. Secondly, the simulator training – I did this and really enjoyed it, and this should be considered for the Mary River work.

Reference 3 - 4.67% Coverage

Jayko Alooloo – I have some different topics:

- Word of mouth is very easy, but it's just not believable any more. You seem to just say things. I want to see it written on paper: how much you will work with the Co-op, local hiring, etc. It's easy to say it, but I want to see it written on paper.
- Secondly, I heard today of people with operator's licenses, but people are only being hired through Iqaluit, and so anyone here who wants to work has to go through Iqaluit. Problems are already surfacing because of this hiring process. People will get discouraged and not want to work. If it is set up this way it will be unpleasant.
- Bulk Sample – if trucks go past every 12 minutes, where will our hunting take place? What will the situation of the harvesters be?

MZ – Seeing everything in writing – we are just starting, so give us a chance to see how things go. QC will help us to become more efficient, and we will continue to move towards this.

Reference 4 - 2.73% Coverage

Jolly Enoogoo – At these public meetings, elected officials should be included.

Jayko Alooloo – Based on my understanding of yesterday's meetings and tonight, nothing has been resolved. Maybe we need a petition to stop this project if we will not be utilized, and if our wildlife will be affected, and if we keep hearing negative things. This is my last comment.

Robert Aglak – I support Jayko – if all we hear if negative, we will have no choice but to do this.

MZ – Thank you everyone for your responses.

David Qamaniq – Thanks to everyone.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 1 reference coded [0.98% Coverage]

Reference 1 - 0.98% Coverage

Q. We had the people from the Mary River Project here and they said they would return with the ship's captain.

A. I'm not sure about those details. It may be the subject of a future meeting to be held by the company. A detailed discussion of the route is not the focus of this meeting. Rather, we are here to document IQ for the purposes of Project planning.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 2 references coded [0.87% Coverage]

Reference 1 - 0.37% Coverage

Stephen – Matthew, could you please give us an example? Why are you interested in VECs and VSECs and what sort of information will this provide the company?

MTP: As part of the socio-economic study we conducted with Doug Brubacher on the available workforce, which also used federal government documents on employment, we know approximately how many people we have to work with. Now we need to work towards training and employing superintendents, heavy equipment operators, and nurses.How can we help to get them in the program and working for the Project on rotation? We also have Community Liaison Officers like Nick and Qav working for us. We would also like to re-instate our CLOs in the other communities that lost CLOs during the recent economic downturn.

Reference 2 - 0.50% Coverage

Question: Olayuk/Arctic Bay - Are we part of the planning for the mine or are you just collecting information?

MTP: Your comments will form part of what we include in the EIS. However, some things about the Project cannot be changed, because the Project would not be able to happen. We do listen to the concerns of the communities. For example, we listened to Igloolik and Hall Beach about their concerns about the shipping route. We ended up moving the shipping route further east to where it is now. This did not completely change the Project, however. We also moved parts of the Project to avoid archeology sites. We do the best we can. If you still are not happy with what we've done when the EIS is submitted, tell us your concerns again.

Olayuk: – It is not that I am unhappy. I am happy with the opportunity to make money. There is no great concern for what has been proposed. Having benefits like money is nice. The animals that will be impacted are of concern. Impacts that are irreversible are my biggest concern.

<Documents\Public Consultation\Workshops\Kimmirut IQ Workshop Minutes (PC) - June 21, 2010> - § 4 references coded [2.27% Coverage]

Reference 1 - 0.39% Coverage

Q: Was there any work done by Baffinland before Mary River? Does Baffinland have any other mines?

A: (Jason) Baffinland is focused only on the Mary River Project

Reference 2 - 0.46% Coverage

Q: I had a question but I forgot it…are you recording this workshop?

A: (Jason) Yes, it is being recorded. While I am talking, Warren is taking notes, and while he is talking I will take notes.

Reference 3 - 0.79% Coverage

Q: Is there a chairperson appointed to make sure that all people get to speak at this meeting?

A: (Jason) I was going to ask the group what they wanted. It may be a good idea if the group wants this. Warren and I will push to stay on track, but if we want a chairperson, we can appoint one. (A chairperson was subsequently appointed).

Reference 4 - 0.63% Coverage

Q: Who is the caribou biologist for the Project?

A: (Jason) His name is Mike Setterington and he works for a company called Environmental Dynamics. He is based out of the Yukon now, but used to work for the Government of Nunavut in Arviat for a number of years.

IIBA

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 1 reference coded [11.93% Coverage]

Reference 1 - 11.93% Coverage

HTO Chair – These documents – are they translated or only in English? It's probably too technical to translate, and since you have presented this to Inuit to be read, and if a good translator can be found to translate technical words, the Inuit could read it in their own language and ask questions.

Derek – We've translated the summary but not the whole document.

HTO Chair – If the whole document is in Inuktitut, then we have the opportunity to see every document that is presented.

Mr. Chubb – We've been asked that question, and we're talking about what information would be practical and useful to be translated. We have people working for Baffinland such as Mishak who are available to translate and explain.

HTO Chair – The reason is I can read English but not everyone can. If we are going to negotiate with you, we need to know exactly what you are presenting to us, so we can operate with the same understanding so we can negotiate the IIBA and there won't be anything that we haven't read. It would be better for both of us to have the same level of understanding.

Mr. Chubb – We think there is more we can do.

Mr. Rod Cooper – A good starting point is the maps.

HTO Chair – If we don't understand, we might say you are trying to trick us. We need to understand.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 3 references coded [11.59% Coverage]

Reference 1 - 0.44% Coverage

Q6 - Those IIBAs, if they are agreed, copies of those agreements should be copied to the communities. I really want to see those agreements when they're done.

Reference 2 - 1.89% Coverage

Q7 - When it's operating, will you be bringing jet service everyday or how many planes will be landing in Mary River during operations?

Matthew – During operations there will be jet service of about 1 per week, plus additional flights from the communities including Arctic Bay to go into site.

The reason I ask is that for the noise will have impact to us. You answered that all equipment will be used so I am saying that by air, by water, by land, your activities will have impact on physical environment, the air we are breathing, and the communities. And Baffinland have to come up with agreement for that, because there is no agreement right now.

Matthew – Yes, that's right.

Reference 3 - 9.26% Coverage

Q7 - The agreement between QIA and Baffinland – there should be an agreement with Baffinland between each community instead.

Stephen – There will be three main agreements with respect to Inuit. One will be a land lease with QIA related to Inuit Owned Land for surface rights. Another is related to Inuit Owned Land for sub-surface rights with NTI. The third agreement is an IIBA. As for how each community relates to these agreements there are certainly differences. For example the surface rights held by QIA for this project were selected by Pond Inlet. Although at the time of land selection Inuit decided that benefits would be shared with all beneficiaries this still needs to be balanced with those communities most impacted. QIA wants to ensure all beneficiaries in our region have the opportunity to benefit while at the same time respecting that some communities are more impacted. With respect to the other communities in the region, that is where the agreement needs to address individual communities differently.

Q7 – I don't agree with that, because the five communities are closest to the Project. Broughton, Pangnirtung, etc. are too far and have no impact so should not be included. Only the surrounding communities should have an agreement. The IIBA, I don't agree with that. Back in 2008 when I was president of HTO there was a meeting with Baffinland but it never went ahead. As a community we don't know what those agreements were, and we don't know about those MOUs were between QIA and Baffinland. But those of us that are beneficiaries are left out. We're just not opposing this project. We want to provide input into the project too. I am not trying to be hard, but my children will be grown up by the time the mine is going. We want to see economic benefit too. Our land and water will be impacted by the mine operation. I'm not saying we're against the mine development, but you're going to leave it changed when you're done mining.

Stephen – I think there are two… During the land selection for the land claim, they could chose land for economic potential and Pond Inlet selected the land at Mary River. But when negotiating the NLCA, it was benefits for the entire region. So QIA has the political decision to make on how to distribute benefits. It is the QIA board that you need to talk to.

Q7 – In 2008 when I was with the HTO, we were going to have a meeting with the QIA and the five communities that would be affected. But the meeting was cancelled. Is tonight this meeting, or is that meeting still planned?

Stephen – tonight's meeting is not that one. That meeting, which was postponed two times, was a meeting with 5 HTOs and CLARCs for one week to discuss the project. First it was postponed waiting for Minister's decision. Then downturn and no agreement on who would pay. In QIA board meeting in May, QIA will decide how to proceed on the workshop. So that meeting is yet to happen.

Q7 – Are you going to change the agreement when you hear the concerns from the community, or how are you going to come up with that agreement?

Stephen – if talking about the IIBA, to approve that agreement the QIA needs to talk to Inuit and get their approval. Previously, and separate from the workshop was a community meeting with QIA about the IIBA and concerns, and there will likely be a follow-up on this.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 5 references coded [15.14% Coverage]

Reference 1 - 2.63% Coverage

Tommy – Which is more important – people's lives or finances?

GM – There is no question. People's lives are more important.

Tommy Tatatuapik – We would want part of the money that is acquired through the mining operation, as we are inhabitants of this land. As long as QIA is getting royalties, then I would agree with that.

GM – Projects like this provide opportunity. Nunavut and Baffin Island is in dire need of those opportunities. The Mary River Project will provide employment and training, especially for youth. We visited the school today and met with students there to discuss opportunities. They were very interested in the opportunities available. We will also be negotiating an IIBA with the QIA to ensure benefits are delivered to the communities.

Reference 2 - 4.36% Coverage

David Kalluk – We're glad to hear there will be no blasting in the water. What happens if there is an accident with the ship? Do you have a contingency plan in place to deal with an accident? The rail line will block off our land to the east. We have to be careful with migrating animals. They move from place to place, based on their feeding. Are rail lines in the south having any effect on animals? Like deer? Do you have any examples? I understand there will be compensation as well. I know you are different than those Nanisivik people. We regret not negotiating benefits with Nanisivik. I want people to be compensated if they are hurt. We used to have an environment committee. I would like that committee to continue.

MZ – We have looked at the rail line between Schefferville and Sept Illes, Quebec. It is not a barrier to the caribou migration. Hundreds of thousands of caribou regularly cross it. The real impact will be during construction. During operations, we believe the impacts will be minimal. If there are damages, there will be compensation. Compensation to be negotiated with the QIA in the IIBA. We will have an emergency plan in place to deal with any potential shipping accidents. All employees at the mine will have a benefits package.

Reference 3 - 1.92% Coverage

Moses Oyukuluk – I think we'll need a committee to review the agreements. There will be ownership changes in the future. In order to have a consistent carry-over of agreements we need to do this.

MZ – We have an MOU in place with the QIA on the IIBA. This will eventually become a binding agreement between the company and the QIA. There will be repercussions for the company if they don't follow the agreement.

Moses Oyukuluk – So the new owners do not have to follow old agreements? Nanisivik did this.

MZ – No, they have to follow the old agreements.

Reference 4 - 4.19% Coverage

Martha Naqitarvik – The Hamlet Council doesn't really do any liaison work with the community. The animals are very sensitive, so they will be affected. We've heard about the rail line blocking the migration route for caribou. It looks like they will be impacted. Can the company provide supplies if it turns out the caribou have turned back? What have the Hamlet Councils of these communities said about compensation? Is it in your plans to compensate the communities? This has to be part of the plan. We haven't heard if this will be included. We know for a fact the caribou will be impacted and affected from all the blasting and noise. We're not guessing there will be impacts from the smoke from the ship; we know there will be impacts. You have to be prepared to compensate the affected communities. Here in the communities, some people rely only on sea mammals for their food. The company needs to have a good plan in place for compensation.

GM – Thanks for your comments. I think all of the items that you mentioned will be monitored and discussed in our environmental impact statement. In terms of compensation, that will be something covered in the IIBA; you can discuss this with the QIA after our meeting.

Reference 5 - 2.03% Coverage

Ikey Naqitarvik – Question to the people - If the rail line is low will the caribou cross? Or if it is high will they turn back? Can we put a condition on the railroad, to be as low as possible? To keep it to a certain height? People are saying they get neglected by the companies over time. Can the company give money to the QIA, who can give money to the community?

GM – It would be in our best interest to keep the rail line height as low as possible. This will minimize the work we need to conduct and be more cost effective.

LB – At QIA, we will negotiate the IIBA with Baffinland.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 1 reference coded [1.01% Coverage]

Reference 1 - 1.01% Coverage

Q11 (Noire Ikalukjuaq) – The price of iron fluctuates. The companies that sell iron or other products, I know from Nanisivik they had an agreement but they never followed the agreement. In terms of the price, maybe another company might take over Baffinland. What would happen if another company took over, what price would you sell and would the IIBA be part of the project even if another company takes over?

Mr. Chubb – The agreements are signed they are legally binding, so if there was a change, they would still apply.

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 2 references coded [3.85% Coverage]

Reference 1 - 1.91% Coverage

Q11 – The NLCA will already be signed. If they were active members of NTI….problems will be solved. [The notetaker thinks this was intended to mean that if Cape Dorset members were part of the negotiating team on the IIBA for the Project, not the NLCA as recorded in the notes.]

Reference 2 - 1.94% Coverage

Q16 – Would Cape Dorset get royalties, profit-sharing?

Matthew – That would be up to the QIA and specified in the IIBA.

Stephen – Regarding the IIBA, the financial portion is the next one for negotiation. And the QIA, through NTI, owns the minerals and will accrue royalties.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet - April 24, 2010> - § 2 references coded [3.48% Coverage]

Reference 1 - 2.11% Coverage

Q2 – What about the IIBA?

Bill – QIA usually answers questions on the IIBA and they will be there tonight. We haven't had a meeting for over a year, but we hope to meet soon. We have the MOU on certain sections. The remaining sections are environment, shipping, and financial sections.

Reference 2 - 1.37% Coverage

Q2 – What about the Development Partnership Agreement with the GN?

Bill – I think we have to wait until the IIBA is done, and we can't finalize the IIBA until the EA process is complete.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet Council - April 1, 2008> - § 1 reference coded [3.74% Coverage]

Reference 1 - 3.74% Coverage

Mr. Buckle – There are a couple of things – under the IIBA the Hamlet is not a Designated Inuit Organization – will there be a benefit fro the communities, because you're going to strip the labour and we need to start of the bottom – we train people to a certain level and they go to other jobs.

Mr. Cooper – One of the considerations in the IIBA is the effect of the mine on the social fabric of the communities.

Mr. Cooper – The IIBA has to consider the social fabric of the community – monitoring, measuring, compensating or mitigating. We'll want to maintain our CLO office – and to ensure we don't take all the qualified workers. we need to be talking and

Mr. Len Kutchaw – A lot of the training we'll do initially will be transferable skills. We need to build capacity no only for the mine but

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 2 references coded [10.21% Coverage]

Reference 1 - 4.28% Coverage

Q – Although we are not very close to the proposed mine, how can we benefit from it? Can we get employment and contracts for work?

MZ – We have agreed to the 'economic provisions' of the IIBA with the QIA which includes employment. [Describes the economic provisions of the IIBA]. The IIBA would only come into effect once the Project is approved and we begin construction. We have already initiated training programs for community members interested in working on site. More recently we've had about 65 people on site; about 20 of those have been beneficiaries. Our recent work has been exploration-oriented, as we work towards submission of our EIA. That process will be completed by the end of 2012.

Reference 2 - 5.93% Coverage

Q – This is not the first time we've heard about employment and financial opportunities. There haven't been any benefits here. I know that at most only 5% of Clyde River people will ever work for the Mary River mine. I would like those who would be employed to be looked at more carefully. Only the qualified people will get jobs, not Inuit. There are quite a few people in the communities that already have a grade 12 education and are trained. For those of us who will not be working there what kind of benefits can we expect?

GM – There will also be benefits provided under the IIBA. Baffinland has done quite a bit of work with the QIA to negotiate that agreement. The IIBA focuses on employment, business opportunities and financial contributions from Baffinland to QIA. It is then

up to the QIA to chose how to manage that money. But the intention is that those funds will be provided to the communities for any potential impacts that occur as a result of the Project.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [6.66% Coverage]

Reference 1 - 6.66% Coverage

Elder woman - Regarding Mary River Project….it is ideal and should be a role model for projects in the future. Many of us have not had formal education but we are adults. I think elders should get some benefits if we cannot work at the mine.

Greg - IIBA is being worked on with QIA so that it can provide compensation to QIA and that compensation gets distributed to community. Any direct benefits to elders would need to be discussed with QIA.

Elder woman - Thank you for your response but money is our subsistence today. We need to consider the future and ensure young people can value the land. There will be good and bad impacts from the project. We need to determine statistics that may bring more crime and substance abuse.

Greg - It will be important to work with the community to try and prevent as many negative aspects as possible. We need to work with the communities to ensure the most benefits possible.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 1 reference coded [4.59% Coverage]

Reference 1 - 4.59% Coverage

Councilor Louis Uttak – thank you for your presentation and thank you, Mayor. You are familiar faces. My question is, maybe I am confused, this proposed rail route, did we agree to have these routes and the shipping routes, when we signed agreements – did we sign agreements? Or did QIA sign to approve these routes? Who has signed to agree to these proposals? Is it NTI or QIA? Who has approved these proposals?

Mr. Chubb – Since 2004, Baffinland has been doing a lot of different work to study what a mine at Mary River might look like, and how the ore would get to market. That work has included environmental work with scientists in the field, engineering work to help understand the land and hope engineers to design the railway. It has included work with the various communities, the establishment of Inuit Knowledge working groups. And we continue to talk. The outcome so far has been key decisions on where the port is located and how to get the ore to market. We don't have approval yet; it is a proposal, so no one has signed their name to this plan. It is a plan, but we believe that is a feasible plan and reflects discussion with all the different parties that have an interest.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - Sept 25, 2007> - § 1 reference coded [15.68% Coverage]

Reference 1 - 15.68% Coverage

Mr. Brian Fleming: I know that there are both environmental and social/cultural effects that have to be studied. To get to the final approval there will be trade-offs between of environmental and social issues in order to arrive at a balance. This is a big project, possibly the biggest in the region. Is there a document that summarizes the project? It is very hard to map out who all the players are and how the community fits in. The community doesn't know what is going on at the IIBA level. We don't want to find out at the last minute what is going on.

Mr. Cooper: There will be three significant reports produced by the end of this year and next year. The first is the project description by the end of this year. The second is the EIS by the end of next year. The third report is the IIBA next year as well. We would like to supplement this reporting with our bi-monthly meetings with the council as well as radio announcements and newsletters through our CLO's. We can't speak for the QIA but they will come to the community and have indicated that a member from Igloolik will be added to the negotiating team.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 2 references coded [3.54% Coverage]

Reference 1 - 2.07% Coverage

Louis Tapardjuk – In the IBA, what will the percentage of Inuit employees be?

NQ – What mechanism will Inuit employment be guaranteed under?

MZ – The economic provisions of the IIBA. We signed an MOU with the QIA in March 2009 because we can't sign the final IIBA until the Project Certificate is issued. We want to see Inuit trained and educated. We are also encouraging higher education. You spoke about environmental jobs; most environmental people had at least bachelor's degrees.

Reference 2 - 1.47% Coverage

Louis Tapardjuk – Would the railroad have Inuit employees? And the shipping company? Would we have to go through Baffinland for this?

MZ – One section in the IIBA we haven't negotiated yet pertains to shipping. There are only about 20 people on the ship; they work 6 months on and 6 months off. There will be a section on shipping in the IIBA.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 2 references coded [5.15% Coverage]

Reference 1 - 1.64% Coverage

Q1 – Philip [Paneak] mentioned that you can have confidential information but since we are IOL there should be no secrets with the company withholding information.

Mr. Chubb – I think it was a comment that Philip made in his presentation. I can speak to the company's position on sharing information. Our approach is very clearly to work with all our stakeholders and to listen and present our plans, and that's what we've done to date and what we will continue to do. We are being clear and transparent on our plans and that is our approach on business.

Mr. Paneak – I think I needed to be clearer. We are not trying to withhold information, but in order to negotiate and before the agreement is reached, we need to keep our position confidential. It is not about being secret, since we represent the Inuit and negotiate. In order to reach the agreement, the negotiations are not known to anyone. Only the NLCA beneficiaries would have a meeting, but since non-beneficiaries would not be involved and we are trying to keep it with only the beneficiaries, we need to be confidential.

Reference 2 - 3.51% Coverage

Mayor Quassa – Just to say that those comments earlier about Inuit IQ – because Qallunaat are only being used because IQ is being used for and by Inuit. Our elders in the communities – the working groups – the Qallunaat have no knowledge so they are using the working groups. So those are being used, so I was kind of sympathetic – the Qallunaat are being used to get and use that IQ. I have also heard that railway being mentioned, that there will be archaeological sites. Regarding those, as you now the NLCA the beneficiaries the Inuit have 50% interest and the government 50% interest. In Igloolik, the airstrip is too short because there are archeological sites. You mentioned that it won't always be possible – I don't like hearing that. Our airstrip is so short! So I heard it is possible to go through archaeological sites. Even as Inuit we aren't able to pick up archaeological items we could be charged in court. So when I heard that comment that when not possible you would remove or go through or take archaeological sites.

And studies on animals, we heard there are the caribou workshop and the marine studies, up to know there have been the same studies doing the same. Even the NPC had the same questions to Igloolik about where you hunt, etc. These studies are ongoing. The Inuit will probably be tired of being asked the same questions by other people. The studies that are already done – they (agencies) need to found out by themselves. Before the IIBA agreement there is no mine, we need to be clear on that.

Mr. Chubb – I appreciate the clarification on the IQ study as it is very important that we collect this information. With archaeology, the studies are ongoing. What we can and can't do we need to obtain permission for that. This is part of the ongoing work what archaeology sites may be in the area we are intending to work. And it depends on what is found what we can do. The company agrees there are many studies going on in many areas. We're not just doing new studies; we are looking at all the information we can find that will help us. We're looking to build on what's known. An IIBA is a required part of this project to move forward. The company and the QIA have started discussions early in the process because we know these things take time and we look forward to continued discussions.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 1 reference coded [2.38% Coverage]

Reference 1 - 2.38% Coverage

Q27 [His Worship Paul Quassa] – I didn't know iron ore had a spirit [laughing, in reference to the translation of the previous comment]. We can't go on all night long, and this won't be the last consultation; Baffinland will be back every other month. Next time we will hear what has happened to date. We have high unemployment and this is a major factor in the support for this project.

Baffinland is doing good work. The IIBA we have to trust in that process to get benefits expressed. Thanks to Baffinland for coming from Toronto to our "Republic of Igloolik" [laugh].

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting Aug 16 10 Notes_revised> - § 1 reference coded [3.88% Coverage]

Reference 1 - 3.88% Coverage

Q3 – LT – What compensation will there be for impacts through the IIBA?
A – The Company is currently negotiating the IIBA with the QIA and are hoping to reach an Agreement in Principle by the end of 2010.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 2 references coded [8.04% Coverage]

Reference 1 - 5.25% Coverage

Councilor Simon Nattaq – Originally I am from Hall Beach, and like anywhere in Nunavut I travel and I've been traveling to Coral Harbour and Northern Quebec, and I think John mentioned the questions that I have. Although it impacts my personal life, if there is impact on the environment I would expect there would be an agreement in place. That area - the shipping route is a breeding ground for marine mammals. Polar bears are also living in the area. From my understanding, the ice never used to melt, but I think now polar bears are moving away compared with the past. We already have impacts in our lives. I am not sure Nunavik but Cape Dorset they will also be impacted, and they will also be impacted (Kimmirut?). Nanisivik had ice breakers come in winter. Compared to the past, I didn't see real negative impacts to marine mammals, narwhal, and seals are still there. But the Inuit travel route and losing equipment and so on. In Iqaluit although we have ice the ships still come in and the beluga still come naturally. So although they may be impacted, personally, the ships cannot deter the animals in their activities. We heard a big proposal, although I am Nunavut Beneficiary. I don't want to interfere in the communities but I can say you should add Cape Dorset. If you decide to go the eastern route, you may be able to bring equipment. I don't think they asked to bring big items to the port – part of the benefits package – that they can always go to collect equipment delivered to Steensby. I can't really say on behalf of those communities, but…thank you for considering Iqaluit in your proposal.

Reference 2 - 2.79% Coverage

Mayor Sheutiapik – As president of Nunavut Association of Municipalities, I am here as mayor though. One thing to see my life is one of those IIBAs because I think communities are impacted. I understand there are 6 offices across our territory. It would be good to know because you plan to do this for 20 years, are there possible needs, within Iqaluit as an example, there are challenges and it wont be our decision to say yes or no, but as municipalities it would be good through this process to learn. We for sure welcome the new money coming into the government. At the end of the day it is being spent in our communities, and the to and from of your employees, our community is a stopping point. Thank you.

Mr. Cooper - Our points of hire go to 40% of Nunavut's population right now. If you want people to come work from you, you have to go to them.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 2 references coded [4.37% Coverage]

Reference 1 - 3.05% Coverage

Q – Would Kimmirut be compensated in case something happened to the wildlife in the area?

GM – The effects the Project will have on marine mammals and the marine environment are covered in the environmental impact assessment. In terms of compensation, this would be negotiated in the IIBA with the QIA. The IIBA has not yet been completed.

Reference 2 - 1.32% Coverage

Q – Will all the communities be informed when the IIBA is signed?

NQ – We will sign the IIBA once Baffinland has got its approval from the NIRB.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 1 reference coded [2.20% Coverage]

Reference 1 - 2.20% Coverage

Caleb:
If not using Co-op I disagree. QC is south Baffin, and we have no connection with them. Unless this changes, I'll never approve.

Mike:
Sorry to hear that. Baffinland is still buying food, focusing on what the co-op does well. Any business has to perform, we are not a charity. Challenge you to talk to Co-op and employee and get a balanced opinion.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 2 references coded [1.81% Coverage]

Reference 1 - 0.95% Coverage

Q – The Inuit need money, how much money will they get with the IIBA.
A – The IIBA negotiations are still taking place. We do not have monetary information at this time. The QIA will report on the IIBA , once it is signed off.

Reference 2 - 0.86% Coverage

Q – If you are taking material from the ground and using the land, you should be paying for this.
A – We do pay for use of the Land through our lease payments to the GN and through royalties paid to the QIA.

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 2 references coded [1.76% Coverage]

Reference 1 - 0.95% Coverage

David Qaumaniq indicated his expectation that communities closes to MR should benefit the most from the project. He believes that the GN and NTI will need to negotiate this matter with the feds. Gordon responded that the royalties will be paid to NTI, so how this gets distributed will be up to them.

Reference 2 - 0.81% Coverage

Nick asked what the hardest thing to agree on during the IBA negotiation was. Winter Shipping Agreement. David K was interested in how the ice bridges are constructed and Theresa explained the process, and noted that a new approach is at a prototype stage.

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 1 reference coded [2.56% Coverage]

Reference 1 - 2.56% Coverage

David Qamaniq identified Philip Panneak as one of the negotiators for the IIBA, and that the Hamlet haven't talked to the QIA yet, so we don't know who is going to be on the negotiating team. David Qamaniq stated that hopefully things will start moving in the next month, and Rod Cooper agreed that the QIA is working hard to get things organized and things will probably start moving in the next month.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 1 reference coded [2.33% Coverage]

Reference 1 - 2.33% Coverage

Mr. Mike Richards - One time you talked about ownership and securing funding because Baffinland owns the right to develop the mine. You have no real assets do you, you're looking for business. Will this be primarily Canadian ownership?

Mr. Chubb - Baffinland is junior mining company and we are looking to bring in minority partners to support the ongoing development of the project.

Mr. Richards - My concern is that in countries like Chile if they are exploited by foreign ownership they lose control.

Mr. Chubb - None of us can predict the future, this project is our sole focus, and our model is to establish strong partners to move it forward. One of the things we were talking about - like IIBAs they are legal instruments and irregardless so of any changes in ownership those agreement are retained.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - Sept 20, 2007> - § 1 reference coded [2.04% Coverage]

Reference 1 - 2.04% Coverage

- Are there transparencies for IIBA?

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council Update - December 6, 2007> - § 1 reference coded [3.05% Coverage]

Reference 1 - 3.05% Coverage

Mr. Colin Saunders asked who will be involved in negotiating the Inuit Impact and Benefits Agreement (IIBA), and Mr. Richard Cook replied that there have not been any changes to the QIA negotiating team, and Mr. David Qamaniq and Mr. Phillip Paneak from Pond Inlet continued to represent the QIA.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - March 31, 2008> - § 1 reference coded [5.13% Coverage]

Reference 1 - 5.13% Coverage

Mr. Qamaniq - Milne Inlet is already impacted since 2005, without any impact and benefits agreement. The hunters have already been impacted. You are rushing too much and too eager to get the mine going. Slow down and take your time. I don't think there is any good reason to freeze fuel ships during the operation for construction. Plan to use fuel storage and put that aside on land and there should be no ships or barges frozen in the ocean, so the hunting ground is not at risk at all. In 2005 you started and there's only 3 years now that you started the activities and in 2008, 2009 there are two more years you already decided to construct the mining, and in 2014 the first load will go overseas. These are all rushed plans. You don't have enough time in between. If you are Inuit – you have to eat char and feed your family from the land. It is not your concern to get food from the land. But here if our animals are damaged there is no way to replace them. If the Beneficiaries can agree that the fuel ships that we say you can freeze the ships – you are trying to save money – don't think of the dollar sign too much. You are in a hurry too much. We live by our animals and from them, whether by land or sea, and tonight during the community meeting, I will be there to listen to Pond Inlet residents. If you can respond, or if you want to?

Mr. Chubb – I think I'll just absorb that for a few minutes.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 5 references coded [28.99% Coverage]

Reference 1 - 1.56% Coverage

Q3 – The IIBA committee have not come to our community to discuss the IIBA. You've indicated that the IIBA will be done in a year's time, so my question is what are you doing to consult with the communities on their concerns?

Philip – As I mentioned earlier, we have already signed the MOU. We're not supposed to talk about confidential matters about things that in principle have been finalized. The QIA wants to conduct community consultation visits, but we have not had negotiation visits for about a year. once we've got an agreement in principle, we will consult with the communities.

Reference 2 - 10.50% Coverage

Q6 – Even though it is in the exploration stage and a drilling program going on, and you probably understand that salt kills lichen which is eaten by caribou. You're still in the exploration stage, and I believe a lot of salt is being used on the land. I am wondering if all the salt products are properly cleaned up. Salt damages everything in the environment. Will you be able to clean up everything in the environment?

Matthew – We use salt in almost every exploration drillhole through 2008, but in 2009 we started to cut back significantly on salt use, as we found that we could use less with the type of holes we were drilling. There is no salt placed on the surface.

Q6 – The IIBA agreement – the use of salt – if the lichen can no longer grow – would that have an impact on the IIBA agreement? Caribou seems to be bothered constantly by research, that's what I'm trying to say. Thank you.

Philip – Yes, in regards to your comments that if the salt is damaging – it should be included in the IIBA agreement, and compensation would come into play. So compensation would be required.

George – In regards to the concerns were from the residents of Igloolik – they didn't like the location of the port at Steensby, so they moved it from the proposed site. They don't like the proposed site, but they had a consultation meeting with Baffinland, and Nanisivik already has a dock – why don't they use the facility. Baffinland replied that it is too costly, and the size of the ship the sound is too narrow. And the residents of Cape Dorset had concerns about the proposed shipping route because it cut through their proposed hunting grounds. And they were wondering if Baffinland could travel closer to N. Quebec. Baffinland indicated that the shipping captain prefers this route. But CD requested they ship further into the ocean. Another question that kept being asked that whether or not a dock could be built between Pond Inlet and Clyde River, but Baffinland stated that the channels are too narrow so it would be impossible to turn the ship around, and the railway would be very very tough to build through the mountainous area. But sometimes they do not answer to all of the questions. But it appears that the proposed route will be used. That I wanted to answer to a question asked earlier. It appears that because of its economic benefits but they don't like the proposed shipping route. It appears that whatever the Inuit want will be implemented. The QIA will address the concerns of our beneficiaries to ensure there are economic spin-offs.

Philip – In addition to Harry's question, I also have concerns about exploration, so perhaps we should ask if they do drilling if they use salt, and where does it go. And if the government does not allow the mine to go, it will not go. I am wondering at this time why he did not mention the Nunavut government.

Bill – As I indicated the environmental process we are going through is mandated to the NIRB. And one of the questions we had in Cape Dorset was who is NIRB, and Stephen gave a very good answer, and perhaps he can share this. There are several decisions to be made – the QIA needs to issue a permit, among other groups.

Matthew – Regarding the salt, it is mixed into a brine. Most of it is re-circulated, and what isn't re-circulated is captured in a sump. The affected area by the salt is very small, and we make sure the salt doesn't run off into fisheries.

Stephen – We are here also discussing the environmental review process and NIRB. NIRB contains board members appointed from different organizations, including the regional Inuit associations and the GN. QIA has one appointed member, Archie. The current chairman is Lucasi …. from Saniqiluak. The board takes letters and submissions from various groups and government representatives, and they weigh this information when making their decision. When they make this decision, they forward this decision to the INAC minister who makes the final say on a project.

Reference 3 - 15.63% Coverage

Jayko – On the last page of your presentation in Inuktitut, there is some wording I don't like. The translation is a bit different from the English. Baffinland and the QIA will be working towards an IIBA agreement. In 2009 an MOU was signed. To ensure there is employment, training, business opportunities, workplace conditions. And in 2010 the goal to reach agreement in principle. I just want to clarify for the Inuit – they are slightly different versions in Inuktitut. In February we had a meeting in Iqaluit in regards to the Foxe Basin walrus working group, and at that time we asked the questions about the large ships. There will be quite a number of them that will be transporting ore. And on the return trip, they contain a liquid in the hold. In the Foxe Basin area, the walrus especially, and we all consume walrus from that area, the ship will be full in German and will come to the Foxe Basin. This needs careful consideration, in order for the walrus not to contract any disease. Will there be shipping after every four days. It might affect the microorganisms. Seawater from down south contains a lot of contaminants. And directed to the QIA, regarding the final agreement in principle, I keep going back to it, because the QIA should ensure that the communities… the QIA is in a tough situation, because they need to reach an agreement. That is a major concern to us. This problem will persist, providing logistics… You should have a joint meeting to discuss – employment opportunities should be given to the communities involved. It is good to hear that Baffinland is coming to the community, and lots of jobs – good to hear. We are the closest community though. You are going to damage our land, and the marine mammals would be bothered. It will not benefit us, which is unfortunate for our future. I wanted to reiterate that employment and business opportunities should be made available. We agree with KP and their wildlife research – we have totally supported them in that regard, but the fact of providing employment, and having business opportunities, if it isn't going to be provided in Pond Inlet, I mentioned earlier, that I was glad BIM are coming here, but there is nothing concrete. You are not mentioning good news about employment or contracts. I will go home disappointed. So how will you affect the communities? On the IIBA, it is currently being negotiated, but Pond Inlet does not know anything about it. Pond Inlet needs to be involved in these discussions.

Bill – With respect to the water you mentioned in the ships, when the ships leave Steensby they will be filled with iron ore going to Europe. When empty, they need to be filled with water to ballast the ships and make them more stable. There is a concern that exotic species will be in that ship water. To prevent the transfer of species from one location to another, what ships are required by law and also contractual arrangements is to exchange the water in the North Atlantic, to ensure that the water in the ship is similar to

the water at Steensby. That's an important question and one that will be addressed in the shipping plan in the EIS. And we are using our experience on other projects.

I am not sure about the comment regarding salt in the water. The difference in salt concentration is very minor between here and Europe it becomes different from northern hemisphere and southern hemisphere. But this is more or less irrelevant given we will be exchanging water.

Regarding communication, we are planning to improve and issue a bulletin quarterly regarding any announcements that the company has made in the past 3 months, and work planned at site. Qav can read this over the radio.

Dave – On the expeditor, you're right, in 2008 there was a QL employee based here doing logistics. And after 2008 when things slowed down, we didn't need the expeditor again. Regarding the co-op we are continuing the food contract again this year, and we'll need additional services with linen services. We plan to come to talk to the co-op board, and to look at other business opportunities for the co-op. The one thing about the co-op is they are one of the biggest organizations in the eastern arctic.

Philip – I have something to say on funding. As a negotiator, I am wondering about how we are going to negotiate

In Pond Inlet and Igloolik, we have been making every effort to hire people…

QIA are not just agreeing with Baffinland, we are making sure the ….

If we had used our own funding, it would have meant we'd need to borrow money. NTI did that and they are still paying back the federal government. If we used our own funding…. we have not used any of our own money for negotiation. We requested funding from Baffinland…. as a result training has not been activated. As a result, the QIA board decided in March to provide its own funding for training. We would have to figure out how much funding we would need in the high arctic. So we've requested funding that was not forthcoming.

We will be working – the HTO and CLARC – will be working together to see how we could support them. So the QIA will be providing the funding for the workshop. Thank you.

Jayko – Yes, I have a clearer understanding now. It is very easy just to make a comment that he made earlier. It sounded very simple regarding the explanation about salt in salt water. I am requesting that in the planning stages that a representative from each of Igloolik and Pond Inlet should go to Europe and look at the condition of the salt water. Baffinland should delegate two people to from Pond Inlet and Igloolik to go to Europe. I want to see a letter in writing about how Pond Inlet will benefit.

Bill – Yes, regarding the management of ballast water, that will be in a management plan. Before we submit that document to the NIRB, we'll have a chance to come back to discuss with the community what is in the plan. May I suggest that we take a 5-10 minute break.

Reference 4 - 0.48% Coverage

Colin – I understand that there are confidentiality agreements regarding the IIBA. Will you be consulting the communities on wildlife before finishing negotiations?

Stephen – Yes

Reference 5 - 0.84% Coverage

Q – The IIBA, will it be set in stone for the entire project life? In 10 years time, would you be willing to look at the IIBA and possibly re-negotiate?

Philip – It can be changed if Baffinland or QIA deem changes to be made. There is a clause that the IIBA can be reviewed and changed if the 18 Mt was increased.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 6 references coded [18.04% Coverage]

Reference 1 - 10.26% Coverage

James Attagootak – Have you looked at all these different options for the shipping route? I only see the Milne Inlet and Steensby Inlet routes marked on the map. If you've studied them, they should be included. Although they may be expensive, I would like

these alternatives be examined. It's hard to know if you've looked at this or not if you don't show us. My second question is in regards to Steensby Inlet. That area is fairly shallow. You will need to dredge to make sure the ships can get in. There are char and other species there. There will be explosions and dynamite that will affect the animals. I've heard discussions about moving the port to Nuvuit. When it's foggy it will be hard for the train to see what is in front of it. What will happen if the train kills caribou when it is foggy? Will there be compensation? You also talked about the shipping in summer from Milne Inlet. A lot of people from Pond Inlet are in complete opposition to this option. You will be impacting their livelihoods and will need to compensate them. If you do this, all the wildlife will leave the area. In Resolute, they said all the animals left when the ships came in for the mine.

MZ – [Discussed various port location options and siting restrictions; shows port alternatives slide]. There will be no blasting at Steensby Inlet; we've changed our port design to make use of steel containers filled with rock. There will be no blasting necessary with this design. We have not chosen the least expensive option; we looked at the best option for the Project. We've always said that if the communities don't want this Project to move forward, it will not move forward. Yes, Steensby Inlet is a shallow basin, but we have done studies and determined that it is deep enough to ship. Building the port at Steensby Inlet is more expensive than Milne Inlet. We looked at the most doable option. We have looked at ways to get this Project moving as quickly as possible. We need to generate revenue; currently we only raise income and don't generate any revenue. We believe the Steensby Inlet option will have the least impact. But, we're looking at both options and studying them as a way to get the Project moving quickly. Compensation will be paid if any animals are killed. This will be part of the IIBA negotiated with the QIA.

Reference 2 - 4.17% Coverage

Samson Erkloo – Do you have a website to browse for employment opportunities? Will you be corresponding with Pond Inlet and Igloolik to discuss employment opportunities? Have you looked at scholarship opportunities?

MZ – We have agreed to an MOU for the economic provisions of the IIBA. We do not yet have an employment website. In the future we will develop a website for these purposes. Our dealings with the QL have not been as efficient as they could be. Their database of resumes is not as full and complete as it should be. Please remember our employment numbers have decreased because we haven't had many people on site since the bulk sample. As we move forward there will be hiring centres and improved communication. We do have a website – www.baffinland.com. In Igloolik and Pond Inlet we also have CLOs. If you have a resume you can give it to the CLO, or contact him if you would like more information on employment opportunities.

Reference 3 - 1.32% Coverage

Samson Erkloo – Will you be establishing scholarships?

MZ – When we implement the IIBA, yes. We have also given computers to graduates in the five communities. 33 computers were given out in 2007 and 57 were given out this year. There has been a steady increase in the number of people graduating.

Reference 4 - 0.35% Coverage

Manasie Amagoalik – Will the IIBA be for the life of the Project?

MZ – Yes.

Reference 5 - 0.79% Coverage

Enokie – I'm a student at the college taking environmental technology. Will you provide scholarships?

MZ – Not right now, but we will in the future. Once the IIBA is in place.

Reference 6 - 1.14% Coverage

Philip Paneak – He keeps stating the IIBA may be completed in a year. Perhaps he knows some information I don't. We have put aside a two year period to negotiate the IIBA. We have also heard that some people have been told they are too old to apply for a job.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 4 references coded [10.92% Coverage]

Reference 1 - 4.48% Coverage

Mr. Arvaluk – Thank you. You have in your report the colour as being IOL, and Pond Inlet has outlined that, because in the NLCA because we thought we would have benefit to our children, so if we approve this, since we said we would benefit from this, then QIA if they approve, you can only proceed with approval. But if the benefit outweighs the impacts to the environment. To white, it only means the land but to us it means everything including the land, water and animals. If there is a negative impact that will have too much impact on the animals but the good side is employment, Pond Inlet might decide it is too dangerous for the environment. It has to be a very careful plan and require cooperation. Before we get to 2010, please our parties to the project can go ahead to our satisfaction. This is a new era.

One more question. Inuit impact in the mining, it was mentioned through QIA, where is that now? Where are you in the negotiations with all your plans to start construction in 2010? Pond Inlet has not seen any agreement. Pond Inlet keeps asking for a breakwater and dust control and infrastructure, but haven't seen any benefit agreement, yet you have these plans. Pond Inlet needs to see tangible benefits before supporting your proposal.

Mr. Chubb – With respect to the land claim, and environment versus benefits, we think we have a very good framework to set the stage and work together. Baffinland fully understands that the project's benefits have to outweigh the negative impacts and we believe the Mary River Project has all of the features to get there – to be sure the benefits outweigh the impacts. We initiated discussions on the IIBA in 2006, and those discussions do continue and will continue over the next period of time with the Development Proposal just being released. Some of the discussions have been waiting while more information has been prepared for discussion, such as the Development Proposal. With the process working at the same time as the environmental review process, it won't be finished in its final form much before the review process because these two pieces have to inform each other.

Mr. Paneak – I mentioned this earlier the statement that we have to review the proposals and documents and use them as a negotiation, and there are not docs at the moment and we're just talking and this is the first one for approval, we'll see the feasibility study eventually, and the EIS will be issued on December. With these documents we'll have a better idea of how we will negotiate. We are continuing to add items to the negotiating table, and we will present - today there was a discussion to have a meeting every month to work on details.

Reference 2 - 1.86% Coverage

Mr. Arvaluk – During the negotiations, Baffinland, QIA and the federal government on the IIBA, it's not going to work if Pond Inlet is excluded. For example if NTI is getting royalties and Pond Inlet is excluded they will not agree. This spring they will study the caribou and let's say I would envy you if you saw a caribou. There was lots of caribou for a long time, but when the caribou are away for many years you may say there are not caribou. If you would go back 20 years, the past needs to be recorded. (Inuktitut before, English after) I think it will be really important to study Inuit knowledge, what it was like 20 years ago, so you will not have a false sense of what is there.

Mr. Chubb – we did a caribou survey last week, and in total we saw 19, so we were lucky. But we are collecting information about the past, and caribou in the area. We're doing that through our working groups and through focus sessions as well, and that information will be in our EIS. To look at the past we are looking at the trails we can still see from the air, to also help understand where caribou travel around the region.

Reference 3 - 1.45% Coverage

For the benefit agreement, employment and training, but also if we can get a benefit from the mine operation even now when it is starting, these business owners need opportunity to provide services, not only through employment. The communities need to have more benefit in terms of contracts, and the QC/QL are being used now. I used to say I think it is true that regular Inuit get money but business owners are excluded. There needs to be more incentive for the business owners. Having a business – Baffinland will need to say these are the contracts or services that we need in operation. Today 25 from Pond Inlet are working, they ask for cigarette and pop, but those people in Mary River there needs to be a small shop for cigarette and pop at the site, these kind of businesses, or laundry service. These are my comments for your consideration – I don't need a response.

Reference 4 - 3.12% Coverage

Mr. Merkosak – And when it is developing we need to know what you are doing, because it will change the environment too. A last one, not really related to Baffinland but related to my colleagues here. It's true you mentioned that there are Deposits 1, 2 and 3 and they're on IOL and subsurface rights will generate royalties. The fourth one it is surface rights. Somebody said, this was negotiated

with the NLCA and allowed the Mary River to be outlined on IOL because we survived on caribou and caribou migrated through the area. The IIBA is being discussed, and the NTI will get the royalties. The IIBA and surface and subsurface rights royalties. NTI are working on it now to negotiate. But Pond Inlet residents need to be considered – what we can get – because it seems that money going to Inuit organizations is towards the whole Inuit (Nunavut). I think it needs to be considered, and Kivalliq is doing that, the most affected community – if the hunting ground is affected, they'll lose that hunting activity. The community needs to get more royalty and NTI will need to consider giving us more than other communities. Say NTI give to other organizations. They're not getting anymore from the Federal government so they need to survive on their own. As business owners, we are not getting any support. The Qikiqtaaluk Corporation for example are under QIA and we compete against Inuit organizations. As Inuit business we are not supported. We need to get bigger royalties. When they start hauling the ore, some people won't be here. We need to think about this in the future, because we own the land. Thank you.

Mr. Paneak – Yes, thank you. The IIBA we are working on started from Pond Inlet because Pond Inlet has outlined the area, and we will be sure that Pond Inlet has the highest benefit in the agreement and then look at other communities. We keep saying that in the QIA.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 1 reference coded [10.10% Coverage]

Reference 1 - 10.10% Coverage

Q3 (Mr. James Arvaluk, MLA) – I would like to see the documents from Baffinland that say what the company's plans are. Baffinland has spent $50 million, and Article 23 of the Nunavut Land Claims Agreement says an IIBA is required. The project is on Inuit Owned Land (IOL) that is 100% owned – the QIA only represents Pond Inlet's interests. The IIBA does not look after community interests. We would like to see information on environmental impacts. Employment of 250 people sounds good, but it is only one aspect; other benefits will have to be received by the community, such as an airstrip or boat launch – not just jobs and the IIBA, but what will benefit Pond Inlet directly. I would like answers, not now but in written form later that everyone can see.

Mr. Chubb - We will provide simple answers and information in writing. In terms of documents, we failed to mention we have copies of the presentation and a description of the project on our website and with us tonight. Copies are also available at the CLO office. With respect to the schedule, it is a year from now, in late 2008, that we will actually submit an Environmental Impact Statement. In the meantime we are still collecting information and we don't have all the answers today. Mr. Chubb referred to Mr. Cooper with respect to Baffinland's philosophy on the IIBA as well as Pond Inlet employment.

Mr. Cooper – I am a member of Baffinland's IIBA team and I know that two of the QIA representatives are from Pond Inlet. I think everyone around the table on the IIBA negotiations agrees that direct benefits to the community are extremely important. In terms of employment, our office in Pond Inlet is the largest outside of Toronto, and Pond Inlet always has been and continues to be providing the largest proportion of the local workforce. Nuna Logistics, an Inuit company working on our bulk sample, have come to Pond Inlet to get resumes for future employees, and we hope they employ Pond Inlet people in the near future. I mentioned earlier that Baffinland and the QIA are talking about a 3-year training program; I expect Pond Inlet residents will benefit greatly from that program.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 1 reference coded [1.56% Coverage]

Reference 1 - 1.56% Coverage

Q. Tell the company that the map shows the route is along the migration route for marine mammals. The proposed route is exactly where our land use occurs. It is not an ideal route. Better to use a more southerly route. Baffinland should come and talk to us. As well, there will need to be an IIBA. Use the radio to provide information because not everyone can attend meetings. There could be a lot of benefits to the community, development opportunities. Use Inuit consultants to overcome language barriers. Unilingual people only get some of the information that we provide.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 2 references coded [1.09% Coverage]

Reference 1 - 0.19% Coverage

Stephen Bathory/QIA – Wildlife compensation is a component of the land claim and, as such, the IIBA. We have asked Baffinland to work on contamination issues. Maybe you can explain exactly what you're working on.

MTP: Warren will cover some of this in his presentation. In regards to freshwater char, we have conducted baseline studies on them. We will also continue to monitor these fish.

Reference 2 - 0.89% Coverage

Nigel Qaumariaq – I'm very happy to be here. I have southern experience, and I've learned from my grandfather. I used to spend half of my summer on the land with my grandfather outside of Iqaluit and the other half with my other grandparents down south. My grandfather taught me to observe the land. He also taught me to observe the white man. Matthew and Bill both observe a lot. They take it all in. I work for QIA but I'm also a beneficiary. Talking as a beneficiary now, there are a lot of issues that still need to be discussed. We still need more information. There are lots of issues to be addressed, like training. It is possible there will be 50-60 summer passages of boats by Pond Inlet in three years. The company wants to start shipping by then. Pond Inlet residents harvest whales in Eclipse Sound. When this starts in three years, we will need to look at employment. Will Baffinland have Inuit-friendly employment practices? Two weeks in / two weeks out doesn't necessarily work. Spring hunting is an important time. Will Baffinland accommodate this? This is the type of information we need to work out now, if a mine is to start in three years. One more thing, speaking as a beneficiary, I will talk about IBAs. I went to law school and studied IBAs. Companies want them to be confidential and not open to the public. Companies don't want other organizations that are negotiating IBAs to have information. This is unfortunate because IIBAs are ways we can talk about employment and training. All this information needs to be presented to us and we need time to absorb everything. This Project will impact generations, because it is multi-generational. The NIRB proposal is only for Deposit 1. There are five other deposits. It can change our communities. We need to be a part of it. I look forward to the future.

INVOLVING OTHER COMMUNITIES

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 1 reference coded [4.82% Coverage]

Reference 1 - 4.82% Coverage

Vice-Chair - What do you propose?

Matthew – Right now, we are scheduled to come back at least once if not twice this year. And the second proposal was to have Qav more available to the community, including the use of call-in radio shows where he can answer questions on a more frequent basis. Would this help in the communication?

Levi – that will help. If there are environmental issues out there, we need to be able to answer. Are you planning to go back to Igloolik to have another consultation soon? Because Igloolik, Arctic Bay and Pond Inlet all share the same wildlife resources where your proposed project is located. Igloolik is the community that will really be affected, so that's why I ask if you're going back to talk to Igloolik.

Yes, we'll be going back.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 1 reference coded [9.26% Coverage]

Reference 1 - 9.26% Coverage

Q7 - The agreement between QIA and Baffinland – there should be an agreement with Baffinland between each community instead.

Stephen – There will be three main agreements with respect to Inuit. One will be a land lease with QIA related to Inuit Owned Land for surface rights. Another is related to Inuit Owned Land for sub-surface rights with NTI. The third agreement is an IIBA. As for how each community relates to these agreements there are certainly differences. For example the surface rights held by QIA for this project were selected by Pond Inlet. Although at the time of land selection Inuit decided that benefits would be shared with all beneficiaries this still needs to be balanced with those communities most impacted. QIA wants to ensure all beneficiaries in our region have the opportunity to benefit while at the same time respecting that some communities are more impacted. With respect to the other communities in the region, that is where the agreement needs to address individual communities differently.

Q7 – I don't agree with that, because the five communities are closest to the Project. Broughton, Pangnirtung, etc. are too far and have no impact so should not be included. Only the surrounding communities should have an agreement. The IIBA, I don't agree with that. Back in 2008 when I was president of HTO there was a meeting with Baffinland but it never went ahead. As a community we don't know what those agreements were, and we don't know about those MOUs were between QIA and Baffinland. But those of us that are beneficiaries are left out. We're just not opposing this project. We want to provide input into the project too. I am not trying to be hard, but my children will be grown up by the time the mine is going. We want to see economic benefit too. Our land and water will be impacted by the mine operation. I'm not saying we're against the mine development, but you're going to leave it changed when you're done mining.

Stephen – I think there are two… During the land selection for the land claim, they could chose land for economic potential and Pond Inlet selected the land at Mary River. But when negotiating the NLCA, it was benefits for the entire region. So QIA has the political decision to make on how to distribute benefits. It is the QIA board that you need to talk to.

Q7 – In 2008 when I was with the HTO, we were going to have a meeting with the QIA and the five communities that would be affected. But the meeting was cancelled. Is tonight this meeting, or is that meeting still planned?

Stephen – tonight's meeting is not that one. That meeting, which was postponed two times, was a meeting with 5 HTOs and CLARCs for one week to discuss the project. First it was postponed waiting for Minister's decision. Then downturn and no agreement on who would pay. In QIA board meeting in May, QIA will decide how to proceed on the workshop. So that meeting is yet to happen.

Q7 – Are you going to change the agreement when you hear the concerns from the community, or how are you going to come up with that agreement?

Stephen – if talking about the IIBA, to approve that agreement the QIA needs to talk to Inuit and get their approval. Previously, and separate from the workshop was a community meeting with QIA about the IIBA and concerns, and there will likely be a follow-up on this.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 2 references coded [4.10% Coverage]

Reference 1 - 1.47% Coverage

Q7 (Koonoo) – Looking at Baffin Island map. Since QIA is responsible for this area, the animals have no. Cape Dorset is a community that will be impacted by the ships' operation -= walrus. the ships will go close by the community, so for walrus it may be a danger. So you're not going to ask Cape Dorset if they have any concerns? Because we are Nunavut. Are QIA aware that maybe Cape Dorset needs to be included? Because they have no committees to represent Cape Dorset. The QIA needs to be aware of that.

Mr. Amagoalik – There's walrus there, and there are different migratory birds, and we told Cape Dorset people and Kimmirut that they need to get together and decide if there will be any impacts in their waters and area in terms of birds and mammals.

Reference 2 - 2.63% Coverage

Q9 (earlier elder woman) – In Northern Quebec communities there is a mining site near Salluit. We went there to the community, but there were a number of Nunavut residents that went down for a conference. I think $34,000 was given by the community of Salluit and because we need expenses for the conference. That's how they do it in Northern Quebec. They have these people involved. Will we get any royalties? Hall Beach, Igloolik, Arctic Bay, Pond Inlet, Clyde River, and what about Cape Dorset? What about these communities, will they get any royalties from the mine when they sell the iron? Because we have two churches in the community – will you donate to the churches? In Northern Quebec they donate $34,000 to the church. Will you? If you donate money to the church, then Nunavut would be more peaceful and no dangers. If you don't include God in your plans, then your plan will be in danger because it will be an important project. If all the churches in the communities are helped, there will be less danger.

Mr. Cooper – Thank you for those questions. I'll mention the royalty on Deposit No. 1. There is a mineral royalty paid to the federal government and through to the NTI on Deposit No. 1. There may be other royalties that are negotiated through the IIBA. I'm sure that during our IIBA discussions we will talk about donations in the communities.

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 1 reference coded [1.39% Coverage]

Reference 1 - 1.39% Coverage

Q16 – Would it include Igloolik, Hall Beach, Cape Dorset and Kimmirut? What if the communities objected [to the Project]?

Matthew – There are no viable alternatives to shipping out of Steensby Inlet.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 2 references coded [6.90% Coverage]

Reference 1 - 1.99% Coverage

Q2 - Igloolik and Hall Beach – are they in full agreement with the proposed route?

Matthew – two shipping routes were originally considered and proposed to pass through Foxe Basin, and IG and HB opposed the western shipping route because of the area's importance to walrus. Baffinland selecting the eastern shipping route has reduced concerns in this communities greatly.

Reference 2 - 4.91% Coverage

Q6 - Unfortunately we aren't informed of what is happening now. We are not being informed ahead of time of these proposed routes. We were never told about this route shown. We didn't know that there were ships going through this area. Why weren't we informed when the ship started using that route? Seals are disappearing from close to the land. Those people are dealing with the proposed ship route. Why weren't the Inuit in this community being informed? My preference would be for the route to go beyond the three islands (into Nunavik waters), because the route you are proposing to use is the seal hunting waters. Why did those people in Raglan inform the people of Cape Dorset?

Richard – The ship that goes into the Raglan Mine in Nunavik does turn and head to Deception Bay before it reaches Cape Dorset, so you will likely not have been able to see this ship. It wouldn't come right in front of the Cape Dorset community.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - December 4, 2010> - § 1 reference coded [2.27% Coverage]

Reference 1 - 2.27% Coverage

Q – You visited our community on Southampton Island [Coral Harbour] previously and we were against that route. What about the comments raised from that community?

GM – We have no other choice than to go between Cape Dorset and Southampton Island

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 1 reference coded [2.74% Coverage]

Reference 1 - 2.74% Coverage

Q7 – That shipping route, I regret that the ship will come in but know you still need a way to ship the ore. Are you aware of Cape Dorset? Because the ship will go right in front of their community, and I think they need to be consulted, and they may not agree. And the government is talking about traffic through Lancaster Sound and waters all around will be affected and the animals won't be peaceful. Some say the animals will move away, and especially marine mammals will be affected. What I am asking is that you include Cape Dorset in your discussions.

Mr. Chubb – Thank you for those questions. Regarding Cape Dorset, our focus has been the five communities thus far. These are the communities that have a direct tie to the Mary River area and these are the communities we are currently hiring from at Mary River. You're right, the ship goes through Hudson Strait, and on this trip we have heard the same comment you have raised. This is a new comment for us, but as I said, our focus has been the communities in the north. But these are the things we are thinking about.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [1.41% Coverage]

Reference 1 - 1.41% Coverage

Community Speaker 3 – You didn't mention Qikiqtarjuak; why aren't you consulting with Qikiqtarjuak?

Mr. Cooper – Communities identified as direct points of hire but there is nothing stopping people from other communities working at the site. We are consulting also based on traditional land use.

<Documents\Public Consultation\Hall Beach\April 2009 Working Group Minutes - Hall Beach> - § 1 reference coded [3.10% Coverage]

Reference 1 - 3.10% Coverage

Percy – I like these maps because they show where we hunt and camp. They will be passed on to the younger generation. I would like to see them distributed to the other impacted communities.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting Aug 17 2010> - § 1 reference coded [8.38% Coverage]

Reference 1 - 8.38% Coverage

Q5 – What communities will you be visiting?
A - Igloolik, Hall Beach, Pond Inlet, Clyde River, and Arctic Bay.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 1 reference coded [4.04% Coverage]

Reference 1 - 4.04% Coverage

Mr. David Angutirjuaq – representing the HTO, we are starting to understand the project and shipping routes. Hall Beach and Igloolik are not the only ones that will be affected by the project – Cape Dorset and Kimmirut will also be affected by the project, we are thinking about working with Cape Dorset and the other communities on the project. This is not only a problem for this community but other communities as well.

Mr. Chubb - In our proposal, we talk about the communities that we feel would be part of the full review process. And those communities that we have identified are based on the communities that have a direct tie to our operations, and those communities

we would fly direct to and from the site. Based on those criteria, we've identified Pond Inlet, Clyde, Arctic Bay, Igloolik and Hall Beach in the North Baffin, and so we have proposed and believe these are the communities that would be part of the full review. We understand that there may be other communities not necessarily part of the full review that may be interested in the project and asking questions.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 2 references coded [3.99% Coverage]

Reference 1 - 1.49% Coverage

Clyde River is far from Milne Inlet. Why are they considered an affected community?

Greg - NIRB reviews communities and determines who should be included. NIRB decided that Clyde River should be included.

Reference 2 - 2.49% Coverage

Regarding Cape Dorset and Kimmirut. Why are they not included in the Socio Economic Assessment.

Greg - They are included as an affected community due to their proximity to the shipping lane. However, as far as a point of hire for workers at the Mary River Project, communities such as Arctic Bay are much closer. This was also a NIRB decision.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet - April 21, 2010> - § 1 reference coded [1.86% Coverage]

Reference 1 - 1.86% Coverage

Bill – On the shipping route, would it be helpful to bring Inuit from Voisey's Bay to speak about their observations?

Mayor / Paul – It would be very helpful.

<Documents\Public Consultation\Igloolik\Igloolik HTA - April 21, 2010> - § 1 reference coded [7.81% Coverage]

Reference 1 - 7.81% Coverage

Q (Joe A) – I understand it would be equivalent to Nanisivik, but the route. There are other minerals at Mary River. If we use this route, have Cape Dorset and Kimmirut, who need to be considered, even Northern Quebec are concerned about this route. So there should be additional study. We need a clear explanation of why you can't go to Nanisivik.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 1 reference coded [2.04% Coverage]

Reference 1 - 2.04% Coverage

Mr. Louis Uttak – We have only two items we are discussing. One, Baffinland or Qallunaat – there is only two we are discussing – there are lots of details attached to these. But you don't understand what I am saying we are arguing about. Inuit knowledge, and Qallunaat knowledge is money and we live on that today. Due to my ancestors I am here today. The archaeological sites are very precious and sacred to me, even the tent rings and bones, it hurts inside to see because our ancestors survived in that area. Without those ancestors we wouldn't be here.

We forgot something here – there shipping routes – Cape Dorset will be impacted too, there are walrus and other marine mammals, and I saw someone today from Cape Dorset and he said they haven't been notified about the project. Lets be friends. My future generation, the IQ if we are arguing about animals with this guy, for example, I want more animals than him, it would interrupt the animal. In Inuit law it is very strong, if you try to change that way. So I am saying I am a greenpeace but if I kill it I want to eat it too. In the future, animals will be disrupted so in that way I am an animal activist in that way, but I like to eat country food as well, and I don't want to go too long. I want to remind you that cape Dorset has walrus too, so I apologize to those communities as well.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 1 reference coded [5.25% Coverage]

Reference 1 - 5.25% Coverage

Councilor Simon Nattaq – Originally I am from Hall Beach, and like anywhere in Nunavut I travel and I've been traveling to Coral Harbour and Northern Quebec, and I think John mentioned the questions that I have. Although it impacts my personal life, if there is impact on the environment I would expect there would be an agreement in place. That area - the shipping route is a breeding

ground for marine mammals. Polar bears are also living in the area. From my understanding, the ice never used to melt, but I think now polar bears are moving away compared with the past. We already have impacts in our lives. I am not sure Nunavik but Cape Dorset they will also be impacted, and they will also be impacted (Kimmirut?). Nanisivik had ice breakers come in winter. Compared to the past, I didn't see real negative impacts to marine mammals, narwhal, and seals are still there. But the Inuit travel route and losing equipment and so on. In Iqaluit although we have ice the ships still come in and the beluga still come naturally. So although they may be impacted, personally, the ships cannot deter the animals in their activities. We heard a big proposal, although I am Nunavut Beneficiary. I don't want to interfere in the communities but I can say you should add Cape Dorset. If you decide to go the eastern route, you may be able to bring equipment. I don't think they asked to bring big items to the port – part of the benefits package – that they can always go to collect equipment delivered to Steensby. I can't really say on behalf of those communities, but…thank you for considering Iqaluit in your proposal.

<Documents\Public Consultation\Kimmirut\Kimmirut Public - April 26, 2010> - § 1 reference coded [10.10% Coverage]

Reference 1 - 10.10% Coverage

Q5 – …Especially Steensby Inlet [Didn't record the full statement]. How do the people of Hall Beach and Igloolik feel about this? How are you going to aid the hunters in regard to the housing? When the mine is closed, what will you do with the infrastructure? Thank you.

Matthew – The first question is about how Igloolik and Hall Beach feel about the shipping. Second is what happens to infrastructure at closure. Unfortunately we didn't complete our meetings in Igloolik and Hall Beach in this tour, because of community requests due to deaths in the communities. We will be making a trip back there in the coming months. In general, there are still concerns regarding the proposed activities, and questions that we need to answer for Igloolik and Hall Beach. So we continue to talk to them and provide information. Generally though there is still support for the project, but still concerns. With respect to what happens to infrastructure when we close the mine, most things will be removed from the site and either landfilled or taken offsite. If there is a community request for infrastructure to remain, then that can be done as part of the closure. A good example of that is some cabins from the 1960s operation are utilized by the HTO in Pond Inlet, and those are still in place today.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 1 reference coded [3.26% Coverage]

Reference 1 - 3.26% Coverage

Q – I recall you saying the North Baffin communities would be more affected than South Baffin communities. Your company name is 'Baffinland', which implies all of Baffin Island.

GM – The name of the company is just a name. The NIRB has included Cape Dorset and Kimmirut as affected communities. Obviously those two South Baffin communities are important to us.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 1 reference coded [0.69% Coverage]

Reference 1 - 0.69% Coverage

Q – How many Communities have you met with ?
A – Pond Inlet is the first Community to be visited this year, other Communities will be visited over the next few weeks.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 1 reference coded [4.61% Coverage]

Reference 1 - 4.61% Coverage

Councilor – Since you're doing consultation, you're going to Clyde River, and you're looking for input into how to present the information. Are you going to Hall Beach? Foxe Basin will be used and Pond Inlet is the most affected in terms of the animals. My question – what will happen to you if one of the communities won't approve the project? How do you get approval if there is one community opposing?

Mr. Chubb – That's a very good question. To get to the stage we're at, we've all be doing a lot of work and working together, and looking for input and questions all the way along. To get to this point, we've been trying to use that input. Before my time, I know we received input for the bulk sample and how we should set up at Milne Inlet and that helped us formulate a plan on where to set up camp and to stay away. In Igloolik and Hall Beach when we were there in September this map – Igloolik and Hall Beach said if you're going to use Foxe Basin we want you to use this route, and we didn't know if we could or not if the water is deep enough, but it was good input and if it was possible we should and since it is possible we're going to use the route. Not all our input will we be

able to incorporate because we need a project that finds a balance on the environment, communities, making sure from economics that the project makes money, so that's why we are receiving the input, we would hope as working through this that people will look to support the project. Not everyone will. What's important – the project can't go forth without the IIBA and the benefits need to outweigh the impacts.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 1 reference coded [3.14% Coverage]

Reference 1 - 3.14% Coverage

David Q – In CD and KM, how is the study going to be carried out?

Matthew – Only on marine mammals.

Richard – And land use, focused on marine. We could collect more if they are interested.

Jayko – The Hall Beach and Igloolik residents, have they approved the shipping route from Steensby?

Matthew – Unfortunately both the public sessions in Hall Beach and Igloolik were cancelled due to deaths in the community. We will be returning there in a couple of months. Nothing has been approved and there are specific concerns coming out of those communities.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 1 reference coded [1.61% Coverage]

Reference 1 - 1.61% Coverage

Jayko Alooloo – You said that people don't hunt in this area [south of Steensby]. I want someone here from Igloolik to talk about this. This area is important to the people of Hall Beach and Igloolik.

MZ – It is a large basin, and I spoke to people from Igloolik , and they will have their say during the permitting process.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 12 references coded [2.74% Coverage]

Reference 1 - 0.17% Coverage

Question: Mathew Akavak/IQIA – It might have been better to have all the communities here at same time, including Kimmirut and Cape Dorset.

MTP: The agenda was approved by both Baffinland and QIA. Kimmirut and Cape Dorset were not included as their caribou are unlikely to come up this far. This can be discussed, but is not part of the agenda.

Reference 2 - 0.15% Coverage

Question: Cornelius /Pond Inlet - Are you dealing with local HTOs in the communities?

Jason Prno: [Describes the various groups/people met with for the IQ study; describes the composition of the IQ study working groups; describes the various groups Baffinland meets with when visiting communities].

Reference 3 - 0.25% Coverage

Question: Levi/Arctic Bay - I would like to have seen all the communities included in our meetings. We are having two separate meetings this way. I would have liked to see everybody that will be affected together rather than having separate meetings one after another. All of these are hunters of land and sea mammals. We will all be impacted by shipping or the railroad. For that reason, Kimmirut and Cape Dorset will be impacted too. We could progress more if we could all be together. [Unrecorded comments]. Thank you.

Reference 4 - 0.31% Coverage

Olayuk/Arctic Bay – When we leave, they will be dealing with shipping. Maybe that's why we are leaving today. The work is not done. They will be dealing with walrus and the shipping route. Because we don't live there that's why we are going home. We eat walrus and visit each other when routes are open and we eat their food. We are to leave while they deal with shipping routes and

sea mammals. I would have liked to be part of this but we will not be given our opportunity to speak and hear the presentations. This would have been an opportunity here to work together. We won't be able to give our input. [Unrecorded comments].

Reference 5 - 0.13% Coverage

Paniloo/ Pond Inlet – What is spoken is true. We are not dealing with one side, we will be constantly speaking with each other, especially about walrus. The Nunuvat Land Claims Agreement must be followed and QIA knows this. We will be watchful of what is happening here.

Reference 6 - 0.10% Coverage

Koonoo/Arctic Bay - The shipping route will be dealt with after. We have learned what happens when a ship comes through. We may be far apart but we do understand each other. I am pleased to be here and be Inuit.

Reference 7 - 0.28% Coverage

James/Clyde River – We will be impacted too by shipping. Traveling by plane is expensive. We travel to other communities by going up through that way on snowmobile, so we will also be impacted. I am happy to be here, but there will be impacts. Problems will arise because we are trying to use the most efficient route. We need to work together, with the surrounding communities. Also, I want to thank you for giving us the opportunity to be here. If some of our thoughts are documented perhaps the routes will be altered. I wanted to speak of these two things. Thank you.

Reference 8 - 0.17% Coverage

Question: Louis Uttak/Igloolik – Why did Pond Inlet, Clyde River and Arctic Bay leave early?

MTP: The schedule was developed and agreed to by both Baffinland and QIA. Those communities were here for the terrestrial component of the workshop. We felt the remaining communities should participate in the marine component of the workshops.

Reference 9 - 0.32% Coverage

George Eckalook – We're happy that we are here meeting with the company. This is the first time that we've met. We want to discuss the following items today:
The road haulage option. This workshop is the first time we've heard about this option.
Polar bear monitoring along the shipping route.
The communities have additional concerns they would like to discuss. The consultation visits don't give out enough information.
Louis Uttak would like to give a presentation concerning walrus and other animals.
There are no representatives from Cape Dorset here. We request that you consult with Cape Dorset.

This workshop has been productive.

Reference 10 - 0.37% Coverage

George Eckalook – We have looked at the road haulage option today. It is feasible, but there are concerns from Pond Inlet. We have to look into this. The road to Milne Inlet would need to be improved to handle more vehicles. We would need to look into this more. I say this because the people from Pond Inlet are no longer here.

Bill Napier – Thank you. When we announced the intention to commence the feasibility study on the road haulage option we had someone from the company, Mike Zurowski, meet with the community of Pond Inlet. Greg Missal from our company also visited the community last month. We are planning on having someone else visit the community shortly. The size of the trucks that would be used was presented by Matthew earlier.

Reference 11 - 0.35% Coverage

George Eckalook – Two items. The first is for informational purposes. Two communities not on Baffin Island were concerned about the shipping route. They were from northern Quebec [Salluit and ?]. The Kivalliq Region was also concerned. We'll have an AGM next fall. An NTI meeting will also be happening. We'll probably update them on Baffinland's work.

We use spring to visit other communities. We are very active in spring. When people are at home in the fall it is an ideal time for meetings. Actually, there is no ideal time. In springtime there is hardly anyone in town. We will need to plan our meetings around these things. Community concerns are important to us and we take them into consideration.

Reference 12 - 0.15% Coverage

Louis Uttak – There is something constantly nagging me. We're concerned about the people of Pond Inlet. It's unfortunate the people of Pond Inlet left already. Clyde River is not as important as Pond Inlet but they are still important. Arctic Bay is another example. I just wanted to express my feelings on this.

IQ & IQ STUDY

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 1 reference coded [2.49% Coverage]

Reference 1 - 2.49% Coverage

I have a concern that all the IQ work that was done will not be honored by the new company.

Greg – The IQ work that you speak of was very important and will be not be dismissed by ArcelorMittal.

Ron – We want to move forward with the work that was done and not start over.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet - April 22, 2010> - § 1 reference coded [16.82% Coverage]

Reference 1 - 16.82% Coverage

David – concerned – according to Inuit knowledge, they say caribou move to another area, because their vegetation. Concerned about the noise created by the mine development – the caribou might be not going to the area, because our diet mainly consists of the animals in the area. We really need to be careful. We want to know the results of the studies. Also, we are also trying to improve our economic conditions, so we need the mine development too. The Steensby Port – Igloolik and the other communities who need marine life to sustain them – the shipping lane might disrupt the animals. So have you looked at other options or is that your only option?

Bill – We first considered Milne Inlet but too narrow, so started to look at other locations and it is the preferred option. We were in Cape Dorset, Hall Beach and Igloolik earlier this week. Unfortunately some of our meetings were cancelled, but we hope to work with the communities to get a better understanding of marine mammal behaviour for when the ships start operating. Regarding caribou, we are aware that the noise from the mining and the lights can have a temporary effect on the caribou, and we are relying on the experience of the other mines in Labrador who have railways and caribou to look at how they've dealt with protecting the caribou on the railway and roads.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 1 reference coded [4.57% Coverage]

Reference 1 - 4.57% Coverage

Koonoo – These maps here are stating where the animals are and where the elders go. These maps we had been writing them down where the caribou and fish are, seals, they would ask us questions and we would answer. We were all helping to produce these books.

Leah – I have a question on IQ. What is the most useful thing that was produced from this book, which you could elaborate on?

Richard – We have produced the map book and we are almost done translating the interview transcripts, and are only now starting to look at the data in detail. But from our initial look at the work, one item that was very clear is how disruptive a western shipping route through Foxe Basin would have been, relative to the proposed eastern shipping route.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 1 reference coded [1.56% Coverage]

Reference 1 - 1.56% Coverage

Sakiasee Qaunaq – In 2008 and 2009 I was involved in the IQ committee. If you sell the company and you are replaced by another owner, would we lose the committee and studies we have completed?

GM – We're at the stage in the Project where we have compiled the necessary information and are submitting the EIS to the NIRB. The environmental studies done previously won't be lost. It will always be valuable information for whoever is running the Project.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 1 reference coded [1.91% Coverage]

Reference 1 - 1.91% Coverage

Q12 - …..No today, there are probably studies on the caribou in terms of population and the habitat. Are there studies to see what has happened to the caribou, and any more plans to study on the caribou? Through the studies, sometimes the scientist's knowledge and the IQ conflict. What are the results? By helicopters, sometimes the caribou would run away. Are you finding any kind of impacts it has on the caribou?

Mr. Chubb – There are several different studies we are involved in. Scientific studies. There are Inuit knowledge studies that are being conducted with the elders and we are having a focus session here next week on caribou. In terms of overall numbers, the Government of Nunavut has just started a study to monitor caribou movement and Baffinland is participating by signing a Memorandum of Understanding with the Government of Nunavut. Baffinland is providing money and support services, over $400,000 over 3 years. That agreement is signed and the study has started.

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 2 references coded [2.18% Coverage]

Reference 1 - 1.55% Coverage

Q1 – I feel that the IQ study should go smoothly and not leave out important things. And South Baffin should be involved in the IQ study and employment. We depend on the animals, so we need to record IQ and take it seriously.

Reference 2 - 0.63% Coverage

Q3 – We [the HTA] should voice out the timing of the IQ study before the end of the meeting.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 1 reference coded [2.05% Coverage]

Reference 1 - 2.05% Coverage

Q18 – I am also concerned about future generations. Even though we are encouraging working but we need to give serious consideration to future generations. It will be wonderful for the community if the route could be altered. You should also consider the IQ aspect of this project as well. You seem to put emphasis on IQ, but this is just a saying without being taken seriously. Thank you.

<Documents\Public Consultation\Clyde River\April 2009 Working Group Minutes - Clyde River> - § 8 references coded [30.06% Coverage]

Reference 1 - 2.19% Coverage

Joanasie – There are many people who do not know how to use a computer. I would like to see mapbooks returned to the communities and the IQ data placed on the internet as well.

Reference 2 - 2.46% Coverage

Ootoova – I really like the IQ work. It is good to see a mining company do all this work, instead of just going and doing whatever they want. I can't wait to get a copy when the errors are checked.

Reference 3 - 5.57% Coverage

Nick – You have set a high standard [referring to Baffinland's consultation program and IQ study]. It will be hard for mining companies to do anything less in the future.

- Long-term storage and use of study materials
  a. What information would working groups like to see come back to the community and in what format?

9. Ron Elliot and Carleton University's desire to publish data online
10. Other ideas being considered (e.g. Baffinland GIS database)

Reference 4 - 4.25% Coverage

Isa – We can't say too much about impacts until the mining starts. We will learn more then. It is good to see that all this information has been collected. We are trying to get Baffinland ready for some of the impacts, through IQ, so they don't make any mistakes. We can't predict too far into the future though. Every year is different.

Reference 5 - 4.69% Coverage

Iga – Ilisaqsivik would be a good spot to store the IQ materials. There are many elders who already visit Ilisaqsivik.

Joanasie – There is a good coordinator at Ilisaqsivik. It would be a good place to store the materials.

Ootoova – You should advertise the IQ study at the hotel too. That way, tourists would be interested in seeing the material, and will come see it.

Reference 6 - 3.61% Coverage

Joanasie – There are some minor mistakes on the maps, but I like the rest. It will be a beautiful product once finished.

Isa – Yes, just fix the mistakes. I like what I see though. I've also noticed that Baffinland has been very precise with their planning and construction of the mine.

Reference 7 - 2.05% Coverage

Ootoova – The youth need to see pictures and maps [referring to IQ study]. The older generation has traditionally passed on knowledge orally, it was in their head.

Reference 8 - 5.25% Coverage

Ootoova – My father used to make predictions about the future and he once said the Mary River area would have a lot of activity. It is now coming true. Our elders have been making predictions for a long time. We have been getting ready for our way of life to change for quite some time.

Iga – IQ states that the top layer of the earth is dead, and the inside of the earth is alive. Western science says the opposite.

<Documents\Public Consultation\Clyde River\Clyde River HTO - April 24, 2010> - § 1 reference coded [6.19% Coverage]

Reference 1 - 6.19% Coverage

Q5 – Based on IQ, the project will interfere with caribou migration. There is going to be the familiar humans around where the hunters are – caribou will smell the humans. Also, the lifestyle of Igloolik people will be interrupted when the ship travels and they get blocked. There is definitely a need to come up with a benefit to those people.

George – There is going to be a public meeting tonight. We won't have much time here in Clyde River – we need to leave around 9-9:30pm. So therefore look carefully at the document you received so you have ample time to ask questions tonight. We're not trying to rush people, but we want to make sure we make use of the time we have.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 2 references coded [5.50% Coverage]

Reference 1 - 3.94% Coverage

Q4 – I want to thank you first for your clear presentation, but I just want to state that Inuit knowledge study going on, I suggest that they be more involved in the design of your project, that there's no IQ working group in Clyde River that there may be a lack of communication could create if these working groups are not consulted or involved. So I encourage that you plan with the working group, because we are still using the lands but Inuit lived on the land and it was important to them. So that previous question – we still travel to other communities, and the Inuit Quajimajatuqangit working groups or elders need to be more involved in the design of the project. Thank you.

Mr. Chubb – Thank you for your comments. The IQ studies that have been going on will continue. We have used information from those studies and will continue to do so. This year we are supplementing the working groups with other opportunities for broad input

too. We're having focus sessions just on caribou and just on marine mammals, for example. So we agree it is important. Richard Cook who is with us has had the longest involvement with the working groups. He may have a few words to say.

Mr. Richard Cook – Yes, we came into Clyde River last fall to establish the working group here, and recently the members participated in the working group workshop in Arctic Bay, but unfortunately there were only two members able to attend. We held caribou focus sessions in Clyde River several weeks ago as well and plan to carry out more work in the community.

Reference 2 - 1.56% Coverage

Q12 – Just to clarify that we heard the plans already and the meetings we attended in Arctic Bay – traditional knowledge, we were given information to consider. Because three was no representative of Baffinland in that meeting, there were very good discussions in the meeting. They discussed walrus and caribou and Igloolik and Hall Beach we supported those communities. In the meeting, they were so serious about protecting the walrus that we felt for them. You will probably get more information when you get the report from that meeting.

Mr. Chubb – that is why we have these meetings, to get this information.

<Documents\Public Consultation\Hall Beach\April 2009 Working Group Minutes - Hall Beach> - § 2 references coded [7.89% Coverage]

Reference 1 - 4.79% Coverage

Timothy – It would be very useful to have something like a mapbook for the results of the IQ study for the older generation. Putting the results on the internet would be useful for the younger people and for the future.

Timothy – Arctic College is a safe place to store these materials.

Reference 2 - 3.10% Coverage

Percy – I like these maps because they show where we hunt and camp. They will be passed on to the younger generation. I would like to see them distributed to the other impacted communities.

<Documents\Public Consultation\Igloolik\April 2009 Working Group Minutes - Igloolik> - § 5 references coded [75.97% Coverage]

Reference 1 - 1.91% Coverage

Louis – Kimmirut and Cape Dorset should have input into the IQ study. They may be impacted by the shipping route.

Reference 2 - 15.33% Coverage

- Long-term storage and use of study materials
  a. What information would working groups like to see come back to the community and in what format?

Louis – Storing these materials in the Baffinland office would be a good choice. The office is run by the Innulariit society.

Louis – The Igloolik oral history project files are stored in the government storage building. That might be good spot to store the materials. They should be stored properly.

Jason – I will look into the details of storing them at these locations.

11. Ron Elliot and Carleton University's desire to publish data online

Nathan – Yes, we are interested in having the data published online.

Elisapee – We need to consult with the other elders who were interviewed, before we can make a decision on this matter.

Jason – Can all of you ask elders in the community who were interviewed and see what they think? Elisapee can email me about these comments.

Reference 3 - 8.67% Coverage

Louis – I think we need some sort of a liaison person or a hub for all the information we have collected for the IQ study, so each community can access the data easily. We should also confirm all the IQ data is first correct.

Louis – One working group member from each community should be selected to form a committee that discusses issues relevant to all the communities.

Jason – The Arctic Bay working group meeting tried to accomplish this and was very successful. We will look into hosting similar meetings in the future.

Reference 4 - 15.86% Coverage

Stephen – QIA is interested in developing an IQ database, and in bringing members of the QIA, HTOs, CLARCs and working groups together to discuss the results of all the IQ work that has been collected for the Mary River Project. This database will be useful for any future developments (e.g. mining developments) as well. We are also interested in using the IQ collected for the Mary River Project in long-term monitoring for the Project. This would also be discussed more at the workshop.

Elisapee – Will the data for this database be community specific? That is, will people from Hall Beach be able to comment about land use in areas outside of Hall Beach?

Stephen – Our research will be based on personal experience, not just experience in a community's traditional lands.

Louis – It is most logical and cost effective to have one database for all the IQ study material. Right now it is very confusing to have all the data and information in different places.

Reference 5 - 34.20% Coverage

Louis – I am satisfied with the IQ study so far. It has been a slow process, but I'm satisfied with how it has gone. There are some minor corrections that need to be done to the maps, but the work is good. As for what needs to be done in the future, I don't know. I can't see into the future. This is the first time a study of this nature has been conducted in this region, so it is hard to say if anything was done wrong.

Elisapee – Did you take any pictures of the elders that were interviewed?

Jason – No, only of the workshop groups.

Elisapee – The elders that were interviewed should be involved in the process in the future, in case anyone has questions about their IQ information.

Jason – Each of the features on the maps have personal identifiers. For example, all the lines marked 'IG 03' are from Theo Ikummaq.

Group – [Seemed very excited to see their information was individually listed on all the maps].

Louis – This is good, because now we know the information is true.

Louis – Have you looked at the ocean resources? Elders' IQ of the sea floor?

Jason – We have done only a little work on this [shows figure].

Stephen – The GN has done this work [discusses the Coastal Resource Inventory] for Igloolik. This is a great example of other information we can include in our database.

Louis – I'm glad to see that a Baffinland representative and QIA representative are getting along so well. It is much nicer to work in an atmosphere of calm and cooperativeness. In past meetings I've attended, this wasn't the case.

Elisapee – We used to have a youth representative, but no longer do. We should have a youth representative on the working group. Our next objective for the IQ study should be to bring together youth, middle-aged people, and elders to review the IQ study maps. Bringing the working groups together from all the communities at least once a year should be one of our goals.

Jason – The working group will need to identify another youth representative for Igloolik in the near future [the previous youth representative moved to Iqaluit].

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [4.17% Coverage]

Reference 1 - 4.17% Coverage

Woman in front row - I'm concerned about the Inuit elders because they are concerned about the wildlife and they have all the knowledge especially about caribou.

Oliver – Yes it is true that Inuit people and their Elders have a great deal of information about caribou and their caving grounds. Our baseline studies and impact assessment on caribou relied heavily on the Inuit knowledge from nearby communities and this is made very clear in the EIS. We have maps in the EIS showing the data that was collected from Inuit people and describe how is was used in the assessment.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 1 reference coded [5.33% Coverage]

Reference 1 - 5.33% Coverage

Mayor Quassa – maybe not but we have clear understanding, and I know we have different organizations that are working on it, and the QIA on their own matters and the Inuit knowledge working group doing their own part and they keep us informed. It is going to be a big project, and as Igloolik residents we expect and know we will be included in the project at Steensby – that area – Igloolik people know that area and use it at any time of year and know the land. For these hazards are being watched – we need to cooperate and work together and have good communication and we thank you for allowing us And our residents need workplace employment, there are lots of unemployment and it would benefit the community through employment but the animals are always our concern. The community and the other communities will continue to have those concerns. Baffinland – they will need to learn to eat Inuit country food. I think Igloolik is known to have traditional food like walrus – it is the main concern for both Hall Beach and Igloolik because it is their main diet, so you need to be careful in your studies and your project. I think Zechariah we went through that area and saw walrus even in shallow water. I don't think there are any other questions – we'll see you tonight and thank you for coming – we apologize about the meeting a little misunderstanding – someone needs to apologize.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 1 reference coded [2.52% Coverage]

Reference 1 - 2.52% Coverage

Louis Tapardjuk – Did your IQ study indicate areas where walrus are calving? Will the ships stop during this time?

JP – Yes, the IQ study contains information on this. I can show you the maps we generated with walrus information at the break.

GM – Right now the ships will run 12 moths per year.

Louis – Even when they are calving operations will continue?

GM – That's correct.

Louis – Does your IQ study show areas were bowhead whales calve? Can you show this information?

GM – We only have paper copies of our IQ study maps, no digital copies. We can show you these at break.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 5 references coded [10.09% Coverage]

Reference 1 - 0.32% Coverage

Q5 (Honorable Louis Tapardjuk) – Either route doesn't work. My question – why do you have the Quallaunt as IQ coordinator?

Mr. Chubb – We have many people working on the project and have to work together.

Reference 2 - 3.51% Coverage

Mayor Quassa – Just to say that those comments earlier about Inuit IQ – because Qallunaat are only being used because IQ is being used for and by Inuit. Our elders in the communities – the working groups – the Qallunaat have no knowledge so they are

using the working groups. So those are being used, so I was kind of sympathetic – the Qallunaat are being used to get and use that IQ. I have also heard that railway being mentioned, that there will be archaeological sites. Regarding those, as you now the NLCA the beneficiaries the Inuit have 50% interest and the government 50% interest. In Igloolik, the airstrip is too short because there are archeological sites. You mentioned that it won't always be possible – I don't like hearing that. Our airstrip is so short! So I heard it is possible to go through archaeological sites. Even as Inuit we aren't able to pick up archaeological items we could be charged in court. So when I heard that comment that when not possible you would remove or go through or take archaeological sites.

And studies on animals, we heard there are the caribou workshop and the marine studies, up to know there have been the same studies doing the same. Even the NPC had the same questions to Igloolik about where you hunt, etc. These studies are ongoing. The Inuit will probably be tired of being asked the same questions by other people. The studies that are already done – they (agencies) need to found out by themselves. Before the IIBA agreement there is no mine, we need to be clear on that.

Mr. Chubb – I appreciate the clarification on the IQ study as it is very important that we collect this information. With archaeology, the studies are ongoing. What we can and can't do we need to obtain permission for that. This is part of the ongoing work what archaeology sites may be in the area we are intending to work. And it depends on what is found what we can do. The company agrees there are many studies going on in many areas. We're not just doing new studies; we are looking at all the information we can find that will help us. We're looking to build on what's known. An IIBA is a required part of this project to move forward. The company and the QIA have started discussions early in the process because we know these things take time and we look forward to continued discussions.

Reference 3 - 2.18% Coverage

Q9 (Mrs. Elisapee Quassa) – This is more directed to the QIA officials, I was going to raise this question to them, there are in Igloolik Inuit IQ committees. They are consulting with Elders, for example, these are elders never been to school and there are some that have been and our kids are attending schools. The Baffinland and QIA as well as the Hamlet we don't hear what goes on. We have 5 elders from Igloolik and we get to hear things that we never heard from elders. I am wondering at this time if QIA does Inuit knowledge studies as well. Philip you indicated earlier that Jason is the coordinator of Inuit knowledge for communities of Pond Inlet, Arctic Bay, Igloolik, Clyde River and Hall Beach. These are the five communities that we have gathered elders from. There is also a tall lady from Pond Inlet. From May 2007 I when the elders group was first formed, I was informed I was asked to assist and I have ended up assisting those people. I was objecting what Philipisie was saying earlier. Do you have elders helping about potential issues? I wasn't totally satisfied when you mentioned elders. In the case of the QIA, I would encourage you, the one sitting beside you is an elder, I think QIA should put more emphasis on elders, and the elders here at this meeting has been participating in these studies. These groups were formed with the support of the elders. Even though ….so I advise you not to criticize elders in that way.

Reference 4 - 2.56% Coverage

Q17 – We know that anything and everything, even jobs or employment, I know in the past Inuit are being asked now for input into activity, and I know we have representatives say for QIA is representing us, and MLAs, and they represent us and need to know how we think. I believe we are being represented and our concerns need to be considered by our representatives. Any activity – everyone can not agree and be happy, so tonight we heard all different opinions and concerns. I know animals get used to a noise, even airplanes. Caribous for example, can get used to the machines. In the past, they didn't want to hear anything or even footsteps that smell like humans, but I think they changed in that caribou in a migration will go there even no matter what noise. So Mary River will go – even without noise, have moved on. Hunters haven't seen evidence of caribou, as caribou go to areas where they can feed, even when it is noisy. But it is a concern in that we don't know for sure if shipping in winter, the ships coming in will be really noisy ice breaking, so it needs to be considered more, because we don't know for sure how it will be. In winter there is walrus year round. In Steensby the walrus go out but the seals stay in the area. In summer it won't be a real concern with shipping but my concern is winter shipping. And to make a comment on IQ – I have that personal knowledge and the animals – when you fight over animals they can disappear. If you have no fights over the animals, they will always be around. So we Inuit can be responsible because we are not looking after them whether we don't listen to IQ we can be blamed for their disappearance. We were told to be friendly to animals.

Reference 5 - 1.53% Coverage

Q24 (Samuelie Ammaq) – We are getting tired, and we will sleep a very little time. I am glad you are here, and I want the employment, but I really want the shipping route from the east from between Pond Inlet and Clyde River. When we get asked for Inuit knowledge we try to as a young person (I am still young inside, and I am only 60 years old). When we are talking IQ, can I ask these representatives a question? Let's say this shipping route is the cheapest way, but the other side costs too much. Are you going to be given money if you go to this side, and get less money to go to the other side. If you are afraid to tell us, is that you are getting more money to go to Steensby? Those of us providing IQ are not getting one dollar for this. …….. I want the mine but I

don't want to go to Steensby. I don't care about the land, because I was this tall. If I dig and collect the archaeological items I would be protecting the land but we are not going to make the Inuit artifacts disappear by building the road.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 1 reference coded [12.73% Coverage]

Reference 1 - 12.73% Coverage

Q18 [Mr. George Qallaut] – Igloolik is recognized as a cultural community, inhabited for more than 4,000 years. Everyday, we are extremely thankful they we are here today, and are grateful and respect our ancestors. Baffinland is interested in Inuit Qaujimajatuqangit (IQ), have employed people; as a number of people have asked the question – will you respect and take it [IQ] seriously? Igloolik and Hall Beach are the ones who will be affected by this project. Going back to Mary River, people of Igloolik and Pond Inlet have for centuries met at Mary River during summer hunting caribou. An elder present at this meeting got his first caribou at Mary River. Two mountains will be gone [from mining] in 25 years. Part of their identity will disappear – how can you compensate for this? There are a lot of social issues – in the 1960s the federal government arrived and built schools and other buildings but nothing for Inuit. His grandfather asked "Where is Canada? Who are Canadians?" in 1962. The Canadian Government didn't arrive until 1960 – before that the church was from Belgium, the Hudson Bay post people were from Scotland, and at Hall Beach there were Americans. The social impact of these events was huge and we don't want another big social impact. We are a Third World, we have one of the highest rates of suicide, high levels of drug abuse. Your interest is only the material. How come no one from Baffinland has asked the communities of Igloolik and Hall Beach if they can use Foxe Basin as a route? Foxe Basin is shallow, and noise travels far in shallow water, with a high impact on marine mammals. Alternative 1 [the westerly shipping route] is the birthplace of bearded seal and walrus. Some hunters say Alternative 2 [the easterly shipping route] and some say no; there should be better public consultation on the route. We haven't seen any studies in Foxe Basin on the marine mammals or on using it for shipping. Those are some of my questions, thank you.

Mr. Chubb – We'll try to answer your questions, but if we miss anything let me know. regarding IQ, I think the comment as whether or not they are a "cover up" or will it be taken seriously? No, we fully plan to use the information to influence the project. I am told that already the work helped influence the work at Milne to avoid important areas. Regarding change and impacts, and the loss of Nuluujaak [Deposit No. 1 which will be mined], there are some things that can't be compensated and mines do result in change. The opportunity is to balance those changes with benefits like social benefits. There is real opportunity with youth to assist with some of the challenges that do exist. The use of Foxe Basin – we are seeking permission and that's why we are here. It is early in the process and we are looking to discuss the project with Igloolik. It will be the end of the year to submit the Project Description and applications and by the end of next year the information on sea mammals, etc. will be presented, and that's why you haven't seen anything. Have I missed anything?

<Documents\Public Consultation\Kimmirut\Kimmirut HTA - April 26, 2010> - § 2 references coded [11.30% Coverage]

Reference 1 - 10.43% Coverage

Matthew – I was going to get to that. To close off the IQ, what time of year would be best to catch people in the community?

Matthew Akavak – They do want to participate. As for time of year….

Chairman – We do want to participate fully in Kimmirut, especially in the QI as well as harvest study. It's not specific for hunters, its for the whole population of Kimmirut. We would like to participate fully in this study, especially given the route is going to go quite close to our community.

Q2 – Sandy Akavak – Best time would be after ice break-up.

Joe – I want to make some clarification. In regard to the IQ study in Kimmirut, those people would like to meet with the HTO. Need to emphasize that the HTO becomes a full participant of the study. Richard's and Matthew's question is when is the best time to come, for reasons that the people going out on the spring camps. Will it be during ice break-up when ice is too soft to travel? So we get as many people as possible. So the question is specifically when is the best time?

Chairman – Ice breakup starts sometime in June. We have the earliest break-up. There are also other people living on the other side of the community when the ice is too rotten for travel. We don't wait too long for ice breakup because it is earlier on the other side of the community. Does it have to be in spring time, or at the certain time of year? Or in October? Do you have any constraints?

Richard – We're hoping to complete the workshops in the next few months, so that we can process the data and integrate the results into our reports on the environmental impact statement in the fall.

Q2 – May June is when people are usually hunting for. How long would it take? We would try to make ourselves available.

Richard – 3 days probably.

Chairman – If in June, perhaps June 20 to the end of the month will be the appropriate time. If we really do have concerns, we will make every effort to attend the workshop.

Q2 – I am supporting it to be up to the 20th, because the workshop is not going to take that long.

Reference 2 - 0.88% Coverage

Sandy – Will there be an out in the field study?

Richard – showed base maps and explained how information in the workshops would be collected. Field work is not proposed.

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 1 reference coded [1.62% Coverage]

Reference 1 - 1.62% Coverage

Nigel Qaumariaq – You used scientific knowledge to design the Project, but did not design the Project using IQ. I'm sure we'll hear more comments about this from other communities.

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 2 references coded [10.85% Coverage]

Reference 1 - 6.13% Coverage

Elisapee Ootoova (Pisiksik Working Group) identified herself as a member of the Pisiksik Working Group. She indicated that using IQ is good, but since the elders can't speak English they can't understand, and that instead of Pisiksik's pending trip to the mine site, it would be better to send younger people who understand English. ***

*** possible misinterpretation
[Ena Mucktar, Pisiksik Youth Representative noted following the meeting, and it was confirmed with Elisapee herself on October 11, 2006 that the above statement was not translated correctly, and what she actually said [rougly paraphrasing] is "I am a member of Pisiksik, and I have just joined this group. I am happy that we are going to Mary River, but why are we going? I understand that we need to see it, but are you [Baffinland] try to bribe us with this trip? Why aren't you also taking other groups, like the youth?]

Rod Cooper responded that all are welcome to visit the site.

Reference 2 - 4.72% Coverage

Elly Bonny (researcher) asked about the IQ collection for the project, and how it will inform the EA process?

Richard Cook replied explaining how the Pisiksik Working Group was established from different organizations. The Pisiksik members present at the meeting were introduced. He continued to say that Pisiksik has developed a questionnaire of 170 questions, has made a list of informants, and have also completed an IQ agreement. Interviews will start in the few months, as well as focus groups to talk about special issues and concerns. This work will be extended into Arctic Bay and Igloolik, where other working groups will be established. It is hoped that working groups members from the three communities can meet to discuss issues.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet - April 23, 2010> - § 1 reference coded [12.90% Coverage]

Reference 1 - 12.90% Coverage

Abraham – How about Richard's work?

Richard – We have completed the mapbooks from the IQ study, and translations are almost complete. But for now the working groups in North Baffin will remain I guess dormant. We are planning some IQ workshops in Kimmirut and Cape Dorset in the next few months. We are also proposing and planning to talk to the HTO this afternoon about a proposed wildlife harvest study. At this point we are just running the concept by the HTO, since the HTO and the community as a whole needs to support it and think it is a

good idea for us to proceed. We would run the harvest study for about 3 years, and presuming the mine goes forward, this could become part of the mine's long-term monitoring program.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - March 31, 2008> - § 1 reference coded [3.28% Coverage]

Reference 1 - 3.28% Coverage

Mr. Alooloo – Mike Zurowski came in and explained the plan, but two years ago when I spoke with him I said that he should include people from Pond Inlet in the planning but he didn't answer me. I think we need to include local people in the design. When we see it is already planned. We need Inuit knowledge to participate in the planning stage.

Mr. Chubb – We've been working with the community – and have been collecting Inuit knowledge and have held many discussions and sought much information and that input has been considered in all of our work.

Mr. Alooloo – I think you misunderstand. These plans – in Toronto or somewhere south – when they are drafting these plans, invite people from Pond Inlet to participate in drafting the plan. Show the plan to Pond Inlet residents before you release it. We see the plans without input from the people. Does that make it clearer?

Mr. Chubb - Yes.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 1 reference coded [4.19% Coverage]

Reference 1 - 4.19% Coverage

Q – Regarding narwhals, when hunting in that area, the plane doing aerial surveys was up there also. They were flying very high up and not monitoring the narwhal very carefully. It was apparent that it wouldn't count all the narwhal. When the ship was approaching, the narwhal moved somewhere else, and when the ship was loading the narwhal they were gone from Milne Inlet and then came back. Residents of Pond Inlet… you assume that you have all the knowledge. You appear very knowledgeable but you are not. In the future, if the ships come in that region, they will all be gone. Thank you.

Jayko – When the big ship that was there in the summer, maybe two years ago, I was involved in an aerial survey, and as you travel to the Milne Inlet area, we criss-crossed with the plane conducting surveys and looking at other marine mammals. In an area in Milne Inlet called Bruce Head, there is a lot of narwhal. As the ship approached Milne Inlet. As the ship left the other way, the narwhal traveled form Bruce Head and congregated in Koluctoo Bay, And as the ship passed, the narwhal swam somewhere else and did not want to follow the ship and be disturbed by noise. IQ says before ships arrived we would see the ships arrive – only when the ship is really close to they swim away. There are lots of narwhal and when the planes started landing and taking off. We And sometimes the killer whales go after narwhal. We usually have fewer ringed seals as ships frequent the area. Freighters tend to bother marine mammals a lot. That is something we learned. The wildlife is very essential to us.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 1 reference coded [3.52% Coverage]

Reference 1 - 3.52% Coverage

Ham Kadloo – The company has presented a positive spin. But we have stated on multiple occasions that there may be impacts on wildlife. We've talked about building a port between Pond Inlet and Clyde River. I've been involved in the IQ study. I would like to know if the baseline will involve IQ.

MZ – I would like to talk about the different port sites we looked at. [Discussed the various port sites assessed for the Project]. Selecting a port site involves finding the right combination of locations for a shipping route, rail route, and a port. We need a port where these three things are feasible to construct and operate. The route between Clyde River and Pond Inlet did not meet these criteria.

JP – [Discussed the IQ study and how information from the study would be used in the EIS].

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 3 references coded [9.25% Coverage]

Reference 1 - 1.86% Coverage

Mr. Arvaluk – During the negotiations, Baffinland, QIA and the federal government on the IIBA, it's not going to work if Pond Inlet is excluded. For example if NTI is getting royalties and Pond Inlet is excluded they will not agree. This spring they will study the

caribou and let's say I would envy you if you saw a caribou. There was lots of caribou for a long time, but when the caribou are away for many years you may say there are not caribou. If you would go back 20 years, the past needs to be recorded. (Inuktitut before, English after) I think it will be really important to study Inuit knowledge, what it was like 20 years ago, so you will not have a false sense of what is there.

Mr. Chubb – we did a caribou survey last week, and in total we saw 19, so we were lucky. But we are collecting information about the past, and caribou in the area. We're doing that through our working groups and through focus sessions as well, and that information will be in our EIS. To look at the past we are looking at the trails we can still see from the air, to also help understand where caribou travel around the region.

Reference 2 - 4.15% Coverage

Q2 (Ham Kadloo) – About caribou, they are delicious and good food. We talk about caribou because regarding the railway. The marine mammals, the seals, are secondary, but caribou are the primary discussions. The marine mammals, seals, narwhals, should be considered too. The real Inuit, we grew up from that and survived from the fat, and have ancestors who survived using the animals. When we speak of our concerns regarding caribou we mention our concerns. When we live in warm houses now we are not concerned about the fat from seals. I heard earlier about a ship to Milne Inlet being frozen in and Milne has seals and baby seals and these animals might disappear, because I know. What I am saying is that for so many years the ship broken engine was at Milne Inlet for quite a while and noise coming from the engines and the seal population went lower, and there was not much seals and I don't know how long that ship stayed there with a broken engine. For that reason, since they live in the ocean, and the sea is used for anything. Like say I went out tourist and they listen with a microphone and listen to marine mammals making sound. Even though you don't see them you can hear them. Anyone walking on the ice you can hear those. For that reason, water carries noise for a lot longer and stronger. For that reason, I am saying that they should be considered too. When we're gone we need assurance that if I say the proposal I saw, if I am trying to deal with them, they would mention the funding and money involved. Let's say, if there are any activity planned by Inuit, we look at the money side of it too, so I understand that the QIA and IQ need to work closely with IQ regarding animals or how to improve their activities. So these are my comments. We who have lived here, our store costs are getting high. I've been down to Ottawa a few times, the prices are so low! Cheap prices! I have children down there, the whole cart in the store, and I was worried when they loaded the cart it was going to cost a lot, but it was negligible. Also, as Inuit we were treated like Indians as if we are the same as Indians but now I heard now that Indians are getting stronger in terms of being outspoken and getting our way, and same with Inuit we need to be outspoken and more vocal. Thank you.

Mr. Chubb – Thank you for those comments. The marine environment is certainly important and part of the work we are doing. It is all at looking at that balance. Your comments are very well received.

Reference 3 - 3.24% Coverage

Q10 (Mrs. Annie Peterloosie) – I want to make a statement. My concerns. I am not a mining company, but from my knowledge, the mining companies looking for minerals, Inuit never approve of mining activities, because before Nunavut we never benefited from mining activities. Why? Because of alcohol – it is the reason Inuit have never benefited. Now it is drugs – Marijuana and substances – the drugs are getting stronger – and this should be considered by mining companies to make a law. Put a visible sign – if I go down south, I would see a lighted sign. Same as in Mary River, put a lighted sign to say there should be no drugs or alcohol, or marijuana or other mind-altering drugs. And some people end up going to hospital over those drugs. For that reason, you are trying to help Inuit and respond to Inuit knowledge. They never had alcohol or drugs and we are the descendents of our ancestors and we are trying to teach the Inuit life to have employed Inuit. For those reasons, I want a sign posted at the site "no drugs". And in Pond Inlet, since there is no sign, maybe they read it and it would have impact on them. Drugs from down south and if they have income from mining they have money to buy drugs. They are the most destructive and it breaks relationships and there is abuse. They go to jail and are charged. Please think of those things. Thank you.

Mr. Kutchaw – Thank you for speaking so caringly about your community and children. I will have a sign made and have it posted. One of the things I want to share with you, we have a zero tolerance policy about drugs and alcohol at the site, and when anyone is hired, this is reviewed by them, and they sign a document saying they will bring no drugs or alcohol to the site. We also have security that check all our baggage when we come to site. We take the safety of everyone very seriously and that's why we have a zero tolerance policy. Thank you for raising a very serious issue.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 1 reference coded [0.77% Coverage]

Reference 1 - 0.77% Coverage

Mary Krimmerdjuat [Justice / GN] – Inuit Qaujimanituqangituq. Is Baffinland trying to show the people something or just tring to show off? Liaison officers.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 7 references coded [2.49% Coverage]

Reference 1 - 0.66% Coverage

Question: George Qulaut/Igloolik – I'd like to add to previous questions, regarding concerns about the rail line and exploration. For those involved with the proposed routes - one of our elders said those doing the studies don't really care about the Inuit concerns or questions. Which information will be of more use – scientific or Inuit knowledge? I have a real concern for the proposed routes for transporting; these areas were previously used by Inuit. Sites will be passed through. I have concerns employees would not have the same concern as Inuit. Hunters will be affected and where do we stand when opportunities for hunting are reduced? And will they be heard?

MTP: IQ is as important as science in our project. For example, in the south projects are often 80% science, 20% traditional knowledge. The farther north you go, the more important IQ is. All our IQ studies have been summarized, maps were produced, and all information was fed to researchers like Mike and included in their studies. A huge portion of the marine mammals study has been informed by IQ. Our plan is to not have an impact on hunters but it may turn out that we do have an impact. If we find there is an impact we may need to review our plans. For example, we may look at providing additional tools for hunting, we may make changes to project plans, or collect further data.

Reference 2 - 0.48% Coverage

Question: Nigel/ QIA - Going back to monitoring - the diamond mines have an environmental watchdog agency. What is the plan for caribou monitoring for this project? Will IQ be included?

Mike – The practice in Nunavut has been to make monitoring the company's responsibility. That's the case at the Meadowbank mine. This is not to suggest consultants could not do the monitoring and report back to the communities. We would like to see hunter involvement in our monitoring program. Meadowbank contributes resources to a caribou collaring program. The Government does not want planes flying around looking for caribou. They also work with local people.

Kim Poole/QIA Scientific Advisor – The GN does not have the capability to review monitoring programs. We wonder who could be another check to see if mitigation is working, if monitoring plans working, if activities are being done and meeting objectives? Does the GN not have that capability? Where do mines goes from there?

Reference 3 - 0.29% Coverage

Question: Louis /Igloolik - That map with the caribou trails you showed, who made that map? You? Who? Who marked these caribou trails?

Jason Prno: – The map is a compilation of all IQ work we did on caribou trails. This included information obtained from interviews with elders and hunters in Igloolik, Pond Inlet, Arctic Bay. We also conducted workshops where invited the public, hunters, members of the HTOs and working groups. These workshops were conducted in 5 communities.

Louis/Igloolik: I am embarrassed I did not recognize this. I am thankful traditional knowledge is being used.

Reference 4 - 0.21% Coverage

Question: Cornelius/Pond Inlet – On these maps with the yellow dots - what are they referring to?

MTP: They are quarry locations - sand and rock quarries. This is where we will remove a small portion of the gravel and screen it to build the roads. We will not use all the marked location.

Cornelius: These are not for snowmobile trails?

MTP: [Clarified that on figure 3.2.4 the yellow circles are snowmobile crossings.]

Reference 5 - 0.50% Coverage

Question: Olayuk/Arctic Bay - Are we part of the planning for the mine or are you just collecting information?

MTP: Your comments will form part of what we include in the EIS. However, some things about the Project cannot be changed, because the Project would not be able to happen. We do listen to the concerns of the communities. For example, we listened to

Igloolik and Hall Beach about their concerns about the shipping route. We ended up moving the shipping route further east to where it is now. This did not completely change the Project, however. We also moved parts of the Project to avoid archeology sites. We do the best we can. If you still are not happy with what we've done when the EIS is submitted, tell us your concerns again.

Olayuk: – It is not that I am unhappy. I am happy with the opportunity to make money. There is no great concern for what has been proposed. Having benefits like money is nice. The animals that will be impacted are of concern. Impacts that are irreversible are my biggest concern.

Reference 6 - 0.30% Coverage

Question: Mikidjuk Kolola – When do the animals migrate near Kimmirut? You never checked with our elders when the animals are more abundant near Kimmirut. If you had, you would be more aware of what animals are there. The animals move all over. Some days they are not where they were the day before. Polar bear research is the same when it says there are less bears now.

Warren Bernhardt – You are correct when you say we did not meet with the community before our aerial surveys. However, we did come and meet with community members in Kimmirut for our IQ workshops and collected information from the elders.

Reference 7 - 0.05% Coverage

MTP: We have done a significant amount of studies in Milne Inlet, including scientific and IQ studies.

<Documents\Public Consultation\Workshops\Kimmirut IQ Workshop Minutes (PC) - June 21, 2010> - § 4 references coded [4.53% Coverage]

Reference 1 - 0.75% Coverage

Q: Will we be doing the map project later on? When the mapping is done can you bring it back to the community to make sure the mapping is accurate?
A: (Jason) Yes. This has been done before and it will be done here. It is very valuable step in the IQ study process and it is important to make sure the maps are right.

Reference 2 - 1.72% Coverage

Q: We are looking at the sea. How do you do your surveys? By air or boat, it is very difficult to find out about the wildlife in one day or one week. Do you have results? It is our home, our hunting grounds, we have been there forever. This route will be interrupting the harvesters. We should do over all studies of sea mammals. The peoplehave never accepted the Inuit knowledge. It was always noted that Inuit were not afforded the same recognition. The project is moving forward, so our hunters will be impacted. Thank you.
A: [Jason presents IQ study map book showing how the Inuit knowledge is being used. He indicates that Warren will provide answers regarding the marine mammal surveys in a later presentation].

Reference 3 - 0.93% Coverage

Q: How long has the IQ study project been in place?
A: (Jason) I have been involved in the project for three years, but it was actually started before that, in 2006. We started the study in Pond Inlet and, as project planning continued, we started going to other communities like Arctic Bay, Clyde River, Igloolik and Hall Beach. And now we have started to work with Kimmirut and Cape Dorset.

Reference 4 - 1.14% Coverage

Q: (Workshop participant) We are talking about migrations. How will the information be used? Has the Mary River site had an impact on wildlife? Are there ongoing studies? Are any community members aware of any impacts?

A: (Jason) We are using IQ and western science methods to find these questions out. Right now the Project is very small and in an exploration stage so there aren't many impacts. It is not as big as it will be, if the mine is approved and goes into operation.

MINE - OWNERSHIP

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 1 reference coded [0.75% Coverage]

Reference 1 - 0.75% Coverage

Member – In the whole world, how many mines does Baffinland own?

Matthew – None. This is the only deposit we have.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 1 reference coded [5.32% Coverage]

Reference 1 - 5.32% Coverage

Q6 – My comment, I am glad to see a mining company planning to start a mine because we need jobs. There are no jobs here, in Arctic Bay, Pond Inlet, there is no real place to work so I am glad to see the mine development, but the concerns that we have heard, I want them to be respected and at least looked at. I know the Nanisivik experience, you won't use any processing or chemicals or tailings pond and you'll simply crush and load and take it out. When Nanisivik was closing out I was part of a committee and we had meetings in Iqaluit and here in Arctic Bay, and we asked what the community wanted in terms of the closure of the Nanisivik Mine, but whatever we requested in the meetings not even one was respected or followed. Having meetings have no purpose if they don't listen. When Nanisivik was closing down, the only thing we heard is that they have no money for benefits to follow those recommendations. There will probably be a closure plan somewhere down the road. Whatever the results of the meetings and the concerns should be at least answered. Also, my question will you have, since you have a mining company, can people have shares in the company? If it is reasonable price, each share, because I think Nanisivik should have started the share thing with company membership. But only through employment was the only benefit we saw, but we want more than just getting jobs, we want to get our foot in the door and ability to get some money back too, being a shareholder.

Mr. Chubb – Thank you for the comments and questions. The first part of the comments with respect to closure and how it happens, the speaker referenced that we might have a closure plan in the future. Even for the work we are doing today, we have a closure plan and this plan is reviewed by many different groups. This plan is required by the lease that we have with the QIA and to make sure that the money is there for closure, there is already a letter of credit being held by the QIA. This plan is reviewed each and every year. There was a question with respect to ownership or shares in the company. Baffinland is a public company and anyone can buy shares. Each share today is somewhere about $3.65.

Mr. Paneak – I didn't quite understand if there was contamination in animals or environment how we could compensate or mitigate the environment. We could negotiate these terms in the IIBA, so the agreement would outline what work will be done. They are required under the NLCA to have an IIBA in place. The IIBA agreement we keep mentioning is Canadian legislation so it is a requirement to have in place before they start the mine. Through the IIBA we can agree to the terms of the compensation, and the mine won't start until the agreement is signed. That's how it is.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [1.21% Coverage]

Reference 1 - 1.21% Coverage

Community Speaker 12 – Who owns Baffinland?

Mr. Cooper – Baffinland is publicly traded, so the shareholders. The largest shareholder are some of the executive plus Mitsibushi owns 6%. The shares are trading at $3.40 and I encourage you to buy [joking].

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council Aug 17 2010> - § 1 reference coded [10.99% Coverage]

Reference 1 - 10.99% Coverage

Q3 – Can a person here in Hall Beach buy shares in BIM? Do you sell shares?
A – A person here in Hall Beach could buy shares, but they would have to do that through a bank or a broker. BIM is not allowed to sell its own shares

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - Sept 26, 2007> - § 1 reference coded [4.79% Coverage]

Reference 1 - 4.79% Coverage

Q7 [un-named] – What land ownership is Mary River?

Mr. Chubb – The main deposit, the one to be developed as part of these plans, is located on Inuit Owned Land but it is within a grandfathered federal mining lease. As a result, the leases are administered by the Crown and royalties are payable to the federal government but the royalties are passed on to the Inuit. The land around the deposit is also Inuit Owned Land, but the rail line is located mostly on Crown Land.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 1 reference coded [0.69% Coverage]

Reference 1 - 0.69% Coverage

Q6 – And those today on the news, these Baffinland partners they have offered and it closed today. Can I understand that QIA, or Nunasi, or Nunavut Trust, are they part owners of the Baffinland?

Philip – Thank you. The QIA have no interest in the company. We asked if we could be shareholders in the company, because we don't' want the liability to be issued with the QIA, so we did not want to be owners, because won't want that liability to be dumped on us.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 1 reference coded [0.17% Coverage]

Reference 1 - 0.17% Coverage

Caleb
Is it our property.

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 1 reference coded [0.76% Coverage]

Reference 1 - 0.76% Coverage

Billy Palluk suggested it would be good to get copies of the BIMC presentation video to schools etc. David Q wondered what would happen if BIMC is bought out by some other company. The response from BIMC was that the intent is to stay whole.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 2 references coded [5.97% Coverage]

Reference 1 - 1.68% Coverage

Harvey Nutarak – The surface and subsurface is owned by the people. All of these roads need to go on the surface of the land. My question is what are you guys doing? The land is owned by QIA. Right now you are leasing the land. Has QIA thought about that?

NQ – Right now the company pays for being able to access to the tote road. That is included in the lease for the Project.

Reference 2 - 4.29% Coverage

Enokie Inuarak – Mary River was selected by the people of Pond Inlet as IOL. The people who are the actual owners of the land are not getting any of the benefits. I would like to see royalties going to Pond Inlet as well. It is very difficult to get basic infrastructure here; that money could be used for that. All that money should be going to QIA.

NQ – We very much hear this at QIA. People want to see benefits going to Pond Inlet. The money Pond Inlet gets from the land lease is currently going towards the environmental review. This is a very expensive process. Mike's comment that marine mammals don't use currents is not true.

MZ – I was talking about the ice, not the marine mammals. The currents keep the ice moving and make a lot of noise. For our purposes, it is easier to ship through. The whales do not like the sound of the moving ice.

NQ – There are walrus that use that area.

MZ – They are mainly over by Rowley Island and Jens Munk Island..

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 1 reference coded [4.10% Coverage]

Reference 1 - 4.10% Coverage

Harvey Nuturak – Do you own you own land? As Inuit, we do. If you own land, maybe you have a garden. We have a garden – it is our caribou harvest. What would you do if I came in and dug up your garden? You would be upset.
I am upset hearing about the Bulk Sample program. If our garden is being tampered with, its not just caribou, but fish, arctic char. We have to consider this.
It seems that you're trespassing without asking us first as Inuit.

MZ – we are not trespassing. We have followed the procedures of the land-use permit granted by the QIA. The leases are grandfathered under the NLCA. As for fish, the DFO has approved, and we are actually going to be improving fish habitat. I challenge you a bit to follow up on this, and we can provide you with a copy of the land use permit, water license from the Water Board.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 3 references coded [1.28% Coverage]

Reference 1 - 0.26% Coverage

David: I know that area quite well that's why I speak. Concerning land mammals –back in 1955 I got my first caribou in the Mary River area, so I am part owner of this area. Big lakes have fish and if there is a spill this is of concern. Are spills well thought out?

MTP: All fuel storage will have double containment. Steel tanks will be used with a containment berm underneath. Any release would be contained. Spill response equipment will also be available. There will be a spills procedure in the EIS for this subject .

Reference 2 - 0.96% Coverage

George/Igloolik – We ate good yesterday. After the meetings we [the QIA] met in evening to discuss how we can help more. We represent the Inuit. We have noticed here these past two days of course you are using your ways and the elders not following the books and ledgers from our ancestors and our parents, schools, building with four corners that you never went in or had formal education [meaning unclear]. This problem was apparent yesterday. I'm asking us who are employees [of QIA] bring up any problems that you are aware of concerning the land, birds - you can bring anything up. This information is necessary for planning for the future. One of the elders said we will be passing this on to our descendents, who will also be impacted like us.

The mining company, they are just visitors. When finished they will do reclamation and get everything out of here again. There will be dangers for many years. The impacts will be visible. I am asking you to share any ideas, thoughts, or feelings you have. Don't be worried. If there is anything that has been said by the mining company that is wrong,
tell them outright. If you feel the scientists are making a mistake tell them right away. They have narrow vision, nothing else. Smaller birds are of no concern to them. Baffinland, I am happy that you asked these people to be here. Baffinland has to follow the NIRB requirements. The 1200 items NIRB has required the mining company to follow… [unrecorded comments]…some stuff goes in one ear and out the other. The mining company is just a visitor. When you say the hill [Deposit #1] is yours, it is actually ours. It has been ours for hundreds of years. The name 'Mary River' is also very recent and comes from the white man. Even new and old roads, all have English names and numbers. None of the Inuit names are used. It is as if we are insignificant. Inuktitut names are maybe difficult for you and maybe you are embarrassed and have trouble pronouncing it.

Reference 3 - 0.06% Coverage

Question: Nigel Qaumariaq – Who will own the ships?

Tim Keane – Those are commercial details that haven't been sorted out yet.

MONITORING & RESEARCH

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet - April 22, 2010> - § 2 references coded [24.06% Coverage]

Reference 1 - 7.24% Coverage

Q2 (Frank) – You mentioned collecting baseline data – what does that consist of?

Bill – Includes the biophysical environment and the socio-economic environment. We've included air, terrestrial physical environment, freshwater, marine and social. Once we collect this data, we overlay the project, assess the effects, and look for ways to reduce the3 environmental effects.

Q3 – When you collected the baseline data, who did it?

Bill – Mostly Knight Piesold.

Frank – People might say in the future that you bought the data.

Richard – We are independent consultants

Reference 2 - 16.82% Coverage

David – concerned – according to Inuit knowledge, they say caribou move to another area, because their vegetation. Concerned about the noise created by the mine development – the caribou might be not going to the area, because our diet mainly consists of the animals in the area. We really need to be careful. We want to know the results of the studies. Also, we are also trying to improve our economic conditions, so we need the mine development too. The Steensby Port – Igloolik and the other communities who need marine life to sustain them – the shipping lane might disrupt the animals. So have you looked at other options or is that your only option?

Bill – We first considered Milne Inlet but too narrow, so started to look at other locations and it is the preferred option. We were in Cape Dorset, Hall Beach and Igloolik earlier this week. Unfortunately some of our meetings were cancelled, but we hope to work with the communities to get a better understanding of marine mammal behaviour for when the ships start operating. Regarding caribou, we are aware that the noise from the mining and the lights can have a temporary effect on the caribou, and we are relying on the experience of the other mines in Labrador who have railways and caribou to look at how they've dealt with protecting the caribou on the railway and roads.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 1 reference coded [6.48% Coverage]

Reference 1 - 6.48% Coverage

Member – When you are at the site, what will you do if you have an impact on wildlife? Do you have any plans for that issue?

Matthew – If there is a disaster?

Member - Yes

Matthew – First, is to make sure there isn't a disaster. But we will also have plans in place to deal with that. This includes seeking the assistance of the communities, who would be equipped with spill response material.

Member - No, caribou or marine mammals if they are affected.

Matthew – We would seek a different way to deal with that, if possible. Or compensate through the IIBA as a last resort.

Richard – NIRB requires us to develop wildlife monitoring and mitigation plans. These include monitoring plans to track wildlife such as caribou, and contingency plans to deal with wildlife. For example, if a large number of caribou were to move into the Mine Site one day, we would need a plan already established to manage that event, such as to shut down operations so that caribou are not harassed and chased away and so that they can leave on their own.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 3 references coded [10.54% Coverage]

Reference 1 - 5.14% Coverage

HTO Member 3 - Looking at this island, it is all sandy gravel. There are polar bears there too. If you have a polar bear monitor working it would be beneficial for both of us. As environmental concerns, this should be concerned also. As Inuit, you need to monitor your area of interest in terms of security, because animals are not afraid of anything. And this island has walrus, so we need to monitor. So we need to monitor for environmental reasons.

Mr. Chubb – We agree these things need to be monitored. We use bear monitors right now for that reason.

Reference 2 - 1.84% Coverage

HTO Member 1 - Yes, for that reason, I seen some lakes have fish in their too, so we need to check the fish that they aren't eating contaminants. They may eat whatever might fall off of that product.

Reference 3 - 3.55% Coverage

HTO Member 3 – I know as Nunavut beneficiaries our waters and we need compensation if there is any evidence or reason or damage to the animals and same with the ice. If it is going to be a hunting area. The ice needs to be monitored. Same with Igloolik, they will need an agreement in place for compensation. Nanisivik used to provide equipment if they lost equipment in the ship track.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 1 reference coded [0.85% Coverage]

Reference 1 - 0.85% Coverage

Q3 – First question – in Coral Harbour area the studies being done, what's the limit of our study. How far will you go for studying the oceans?

Richard – study area is Foxe Basin and Hudson Strait, focusing the most attention on the area next to the shipping lanes [pointing to the map on the screen].

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 2 references coded [6.47% Coverage]

Reference 1 - 4.56% Coverage

Q1 – Can you show the maps on the PowerPoint? I am concerned about this channel (Foxe Basin) and this channel (Hudson Strait). These islands that the ship lets say (near Rowley) if they have an accident, because the iron is heavy, what will happen to the bottom fish? Also, I lived here in this area before (Baffin – Steensby to Piling) and right now the caribou have moved south and the North Baffin have no caribou. The caribou goes through the area. Also, that dust will be created. If it is crushed it will turn into rust and it will turn into rust if it is left on the ground. I am not trying to stop the project, and that dock fuel and supplies, I am concerned if there is a spill in this Steensby Inlet it would be a concern that it needs to be cleaned up because they are dangerous to the environment. I know the communities, although they say we have Nunavut, that we won't be able to get direct benefits in terms of cash payments, so QIA needs to consider that Nunavut, let's say Igloolik, Hall Beach, Clyde River these communities need to have benefits negotiated. Also, my concern I know Baffinland themselves will use their own environmental studies, I want a separate independent environmental studies that are not contracted through Baffinland but through QIA or from the Inuit Beneficiaries organizations to do the environmental studies. If the company will be like Nanisivik they won't inform the communities. They can use their own environmental studies. When we didn't know it was contaminated. When I mentioned earlier the fuel, they spilled it everywhere and didn't report the spills. Those fuel bladders we saw, they used to – I am not against the project, I am just saying the environmental studies should be done by independent companies through QIA or QC. Thank you for coming here and if there is an accident in Igloolik's waters then walrus and migratory birds – these islands there are birds around those islands and are nesting grounds for birds, walrus, and bearded seals are also in the area.

Mr. Amagoalik – Since you mentioned QIA doing environmental studies, we are monitoring every month they go every month to check that there are no environmental concerns. During the operation, there will be a fulltime monitor onsite.

Mr. Chubb – Thank you for those comments, we've certainly taken notes on those and understand your comments.

Reference 2 - 1.91% Coverage

Q12 - …..No today, there are probably studies on the caribou in terms of population and the habitat. Are there studies to see what has happened to the caribou, and any more plans to study on the caribou? Through the studies, sometimes the scientist's knowledge and the IQ conflict. What are the results? By helicopters, sometimes the caribou would run away. Are you finding any kind of impacts it has on the caribou?

Mr. Chubb – There are several different studies we are involved in. Scientific studies. There are Inuit knowledge studies that are being conducted with the elders and we are having a focus session here next week on caribou. In terms of overall numbers, the Government of Nunavut has just started a study to monitor caribou movement and Baffinland is participating by signing a Memorandum of Understanding with the Government of Nunavut. Baffinland is providing money and support services, over $400,000 over 3 years. That agreement is signed and the study has started.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 1 reference coded [1.27% Coverage]

Reference 1 - 1.27% Coverage

Q13 – Obviously you will be traversing between Cape Dorset and Kimmirut, so it might be a good idea to have observers from Cape Dorset and Kimmirut on the ship when they start traveling.

Bill – We'll work with the QIA to develop those plans.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [3.43% Coverage]

Reference 1 - 3.43% Coverage

Community Speaker 15 (another previous speaker) – When testing the soil and water, will you have Inuit involved in the testing?

Mr. Chubb – We have Inuit involved in lots of jobs, including monitoring. The person currently in charge of environmental monitoring is a beneficiary.

Community Speaker 15 – If environmental studies are conducted before the mine is built, problems could have been avoided.

Mr. Chubb – Baffinland has been conducting these studies on wildlife and with the communities for years. Mr. Cook can speak in more detail but we have Inuit involved.

Community Speaker 15 – It is better if Inuit are along with the scientist. If you were to work with local people like hunters it would be better.

<Documents\Public Consultation\Hall Beach\April 2009 Working Group Minutes - Hall Beach> - § 1 reference coded [6.50% Coverage]

Reference 1 - 6.50% Coverage

Percy – Is Baffinland still monitoring the wildlife? Will there be monitoring in the future?

Jason – Yes, Baffinland will continue to monitor wildlife in the future.

Timothy – Now would be a good time to do a caribou survey. The caribou are migrating to the northwest. There will probably be slightly less caribou because of all the activity (e.g. Mary River, CAT train to DEW line site).

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - March 26, 2008> - § 2 references coded [8.74% Coverage]

Reference 1 - 5.30% Coverage

Q4 – I am Jonah, the airport maintainer currently. First question, that airstrip, is it going to be used or contracted to be maintained by anyone? And second, the shipping fuel tankers that you mentioned in Milne Inlet, will that fuel tanker be dangerous to the sea in case of spills? Third question, I think the shipping will go year round to Steensby Inlet so I am thinking about the seals, because

they have lairs in the ice when they are breeding, and are there any comments or concerns mentioned, because I want the seals to be considered. Do you have plans to study the seal lairs?

Mr. Chubb – With respect to the airstrip, we'll have an airstrip built at Steensby and existing ones at Mary River and Milne Inlet already in place. The airstrip at Mary River will be upgraded so it can handle jets. Like all of the infrastructure required to support mining operations, these will be managed under large design-build contracts. Once built, the commercial arrangements for operations will be a different issue.

With respect to fueling in Milne Inlet, here is a photo from Milne Inlet and a fuel spill exercise that was conducted, to make sure that people on the ship and on shore are ready in case of a spill. One of the things in place is a plan dealing with just fuel planning.

With seals, we've been conducting many studies including seal studies, and when we submitted a project description, we also submitted information on a shipping study, and what should be considered in an environmental review. Seals, as well as other marine life, was included in the scope of what should be considered.

Reference 2 - 3.44% Coverage

Q6 - I have a concern about the shipping route. They said they will pass through once a day. There are walrus and bowhead whales that will hear noise from the ship. Even as humans, when I hear too much noise I try to go away from the noise. Even animals are sensitive to the noise. Especially the bowhead whales, in the spring time and the numbers are increasing and same with the walrus. They need to be closely studied.

Mr. Chubb – ships and noise are on our list of the things that need to be studied. The opportunity we have had with the bulk sampling program has allowed us to study how narwhal at Milne Inlet respond to the ships that come in. We conducted studies last year, and as you would expect, the narwhal moved out of the way of the ship, but our scientists tell us they didn't see any changes in the way the narwhal reacted the ships. So it was very helpful in the short term. We are looking at the response of whales to noise, and we are also looking at the ship itself and the ship design. It is something we are looking at.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [1.12% Coverage]

Reference 1 - 1.12% Coverage

There should be a monitor from each community to participate in the monitoring.

Greg - Yes we agree and we will have local people involved in monitoring.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 4 references coded [14.69% Coverage]

Reference 1 - 4.88% Coverage

Mayor Quassa – My question is – the shipping route you mentioned the land and marine mammals will be studied, and our Deputy Mayor went from Iqaluit to Igloolik and through the east side of Spicer Islands. We found another island. We used 22' canoe, but there is walrus there, that will be probably closely studied. So the proposed shipping land will be studied. My question is walrus, seals, bearded seals - they will probably be studied? The ship will be noisy and they will they be studied? When will you be studying the marine environment?

Mr. Chubb – We've already started studying the marine environment. Both the physical environment; the habitat for marine mammals, and part of that involves marine mammal surveys, and we are continuing those. We are incorporating that information from the scientists with focus group sessions to incorporate Inuit knowledge as well. We're also studying marine mammals on the north side in Milne Inlet, to understand how marine mammals respond to ships. Last year we watched what narwhal did when ships came into Milne Inlet, and the scientists observed that they move out of the way of the ship, but overall there weren't any big changes in the way the narwhal behaved in the inlet. We have and continue to study the environment.

Reference 2 - 1.38% Coverage

Mayor Quassa – I'm sure there will be lots of questions on that. The working group has been around for a year – has it only been a year of surveys – that's not a lot.

Mr. Richard Cook – The marine mammal surveys have been conducted for two years – in 2006 and 2007, and additional surveys are planned this year.

Mr. Chubb – So we'll have 3 years of data.

Reference 3 - 3.10% Coverage

Mayor Quassa – If you have any questions? The rail route, 143 km, it's pretty far. You'll probably study the weather; as we have blizzards and storms and you can't see anything. Six trains a day? The trains 6 times, in a blizzard or snow storm, have you ever considered whether it will have an impact on the trains' movements? Whether it will stop the train?

Mr. Cooper – Our plans are designed to account for the weather. We only need to operate the trains 300 days a year, to have enough ore for the year. So 60 days we have accounted for either weather or temps below -50C, and also in the spring, during freshet when the ground is getting softer, the trains would carry lighter loads. We've taken into account these factors. And not just the rail – for mining and the port, all aspects of the project.

Reference 4 - 5.33% Coverage

Mayor Quassa – maybe not but we have clear understanding, and I know we have different organizations that are working on it, and the QIA on their own matters and the Inuit knowledge working group doing their own part and they keep us informed. It is going to be a big project, and as Igloolik residents we expect and know we will be included in the project at Steensby – that area – Igloolik people know that area and use it at any time of year and know the land. For these hazards are being watched – we need to cooperate and work together and have good communication and we thank you for allowing us And our residents need workplace employment, there are lots of unemployment and it would benefit the community through employment but the animals are always our concern. The community and the other communities will continue to have those concerns. Baffinland – they will need to learn to eat Inuit country food. I think Igloolik is known to have traditional food like walrus – it is the main concern for both Hall Beach and Igloolik because it is their main diet, so you need to be careful in your studies and your project. I think Zechariah we went through that area and saw walrus even in shallow water. I don't think there are any other questions – we'll see you tonight and thank you for coming – we apologize about the meeting a little misunderstanding – someone needs to apologize.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - Sept 25, 2007> - § 2 references coded [18.37% Coverage]

Reference 1 - 2.69% Coverage

Councillor: Are you doing any surveys of the seabed for walrus food?

Mr. Chubb: We are surveying seabed wildlife and when this information is available we will share this with the community.

Reference 2 - 15.68% Coverage

Mr. Brian Fleming: I know that there are both environmental and social/cultural effects that have to be studied. To get to the final approval there will be trade-offs between of environmental and social issues in order to arrive at a balance. This is a big project, possibly the biggest in the region. Is there a document that summarizes the project? It is very hard to map out who all the players are and how the community fits in. The community doesn't know what is going on at the IIBA level. We don't want to find out at the last minute what is going on.

Mr. Cooper: There will be three significant reports produced by the end of this year and next year. The first is the project description by the end of this year. The second is the EIS by the end of next year. The third report is the IIBA next year as well. We would like to supplement this reporting with our bi-monthly meetings with the council as well as radio announcements and newsletters through our CLO's. We can't speak for the QIA but they will come to the community and have indicated that a member from Igloolik will be added to the negotiating team.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 2 references coded [7.10% Coverage]

Reference 1 - 2.96% Coverage

Louis Tapardjuk – I'm not against economic benefits. We need to be an economically feasible community. I understand the Project can become too expensive. However, the ore will always be there. Even if you don't proceed with the Project. Maybe we can access it in the future. The ship might not be able to be seen from the community, but the animals will be impacted by the shipping.

GM – A large part of the EIS looks at impacts on wildlife, including marine animals. The EIS also includes plans for monitoring. This monitoring will let us know if our plans need adjusting or not. It provides a way for us to have an understanding of what effects we may be having as the Project goes along.

Reference 2 - 4.14% Coverage

Nigel Qaumariaq – What are the monitoring plans in place right now? I haven't seen any of the plans.

GM – I can't give you all the details right now. They will be part of the DEIS and discussed in detail there.

NQ – Sorry, my question wasn't clear. How will Inuit be included in monitoring?

GM – We will use Inuit to do monitoring on the ground. There may also be opportunities to have Inuit monitors aboard the ships. Community based monitoring groups may also be used to report on the monitoring results

MZ – We're talking with FedNav to put a monitor on every 5th ship. Each monitor would need to stay on the ship for the entire voyage, though. It is not necessarily practical for a monitor to be present for the whole voyage. The ship would take ~31 days for a round-trip.

Paul – Will you be monitoring the land as well?

GM – Yes. Virtually every part of the operation will be monitored and reported on. It is a very standard part of mining operations now.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 3 references coded [5.65% Coverage]

Reference 1 - 3.51% Coverage

Mayor Quassa – Just to say that those comments earlier about Inuit IQ – because Qallunaat are only being used because IQ is being used for and by Inuit. Our elders in the communities – the working groups – the Qallunaat have no knowledge so they are using the working groups. So those are being used, so I was kind of sympathetic – the Qallunaat are being used to get and use that IQ. I have also heard that railway being mentioned, that there will be archaeological sites. Regarding those, as you now the NLCA the beneficiaries the Inuit have 50% interest and the government 50% interest. In Igloolik, the airstrip is too short because there are archeological sites. You mentioned that it won't always be possible – I don't like hearing that. Our airstrip is so short! So I heard it is possible to go through archaeological sites. Even as Inuit we aren't able to pick up archaeological items we could be charged in court. So when I heard that comment that when not possible you would remove or go through or take archaeological sites.

And studies on animals, we heard there are the caribou workshop and the marine studies, up to know there have been the same studies doing the same. Even the NPC had the same questions to Igloolik about where you hunt, etc. These studies are ongoing. The Inuit will probably be tired of being asked the same questions by other people. The studies that are already done – they (agencies) need to found out by themselves. Before the IIBA agreement there is no mine, we need to be clear on that.

Mr. Chubb – I appreciate the clarification on the IQ study as it is very important that we collect this information. With archaeology, the studies are ongoing. What we can and can't do we need to obtain permission for that. This is part of the ongoing work what archaeology sites may be in the area we are intending to work. And it depends on what is found what we can do. The company agrees there are many studies going on in many areas. We're not just doing new studies; we are looking at all the information we can find that will help us. We're looking to build on what's known. An IIBA is a required part of this project to move forward. The company and the QIA have started discussions early in the process because we know these things take time and we look forward to continued discussions.

Reference 2 - 0.78% Coverage

Q20 – A small boat in Hall Beach was doing depth sounding, studying the oceans in Steensby Inlet. I am from Hall Beach and recently moved to Igloolik, but I regret why residents in Hall Beach or Igloolik weren't involved in the ship doing the study. Also, we used to worry about employment being created, because living on income support you get tired after a while, you need real employment. Also, Roche Bay area we heard they don't welcome hunters – I urge you, Baffinland, to welcome hunters into your mine site.

Reference 3 - 1.37% Coverage

Mr. Chubb - At the end of activity at the Mary River site, whether the end of the mine or for some reason Baffinland weren't to continue its work, there would be reclamation that would be undertaken. Certainly we've been listening to the comments tonight and the discussions we've been having. Perhaps I can go back to the comments of the previous speaker. In the work we do onsite we look to involve people in the programs. This year we used a ship from Igloolik to do some depth work, and there were many of the environmental programs that had local assistance from Igloolik and other places. The second question was with regard to hunters

in the area and the work that we do. Baffinland of course understands and respects the use of the land and the hunting in the area, and we don't discourage that. The other point on that as well is that we've supported the annual community hunt from Pond Inlet as well.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 3 references coded [9.49% Coverage]

Reference 1 - 1.99% Coverage

Q5 [His Worship, Mr. Paul Quassa] – I know recently a study was done on the seabed and there are quite a bit of creatures on the seabed – as with other places [referring to marine environmental studies at the Steensby port]. How is the dock going to be installed not to destroy the seabed?

Mr. Cooper – our current thinking is to blast a flat space on the rock on the island. To do this without damaging the seabed we need to blast carefully and control fly rock from the blast.

Reference 2 - 5.38% Coverage

Q19 – I wish I could be elected to the QIA board because he is interested in and likes money. I want to be Inuk and I love been Inuk. I hate white people but I like white people. Our ancestors only taught us how to be hunters. I like Paul Quassa being our Hamlet's mayor – he knows better than me how society works and that's why he's mayor. I've worked very hard at being Inuk; I am 54 years old now. I want a promise from you, Baffinland, to have that name all the way through the project. With Nanisivik, they had this name, established promises, but then they are gone and the water license is issued to a different company name. The second promise I need is if you use that route, I want elders from here to study the islands for walrus each month, and if the numbers decrease, I want compensation of $200 million to buy new equipment to go further to hunt. I love my people in Igloolik!

Mr. Chubb – Regarding the company name, in the business world we can't promise this [no name changes]. The IIBA is a legally-binding agreement that is transferred irrespective of any changes to the company. Regarding the second question on walrus, monitoring will be an important part of the project. Mitigation through compensation will be defined in the IIBA but I can't comment on a dollar figure.

Reference 3 - 2.12% Coverage

Q21 [previous commenter – Q6 or Q7] – Thinking about our future, I'm supportive of the project long-term. Thinking about now I would oppose, thinking about the animals and we should be thinking about people. You are talking about working with us and we are starting to believe you. People trying to place collars on 30 caribou – this is what we should really be opposed to. Because of Nunavut we probably get more royalties and benefits. I want my kids to have work, which is why I am supportive of this project.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting Aug 16 10 Notes_revised> - § 1 reference coded [3.07% Coverage]

Reference 1 - 3.07% Coverage

Q2 – There are many creatures in the biophysical environment that are part of the food chain. Does this get taken into consideration in the review process?
A -

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - April 2, 2008> - § 2 references coded [4.26% Coverage]

Reference 1 - 3.47% Coverage

Q1 (Anthony) – no one has asked about wildlife so I will. The shipping route in Foxe Basin, that is an area that is typically not navigated, what are the impacts and what will you do? And the railway and caribou? Trying to cross the tracks – one out of every I was wonder if there is any preliminary work done on how work will impact wildlife. It will be a big change for wildlife.

Mr. Chubb – The discussion on that and impacts, and mitigation will be subject of the next two years of dialogue. The work that we are doing, if we start with the shipping and navigation, we've spent time mapping the bathymetry to be sure we have viable shipping routes. On the map on the back, there are shown two locations route and we've since confirmed that both routes are feasible. From a mitigating measure, one of the first things we were told is to go the eastern route. We are already looking at means to influence the operations. The baseline work we are doing is ensuring we have an appreciation for the wildlife. With caribou, we are doing similar things as well in terms of looking at caribou use by the land users from a harvest standpoint, and caribou use in the area. We've been studying for several years. Right now there are not a lot of caribou in the area and we understand they have been in

larger numbers. We're doing trail mapping, etc. This will influence the project. You've hit on the two key areas that we feel will be the focus of discussion for the next two years in the draft EIS.

Reference 2 - 0.79% Coverage

Ms. Hainnu – Thanks. One more question. How are you collecting your baseline data on socio-economic impacts?

Mr. Richard Cook – We are collecting statistical information, having interviews with key persons, and we are hosting focus sessions on a variety of topics including health and social services, education, employment and business.

<Documents\Public Consultation\Kimmirut\Kimmirut Public - April 26, 2010> - § 3 references coded [31.47% Coverage]

Reference 1 - 10.44% Coverage

Q2 – Will the landfill you want to build be current and up to date to today's codes? Dust could also impact the wildlife in the region, although it was mentioned that there will be monitoring of wildlife, I am wondering if there will be constant assessment, or breakdowns regarding monitoring. At closure, what is the plan for infrastructure? Will there be reclamation and things put back in place?

Matthew - The landfill, yes, the landfill was designed to current standards, and was reviewed by the Nunavut Water Board and the QIA. Regarding dust, we will be carrying out dust monitoring. We wouldn't directly monitor wildlife unless there was significant dusting occurring. Regarding monitoring, we are currently required to have over 20 monitoring plans, some of which are simple monitoring plans and some are complicated, and there will be reporting for that and communications back to the communities. With respect to closure, we currently have provided more than $10 million financial assurance for the current operations, and QIA has been involved in that process. In order to move through the permitting process, we'll be required to complete a thorough closure plan, which would need to be approved by government agencies and the QIA. Baffinland would post the amount of financial assurance specified in the approved closure plan.

Reference 2 - 15.63% Coverage

Q6 (Woman, Naomi Akavak) – Thank you for coming back, and we are understanding more – information is being provided on the mining project. It was quite useful to have the visuals on the project. My first question is regarding the fact that there is no iron ore in southern regions elsewhere? Second question – regarding the large ships. I know for a fact there will be ballast dumped into the ocean – has there been a study of the impacts of dumping into our oceans? And any study on the impact to the water being dispersed to the ocean – from waste solids from overseas in the ballast water? And any study on the impacts to the environment from other places in Canada? And a long-term study on wildlife impacts?

Matthew – The first one – why would we want to mine this iron deposit – the Mary River deposit is one of the purest iron deposits in the world. Most iron deposits require processing prior to use. But Mary River iron ore is so pure it can go right into the steel miles. It's also one of the largest deposits in the world. So that's why we are focusing on the Mary River deposits. With respect to the size of the ships, I've shown them on the screen – they are very large powerful ships. They are large so we have fewer ship passages. With respect to ballast water from the ships, these ships would be built brand new, so they will include the newest technology on ballast water management. Essentially, any water picked up in the port in Europe would be exchanged for water from the same system half way through its trip back to Canada.

Richard – There are Canadian regulations that require ships to exchange ballast water in the high seas. These regulations exist because the couple of centuries of shipping in and out of the Great Lakes has resulted in invasive species taking over in the lakes. So the issue is well understood, and the regulations are protective to make sure this doesn't happen. It is now standard practice and law that ships exchange their ballast water at sea.

Reference 3 - 5.40% Coverage

Q6 - Are there studies on the impacts?

Richard – [provided more explanation]

[Noami was not totally satisfied with the answer received, but the meeting proceeded. Richard and Naomi spoke again after the meeting, and part of the concern was over the ballast water rinsing the contaminants from the ore. Richard clarified that the holds that will contain ore and the ballast water chambers were different, so there would be no rinsing, and that the iron ore did not contain elements of concern like heavy metals which some ore concentrations contain, like the lead-zinc concentrate from Nanisivik or nickel concentrate from Raglan. Naomi seemed to have her question answered satisfactorily.]

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 1 reference coded [1.21% Coverage]

Reference 1 - 1.21% Coverage

Mayor Kublu – Richard: the studies that were done last year on narwhals in Milne Inlet – whether or not they have been studied for this year when the ships are coming to Milne Inlet. Can you do more studies on the narwhal?

Mr. Richard Cook – Yes, we're going to be doing more monitoring this year.

Mr. Cooper – There will be 7 vessels again this year, so we'll be carrying out additional studies of narwhal this year.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - March 31, 2008> - § 1 reference coded [7.18% Coverage]

Reference 1 - 7.18% Coverage

Mr. Panipakoocho – Ships sometimes can get into accidents, anything can happen at any time. You need to be prepared and not panic. You have the plans in place for contingency? Because ice is really strong, they can break up rocks on the land. When the ice starts moving, I think it needs to be studied closely, what damage the ice can do to the ships. Do you have a contingency plan in place? We know stories during the whaling period, there are lots of sunken whaling ships that got destroyed by ice. They need to be considered seriously, and we heard they used to bring in the Nanisivik ice breaker that sank off Greenland, so we know it can happen. They need to be planned ahead. The ocean current can be very strong, with the ice moving with the ocean current. The currents need to be studied. There are all these components that can be attached to the study. We survived in the arctic always watching the weather, because we don't know how it can reach – we only know the animals' behaviour. We got advice from the elders to plan some of the activities, which is why I asked about recording . There is a very nice side and very dangerous side too. Take you're time and if you walk around in the dark in a hurry you're going to fall down. In order to protect the animals and environment we try to stop any ships from going through the ice. We need to work together and you need assistance from the Inuit and we need your assistance, and the original goal was to cooperate.

Mr. Chubb - Thank you for the comments and advice. We do look to listen and record the discussions, and we'll continue to do that, to work together. Movement of ships through ice we have been studying that. In addition to working with the communities we've been working with our shipping partners and the ice and the currents, to assist with the design of the ships. Fednav is very experienced with working in the arctic, for over 50 years, and have been involved in all arctic mining projects.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 1 reference coded [10.50% Coverage]

Reference 1 - 10.50% Coverage

Q6 – Even though it is in the exploration stage and a drilling program going on, and you probably understand that salt kills lichen which is eaten by caribou. You're still in the exploration stage, and I believe a lot of salt is being used on the land. I am wondering if all the salt products are properly cleaned up. Salt damages everything in the environment. Will you be able to clean up everything in the environment?

Matthew – We use salt in almost every exploration drillhole through 2008, but in 2009 we started to cut back significantly on salt use, as we found that we could use less with the type of holes we were drilling. There is no salt placed on the surface.

Q6 – The IIBA agreement – the use of salt – if the lichen can no longer grow – would that have an impact on the IIBA agreement? Caribou seems to be bothered constantly by research, that's what I'm trying to say. Thank you.

Philip – Yes, in regards to your comments that if the salt is damaging – it should be included in the IIBA agreement, and compensation would come into play. So compensation would be required.

George – In regards to the concerns were from the residents of Igloolik – they didn't like the location of the port at Steensby, so they moved it from the proposed site. They don't like the proposed site, but they had a consultation meeting with Baffinland, and Nanisivik already has a dock – why don't they use the facility. Baffinland replied that it is too costly, and the size of the ship the sound is too narrow. And the residents of Cape Dorset had concerns about the proposed shipping route because it cut through their proposed hunting grounds. And they were wondering if Baffinland could travel closer to N. Quebec. Baffinland indicated that the shipping captain prefers this route. But CD requested they ship further into the ocean. Another question that kept being asked that whether or not a dock could be built between Pond Inlet and Clyde River, but Baffinland stated that the channels are too narrow so it would be impossible to turn the ship around, and the railway would be very very tough to build through the mountainous area. But sometimes they do not answer to all of the questions. But it appears that the proposed route will be used. That I wanted to answer

to a question asked earlier. It appears that because of its economic benefits but they don't like the proposed shipping route. It appears that whatever the Inuit want will be implemented. The QIA will address the concerns of our beneficiaries to ensure there are economic spin-offs.

Philip – In addition to Harry's question, I also have concerns about exploration, so perhaps we should ask if they do drilling if they use salt, and where does it go. And if the government does not allow the mine to go, it will not go. I am wondering at this time why he did not mention the Nunavut government.

Bill – As I indicated the environmental process we are going through is mandated to the NIRB. And one of the questions we had in Cape Dorset was who is NIRB, and Stephen gave a very good answer, and perhaps he can share this. There are several decisions to be made – the QIA needs to issue a permit, among other groups.

Matthew – Regarding the salt, it is mixed into a brine. Most of it is re-circulated, and what isn't re-circulated is captured in a sump. The affected area by the salt is very small, and we make sure the salt doesn't run off into fisheries.

Stephen – We are here also discussing the environmental review process and NIRB. NIRB contains board members appointed from different organizations, including the regional Inuit associations and the GN. QIA has one appointed member, Archie. The current chairman is Lucasi …. from Saniqiluak. The board takes letters and submissions from various groups and government representatives, and they weigh this information when making their decision. When they make this decision, they forward this decision to the INAC minister who makes the final say on a project.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 1 reference coded [1.86% Coverage]

Reference 1 - 1.86% Coverage

Mr. Arvaluk – During the negotiations, Baffinland, QIA and the federal government on the IIBA, it's not going to work if Pond Inlet is excluded. For example if NTI is getting royalties and Pond Inlet is excluded they will not agree. This spring they will study the caribou and let's say I would envy you if you saw a caribou. There was lots of caribou for a long time, but when the caribou are away for many years you may say there are not caribou. If you would go back 20 years, the past needs to be recorded. (Inuktitut before, English after) I think it will be really important to study Inuit knowledge, what it was like 20 years ago, so you will not have a false sense of what is there.

Mr. Chubb – we did a caribou survey last week, and in total we saw 19, so we were lucky. But we are collecting information about the past, and caribou in the area. We're doing that through our working groups and through focus sessions as well, and that information will be in our EIS. To look at the past we are looking at the trails we can still see from the air, to also help understand where caribou travel around the region.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 2 references coded [0.85% Coverage]

Reference 1 - 0.38% Coverage

Q. What about water depth studies near Steensby Inlet?

A. This area has been surveyed and the route was selected based on safe water depth.

Reference 2 - 0.46% Coverage

Q. I would like to ask a question. I haven't been at all the meetings. Were seismic studies discussed?

A. The seismic work you discussed is not part of this project.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 18 references coded [6.32% Coverage]

Reference 1 - 0.32% Coverage

Question: James Atagootak/Pond Inlet – Have studies been conducted on the ocean floor? Would this be a family-oriented mine or just a mining camp? How will it be run? Will we bring families and wives or will there just be employees here? Would the employees live here? I would like an answer.

MTP: We've studied the ocean floor and continue to monitor it. Town sites are not permitted at mines in northern Baffin Island, under the North Baffin Land Use Plan. It will be a fly in / fly out mine only, likely with a 2 week in/2 week off out rotation. Family members will not be permitted to live here. They could perhaps visit though, once or twice a year.

Reference 2 - 0.15% Coverage

Question: Louis Uttak/Igloolik – Steensby Inlet has fish going up the river and also has Rock Cod. Have there been studies on this? Would my people be compensated? Are the studies thorough?

MTP: Yes, we have conducted a lot of thorough studies We will talk about them further when Warren arrives.

Reference 3 - 0.26% Coverage

Question: Cornelius Nutarak/Pond Inlet - The collared caribou - are they still alive?

Mike/MTP: The collared caribou are the Government of Nunavut's. It is their research project and we don't know the outcome of those caribou.

Question: James Qillaq /Clyde River – Who was the biologist who did the collaring? Was this Mike Ferguson doing this?

Mike – No, it was a biologist named Debbie Jenkins. She would have collected collars that fell off, or were from a caribou that died of natural causes, or that was hunted.

Reference 4 - 0.41% Coverage

James – The land is changing. Some land is now eroding. There is a river close to the railway. This summer close to Milne Inlet, there was an incident in Pond Inlet because the land was muddy and it eroded. Once it erodes it have a negative impact on the railway. Unexpected things happen.

MTP: We have identified where ice lenses occur under the ground. There is also a very impressive spring run-off in this area. We have completed various studies with ice experts and will do more studies before we build the rail, including studies on water crossings and the stability of the surface of the land. [Unrecorded comments]. If something fails it is our job to be sure we are ready for it with properly trained people and proper equipment to manage the emergency. You raise a good point and we have to be on top of these things every day.

Reference 5 - 0.68% Coverage

Question: Nigel/QIA - I think what Mike is asking for is a consensus, but there is not enough information to make us comfortable issuing a consensus on these issues regarding baseline data with caribou. More information and monitoring is needed. We would like to see more information on road crossings and from winter surveying.

Mike: What I put up in my presentation was only one example. Doing track surveys is good idea and we did conduct those in one survey along the road. We didn't see any tracks in the week after fresh snowfall. If there was caribou movement we should have seen tracks. There are wildlife logs around the Mary River camp and all staff have instructions to note when they see key wildlife species. Caribou have been noted in low numbers consistently along the road. They are usually seen two or three at a time, maybe once a week. There is other data available that shows roads do not seem to be barriers. However, it is difficult to make comparisons with different herds of caribou. The best thing is to look at the tote road that has been here since sixties. The road has embankments and traffic. Perhaps we can drive down the road or go by skidoo to look at deflections. Hunters in the area might also have information. When we prepared the EIS, we have to make a lot of good guesses based on the best available information we have. We then follow up with monitoring.

Reference 6 - 0.11% Coverage

Question: Levi /Arctic Bay – Your map says you did your study on August 12th?

Warren – Yes

Levi - Sometime around August 12^{th,} fish start to come. This tells me narwhals are hunting fish.

Warren – That is entirely possible

Reference 7 - 0.66% Coverage

Question: James Atagootak/Pond – I was flying around in this area and there are animals over there besides the Inlet. We saw whales on the move and in front of Pond Inlet. In summertime we saw whales feeding in Eclipse Sound where we were hunting whales in the open water. For this Aug. 12th study there were animals there too. Sea mammals move everywhere. It is unfortunate there is no indication of mammals from you study in the Eclipse Sound area. This inlet also has whales. This is currently being used by ships and there are still whales over there. The proposed ship would have ballast water from overseas and there are currents going from the inlet outwards. This would be an irritant to animals and the people. I wanted to speak of this. Also, ballast water has different organisms that are foreign to this area. This is a concern of ours as there will be biological matter that is foreign to us.

Warren - I will clarify the map a little. It is correct there were animals found all over, but this map shows narwhals only. We may have seen bowhead whales, beluga, and harp seals, but for the purpose of comparing with the previous map I showed, I did not show those animals. We have that information as well.
Nigel: - Is this for the life of the mine or until the railroad is built?

MTP: The EIS will be for the life of the mine.

Reference 8 - 0.46% Coverage

Question: Solomon/Hall Beach – If I were a white man and the boss of Baffinland I would try to stop at Foxe Basin, reduce the ships and take this Baffin Route. There are seal pups on the far side. I can still go hunting at Pond Inlet. There are seal pups. The people of Pond Inlet live on the seals. They must be aware of them by ongoing monitoring [meaning unclear]. We don't like you handling the animals. Please just observe them. Can the biologists make sure they notify the people if they are going to be handling the seals? And notify the HTOs?. Our support and agreement will be apparent and we can deal with these [meaning unclear]. Thank you.

MTP: I have two comments. First, you don't have to be white to run Baffinland, I'd be more than happy to work for an Inuk. Second, there is a lot of scientific monitoring that needs to be done. We are not proposing any direct animal interaction for this, like having to touch them.

Reference 9 - 0.51% Coverage

Question: Nigel/QIA - Back to narwhal - Is there a map of when the narwhal is in that area and has there been a study of what happens when the ship goes through? Narwhal sensitivity is part of the question. We're also concerned about the temporal and spatial distribution of narwhal.

Warren: We will take the information we have collected through our studies and those of others. We have information on noise, from various vessels, which based on ships moving through certain areas. Regarding narwhal sensitivity, we need to know how well they hear. We also need to know about the frequency of noise and how sensitive they are too it. Some of this information is available for similar species like beluga, so we use the information from that literature for understanding disturbances on narwhal. We also focus on sensitivities during different parts of their life. We focus on the summer open water season. Not shown on the narwhal slide was where we flew. I will show where we flew on that day [Aug. 10th] and explain what areas we covered.

Reference 10 - 0.20% Coverage

Question: Nigel/QIA - Do we have information on Tay Sound?

Warren – We tried to capture information from when the ships moved in, in our study, but the study did not show consistent patterns.

Nigel: – How many ships were coming in when you were monitoring?

Warren – In 2007 there were two ships. We monitored before the ship came in and afterwards. There were six passages in 2008, for a total of ten ships.

Reference 11 - 0.62% Coverage

Louis: – Will there will be any influence on char or [unrecorded comments].

Jim - We have a study every year on fish. North/South Consultants are our consultants who work on the study. They have a biologist that studies the fish in the streams that cross the road. If we see a problem with fish passing through the culverts, we identify that problem and solve it by installing a new culvert or changing the configuration of it. For Sheardown Lake, we do water

sampling every year to make sure that the treated sewage is clean when it goes into the lake and does not affect the water quality. If the water quality is not affected the fish will not be affected. So far, we haven't seen any change to the water quality so we assume the fish have not changed either.

Louis: – Are you going to do a proper study of the fish? You will determine the condition of all the fish you study?

Jim: – We look at the fish up and downstream of the road to make sure the numbers are the same or similar and we are not preventing the fish from getting through the culverts and passages on the road. Prior to starting operations here at Mary River we did baseline studies on Sheardown Lake and Camp Lake and studied different aspects of the fish similar to what you are talking about.

Reference 12 - 0.23% Coverage

Question: Levi//Arctic Bay – Can you explain why Sheardown Lake is not being used for water? I understand there are fish in there and sewage will be treated and dumped into that lake. I'm not sure if that is true or not. Is there water testing being done? Are there fish in there?

Jim: – We use Camp Lake for our water as it is closer to the Camp here. Sheardown Lake is several kilometers farther away.

Question: Levi – Do you continue to sample it?

Jim: - Yes.

Reference 13 - 0.89% Coverage

Question: Simeonie Aqpik/Kimmirut – The shipping route has marine mammals there. Have there been studies done on the animals that live in the area? To look into if there will be any effects from the shipping on the animals? Will there be monitoring? We will want to hear if there are any impacts on the animals. You want the iron ore. We don't necessarily care about the iron ore. We are concerned about the animals. [Comments missed]… The animals are never gone. They always come back. We're looking at ways to make money in our communities. We have been making soapstone carvings. There is a soapstone quarry in between Cape Dorset and Kimmirut. When the animals hear the ships, they will move away. It won't be every animal that moves away, but there will be impacts.

MTP: There are baseline studies that have been conducted for the shipping route. Monitoring will be proposed in the EIS. Monitoring is an important component of our plans. We intend to have community members participate in this monitoring, just as community members have participated in our baseline studies in the past.

Warren Bernhardt – I will talk about this more during my presentation, but we have conducted studies along various parts of the shipping route, at the Steensby Inlet port site, and at the Milne Inlet port site.

Simeonie Aqpik/Kimmrut – The shipping route between Cape Dorset and Kimmirut – The marine mammals also use this route. It's a migration route used by the animals. We don't need to survive on marine mammal fat anymore. We use the white man's fuel. It is easier now. Country food is the best food for us. We don't want to eat contaminated meat. We will see what happens once the Project is operating.

MTP: We are going to do whatever we can to avoid making impacts and to monitor during the Project.

Reference 14 - 0.18% Coverage

Question: Mikidjuk Kolola – How many species do you find in one of those circles? [Referring to an aerial survey map shown by Warren].

Warren Bernhardt – Each one of those dots is one observation. There could have been more than one animal there.

Mikidjuk Kolola – I would like to advise my colleagues here that Kimmirut has many marine mammals in their waters.

Reference 15 - 0.28% Coverage

Question: Nigel Qaumariaq – Now that you have all this baseline data, have you completed the impact assessment regarding shipping and the animals?

Warren Bernhardt – We haven't completed it yet.

Question: Mikidjuk Kolola – Were these studies only conducted once? These maps only have one date on them. How many days did you conduct your study?

Warren Bernhardt – 2008 was the only year we studied Hudson Strait. We surveyed the area four times. These surveys were done at different times of the year to try and understand how the distribution of animals changed.

Reference 16 - 0.05% Coverage

MTP: We have done a significant amount of studies in Milne Inlet, including scientific and IQ studies.

Reference 17 - 0.16% Coverage

Mathew Akavak – These are not aerial surveys. These are IQ maps. Your information comes from RCMP, government and IQ. [Unrecorded comments].

Warren Bernhardt – All the aerial survey data that I've shown was collected by us.

Mathew Akavak – [Unrecorded comments]. I just wanted to say there aren't many mammals there.

Reference 18 - 0.17% Coverage

Question: Mikidjuk Kolola– If, in three years after the shipping were to start, I said the animal numbers were low around Kimmirut, what would you do? Would you base your answer on your studies?

Warren Bernhardt – These studies would be one thing we looked at. I think you would need more information to have an accurate answer though.

<Documents\Public Consultation\Workshops\Kimmirut IQ Workshop Minutes (PC) - June 21, 2010> - § 5 references coded [5.71% Coverage]

Reference 1 - 0.79% Coverage

Q: There was study over in Salluit at a river. The fish are no longer good there; they are gone or no good to eat now [this comment was in reference to fish in proximity to the Raglan Mine].
A: (Jason) Thank you for sharing your knowledge and concern. Again, that is why we do these studies, in order to monitor what is happening.

Reference 2 - 1.72% Coverage

Q: We are looking at the sea. How do you do your surveys? By air or boat, it is very difficult to find out about the wildlife in one day or one week. Do you have results? It is our home, our hunting grounds, we have been there forever. This route will be interrupting the harvesters. We should do over all studies of sea mammals. The peoplehave never accepted the Inuit knowledge. It was always noted that Inuit were not afforded the same recognition. The project is moving forward, so our hunters will be impacted. Thank you.
A: [Jason presents IQ study map book showing how the Inuit knowledge is being used. He indicates that Warren will provide answers regarding the marine mammal surveys in a later presentation].

Reference 3 - 1.04% Coverage

Q: How deep can you see a whale?
A: (Warren) 15-20 ft.

Q: How high do you fly when you are conducting your survey?
A: (Warren) When we are surveying ringed seal we fly at 400-500 feet, when we are surveying whales we fly at 1000 ft.

Q: What kind of plane do you use?
A: (Warren) A Twin Otter.

Q: How many surveyors are on board the plane when you are surveying?

A: (Warren) There are four surveyors, two on each side of the plane

Reference 4 - 1.09% Coverage

Q: We used to do observations a long time ago. There are those of us who were involved in the observations a long time ago. In those days we found we were able to see a completely white walrus. It was a Twin Otter that we used as well. We were able to see beluga and narwhal. You could see the difference between a beluga and a narwhal. We went in a straight line. Harp seals were also observed. We did not see large numbers of beluga.
A: (Warren) Thank you.

Reference 5 - 1.07% Coverage

Q: I have some advice. You need to be cautious and you need to observe the fjords as well. Based on our Inuit traditional way, it may be better to fly higher to see beluga. It is important to have Inuit observer on board when doing observations. It is tough to do your observations because you are going in straight lines and are going too fast. Those are my thoughts, in the future you should take elders. I do not want to go.
A: (Warren) Thank you.

NEGOTIATION

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 1 reference coded [11.93% Coverage]

Reference 1 - 11.93% Coverage

HTO Chair – These documents – are they translated or only in English? It's probably too technical to translate, and since you have presented this to Inuit to be read, and if a good translator can be found to translate technical words, the Inuit could read it in their own language and ask questions.

Derek – We've translated the summary but not the whole document.

HTO Chair – If the whole document is in Inuktitut, then we have the opportunity to see every document that is presented.

Mr. Chubb – We've been asked that question, and we're talking about what information would be practical and useful to be translated. We have people working for Baffinland such as Mishak who are available to translate and explain.

HTO Chair – The reason is I can read English but not everyone can. If we are going to negotiate with you, we need to know exactly what you are presenting to us, so we can operate with the same understanding so we can negotiate the IIBA and there won't be anything that we haven't read. It would be better for both of us to have the same level of understanding.

Mr. Chubb – We think there is more we can do.

Mr. Rod Cooper – A good starting point is the maps.

HTO Chair – If we don't understand, we might say you are trying to trick us. We need to understand.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 1 reference coded [9.26% Coverage]

Reference 1 - 9.26% Coverage

Q7 - The agreement between QIA and Baffinland – there should be an agreement with Baffinland between each community instead.

Stephen – There will be three main agreements with respect to Inuit. One will be a land lease with QIA related to Inuit Owned Land for surface rights. Another is related to Inuit Owned Land for sub-surface rights with NTI. The third agreement is an IIBA. As for how each community relates to these agreements there are certainly differences. For example the surface rights held by QIA for this project were selected by Pond Inlet. Although at the time of land selection Inuit decided that benefits would be shared with all beneficiaries this still needs to be balanced with those communities most impacted. QIA wants to ensure all beneficiaries in our region have the opportunity to benefit while at the same time respecting that some communities are more impacted. With respect to the other communities in the region, that is where the agreement needs to address individual communities differently.

Q7 – I don't agree with that, because the five communities are closest to the Project. Broughton, Pangnirtung, etc. are too far and have no impact so should not be included. Only the surrounding communities should have an agreement. The IIBA, I don't agree with that. Back in 2008 when I was president of HTO there was a meeting with Baffinland but it never went ahead. As a community we don't know what those agreements were, and we don't know about those MOUs were between QIA and Baffinland. But those of us that are beneficiaries are left out. We're just not opposing this project. We want to provide input into the project too. I am not trying to be hard, but my children will be grown up by the time the mine is going. We want to see economic benefit too. Our land and water will be impacted by the mine operation. I'm not saying we're against the mine development, but you're going to leave it changed when you're done mining.

Stephen – I think there are two… During the land selection for the land claim, they could chose land for economic potential and Pond Inlet selected the land at Mary River. But when negotiating the NLCA, it was benefits for the entire region. So QIA has the political decision to make on how to distribute benefits. It is the QIA board that you need to talk to.

Q7 – In 2008 when I was with the HTO, we were going to have a meeting with the QIA and the five communities that would be affected. But the meeting was cancelled. Is tonight this meeting, or is that meeting still planned?

Stephen – tonight's meeting is not that one. That meeting, which was postponed two times, was a meeting with 5 HTOs and CLARCs for one week to discuss the project. First it was postponed waiting for Minister's decision. Then downturn and no

agreement on who would pay. In QIA board meeting in May, QIA will decide how to proceed on the workshop. So that meeting is yet to happen.

Q7 – Are you going to change the agreement when you hear the concerns from the community, or how are you going to come up with that agreement?

Stephen – if talking about the IIBA, to approve that agreement the QIA needs to talk to Inuit and get their approval. Previously, and separate from the workshop was a community meeting with QIA about the IIBA and concerns, and there will likely be a follow-up on this.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 2 references coded [8.16% Coverage]

Reference 1 - 4.56% Coverage

Q1 – Can you show the maps on the PowerPoint? I am concerned about this channel (Foxe Basin) and this channel (Hudson Strait). These islands that the ship lets say (near Rowley) if they have an accident, because the iron is heavy, what will happen to the bottom fish? Also, I lived here in this area before (Baffin – Steensby to Piling) and right now the caribou have moved south and the North Baffin have no caribou. The caribou goes through the area. Also, that dust will be created. If it is crushed it will turn into rust and it will turn into rust if it is left on the ground. I am not trying to stop the project, and that dock fuel and supplies, I am concerned if there is a spill in this Steensby Inlet it would be a concern that it needs to be cleaned up because they are dangerous to the environment. I know the communities, although they say we have Nunavut, that we won't be able to get direct benefits in terms of cash payments, so QIA needs to consider that Nunavut, let's say Igloolik, Hall Beach, Clyde River these communities need to have benefits negotiated. Also, my concern I know Baffinland themselves will use their own environmental studies, I want a separate independent environmental studies that are not contracted through Baffinland but through QIA or from the Inuit Beneficiaries organizations to do the environmental studies. If the company will be like Nanisivik they won't inform the communities. They can use their own environmental studies. When we didn't know it was contaminated. When I mentioned earlier the fuel, they spilled it everywhere and didn't report the spills. Those fuel bladders we saw, they used to – I am not against the project, I am just saying the environmental studies should be done by independent companies through QIA or QC. Thank you for coming here and if there is an accident in Igloolik's waters then walrus and migratory birds – these islands there are birds around those islands and are nesting grounds for birds, walrus, and bearded seals are also in the area.

Mr. Amagoalik – Since you mentioned QIA doing environmental studies, we are monitoring every month they go every month to check that there are no environmental concerns. During the operation, there will be a fulltime monitor onsite.

Mr. Chubb – Thank you for those comments, we've certainly taken notes on those and understand your comments.

Reference 2 - 3.59% Coverage

Q15 (Deputy Mayor David Kalluk) – Going back to Nanisivik experience, we experienced hardship after the mine closed. There are different companies that took over the mine at Nanisivik and we tried to tell the new owners of our concerns. The first owners made agreements but the second owners didn't make good on those commitments. I am glad you are studying the traditional hunting and I expect the Mary River Project will be in a better position in terms of following agreements. You heard that there are lots of arctic char and seals in Steensby. My main concern is that in Labrador the activity in March-April the seals get babies. I know when the ship goes through the seal hole it will run over the breeding grounds. I learned in Labrador they closed for 2 months when the seals were breeding – it would be one way to disrupt the breeding to let the ship go through the breeding ground of the seals. At least in open water they will be able to swim away from the ship. This needs to be planned when you're negotiating these terms. One more item. In Igloolik and Hall Beach, because their hunting grounds will be affected in that they hunt in Steensby ice after they cross over, they thought that there would be provisions in the ship track to let the skidoos across. In our experience it is hard to cross the ship track when it is not frozen yet so if the ship continues to go it will not freeze over so it would be good to let those hunters get to their hunting ground.

Mr. Chubb – To respond to hunting in Igloolik and Hall Beach and the ship track – it will probably not freeze enough to take a snowmobile across. So it will be necessary to go around. We understand that is a longer trip. Baffinland, the Steensby camp will be available for people to stop and for us to provide food. We have raised this with the QIA and is something we will discuss. Thank you.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 2 references coded [21.24% Coverage]

Reference 1 - 10.36% Coverage

Q4 – It is my opinion that mining companies use mining jargon to hide what they are saying. I'll give an example – pg 10 of the presentation. If you look at the first slide on page 10, I know I have very good English, but I don't understand things such as bathymetric, effluent discharges from treatment systems. I don't know what bathymetric means, and what reports have you given to my people on the work you've done, in English and my language. When I look at the translation of the Inuktitut, you see typos everywhere. Who looks after those things? For example, "environmental assessment". The translation of this material is absolutely horrendous. Typos everywhere. I don't want you to explain bathymetric, but I would appreciate if jargon wasn't used so much. I know you can't avoid jargon sometimes, but you should do your best. The next question – is Baffinland a publicly traded company?

Bill - Yes.

Q4 - Who are the owners?

Bill - There are 350 million shares that have been issued, so many people own Baffinland.

Q4 - Who are the main owners?

Bill - One of the largest is RCF – Resource Capital Fund.

How is QC involved?

Stephen – QC is a contractor.

Does QC own any shares?

Stephen - No

Q4 - Do QC directors own shares?

Bill - We don't know – there is no easy way of telling.

Q4 - How can we find out? Because as an ordinary QIA member, that's what I hear is that some of the officers of QIA and QC are shareholders in the company. How can QIA be advocating on our behalf, when there's this cloud of dirty hands, perhaps? Maybe not dirty hands, but scratching each other's backs? How can I expect QIA to be acting on my behalf and that of my children? That is what ordinary Inuit from Baffin are hearing – that the QIA officers are looking out for themselves, and at the same time saying they are advocating for us.

Bill – The use of jargon in the presentation – you're right. We can work harder to simplify the language. With respect to the translation, we've decided we'll have one translator do the translation and another check on that. And to make a comment, we are a publicly traded company – we have not made any deals with anyone else. You know, if you're a lawyer, we need to follow stock exchange rules. We have to sign as officers of the company every quarter that we follow those regulations.

Reference 2 - 10.88% Coverage

Q6 – To QIA and Baffinland, thank you for coming. I would like to raise a specific issue for both. As a hunter, the Pond Inlet area is my hunting area all year round. I go to Nuluujaak by ATV and snowmobile as well. You say that QC is responsible for hiring in the beginning. Mary River was designated by people as IOL. As I indicated earlier for your information, I heard Baffinland, QIA, Pond Inlet, Arctic Bay, and Igloolik informed these communities that you will be employing people from these communities when you were starting out. I have never seen a Clyde River person working at Mary River. I have seen workers from Iqaluit, Qikiqtarjuak, Kimmirut, and Arviat. The Northern Baffin communities are the least employed. I think Baffinland have 2-3 employees on that side. There is a need for training. No more CLO in Clyde River – why is that? We've never seen anything from QL or QC, when they represent 13 communities. You have indicated you are going to teach survival on the land. You do environmental studies to convince the people that it is working well. QIA are simply negotiators, not educated about the environment and the land. The most disappointing part – what employment will be created? Where are the royalties going? It seems to be the situation here. I would like to tell you that in the NLCA, I agree Baffinland going along with the NLCA, but Nuna Logistics. The communities should be getting contracts. It's time for people from this community, Pond Inlet, Igloolik to get involved. If you're going to use QC or Nuna for hiring we're not going to get work. You need to deal with the community. It's time to start training people in preparation for the

mine. Someone also stated that why is that you have named the affected communities – why can't you give them responsibilities, instead of to QC? Those five communities have been designated. If the wildlife is going to be impacted, the beneficiaries, how are they going to be compensated? I have on a number of occasions been to Mary River. Your emphasis is on the environment. Are you going to utilize Pond Inlet much more? There was no HTO or QIA involved at the site. Maybe there is a way of rectifying this situation.

Communicate very well. Sometimes we don't agree with you – because you haven't been around. It's a small world now. We want to communicate more things. You're leaving soon. You're hungry for money – we're hungry for animals. Big difference. We have to communicate together.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 2 references coded [7.52% Coverage]

Reference 1 - 3.06% Coverage

Mr. Ittusardjuat – Thank you. I know throughout this process we'll be arguing and disagreeing sometimes because that is how IQ works. It is how negotiations and discussions work. There will be disagreements and times when we cannot agree on something. My question is, if we have ships that size operating in the area and the marine mammals are driven away, will it be available to get larger boats or equipment to hunt farther away.

Mr. Chubb – Through this process we talk and identify what we are going to do to reduce any chance of that, and we are negotiating and agreeing on an impact and benefits agreement. And there are provisions if there are things that we didn't anticipate – mechanisms to deal with them if they come up in the future. Provisions in the event that impacts occur are laid out in the agreement.

Reference 2 - 4.46% Coverage

Mr. Qulaut – I just want to say that we know we had an opening prayer, but I would like to have a closing prayer as well. I'd ask David Angutirjuaq to do a prayer. We've had a very successful meeting with all the parties involved, including CLARC, HTO, QIA Lands, QIA IIBA, and Baffinland. We'll be working together in the future and I'd like to see another meeting like this in the future with open minds and open hearts. I'd like Baffinland to provide that you do what you say and bring your own translator. The next document, please have the all words and documents translated in Inuktitut. You said you have a strong CLO for translation, please use him. We mentioned that we are Canadians and we are not the only ones concerned about Nunavut – we should listen to them as well. One remark my Grandfather asked me – what is Canada? What is a Canadian? Who is an Canadian? It struck me, as all the white people in this community were from Europe…where are the Canadians? We are taking a huge step forward and we are able to negotiate with Baffinland on the project and we are participating and our voice is being heard and we are grateful for this. We have our concerns and we hope we can address these.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 1 reference coded [3.97% Coverage]

Reference 1 - 3.97% Coverage

Councilor Uttak – My children's children, when I am in the grave, say Igloolik, Hall Beach, Arctic Bay, Pond Inlet; these communities will be impacted in the future, and during the mining, does that mean that the NTI or QIA they can negotiate a percentage? Do they get something back in terms of payment, or royalties I guess? What percentage would they get? Because we need some portion because of the land being used. What will happen in the future?

Mr. Chubb – There are royalty payments, because of work in IOL there are also payments to QIA for use of gravel and use of the land, and use of water. In terms of benefits and compensation related to impacts because of the mining, that's part of the negotiations with the QIA on an IIBA, and the mine can't go forward without an agreement in place, and it will not. We started the negotiations on the IIBA in 2006, and we plan to continue those discussions during the environmental review, and we hope to sign an agreement at the conclusion of that review, before we start mining.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 1 reference coded [1.64% Coverage]

Reference 1 - 1.64% Coverage

Q1 – Philip [Paneak] mentioned that you can have confidential information but since we are IOL there should be no secrets with the company withholding information.

Mr. Chubb – I think it was a comment that Philip made in his presentation. I can speak to the company's position on sharing information. Our approach is very clearly to work with all our stakeholders and to listen and present our plans, and that's what we've

done to date and what we will continue to do. We are being clear and transparent on our plans and that is our approach on business.

Mr. Paneak – I think I needed to be clearer. We are not trying to withhold information, but in order to negotiate and before the agreement is reached, we need to keep our position confidential. It is not about being secret, since we represent the Inuit and negotiate. In order to reach the agreement, the negotiations are not known to anyone. Only the NLCA beneficiaries would have a meeting, but since non-beneficiaries would not be involved and we are trying to keep it with only the beneficiaries, we need to be confidential.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 5 references coded [22.61% Coverage]

Reference 1 - 1.98% Coverage

James:
So Nunasi's involvement is only for the bulk sample? Will there be opportunity to discuss long-term with Pont Inlet?

Mike:
I will be talking to the Co-op this afternoon. The Co-op expenditures have increased but profitability apparently clear. Co-op is not unhappy to see the manpower contract go to someone else.

Reference 2 - 8.76% Coverage

Tom:
Maybe old debits at Co-op?

James:
The concern he has is people in Nunavut, especially Pond Inlet, have worked very hard on NLCA, difficult to identify the land selection. The Mary River parcel of IOL was negotiated very hard. If the wildlife is not there, then at least our children can participate in economic development. Some people feel that they are not participating. People felt they were involved in Pond Inlet through the Co-op, which the community owns – providing catering, construction and employment.

One of the major concerns is the slowing down in communication. When writing papers like politicians [with reference to the Baffinland letter], then people get turned off as often only the good stuff is shown. There needs to be an open dialogue and honesty regarding economic development and socio-economic issues (i.e. shipping). The letter on the first page is encouraging some kind of commitment or interest group.

Mike:
Philip [Paneak] and David [Qamaniq] are negotiating on the Inuit Impact and Benefits Agreement (IIBA). One of the plans for the QIA is to set up a committee to understand and manage expectations – this hasn't been done yet. He has been coming for three years talking to Hamlet, CLARC. etc., with a total of ten public forums. We will try to have more meetings, but there is a need for more communication from existing structures. We are also working with Pisiksik and other groups.

Reference 3 - 5.15% Coverage

Joana:
She does not want it but should be made available; she asked Colin as this information would help the company and help us.

In regards to purchasing and the Co-op; will the request for proposals go Nunavut-wide, and will it consider tendering policies?

Mike:
As long as the bids are reasonable, we will work with Co-op.

Joana:
There is an Issue of Nunavut companies being competitive. The message boards and the radio are excellent ways to post RFP's and other communications. A few other comments: the back to the land program that Baffinland is sponsoring is a great program. The library is a good place to store information on the project. The Nunavut Prospector's Program (NPP) is now in place, based in Arviat. If they have funding, Baffinland can partner with NPP. Everything, including partnering, needs to be long-term.

Reference 4 - 4.52% Coverage

Caleb:
I do not think I will change my mind at all; the Co-op should have had a contract. When it changed, operations should have stopped, as the original agreement was broken. The business was supposed to help the community but it is working against the community. There are other exploration companies around, and he has heard that the caribou migration routes were broken and there is no funding to address this. Since the agreement has been broken we should take legal action.

Mike:
The co-op performed very poorly. You should ask employees today - he has hired if they are happy [working for QC]. Need to move away from Co-op anyways. Co-op was not happy with contract before. If it was working well then it would not have changed.

Reference 5 - 2.20% Coverage

Caleb:
If not using Co-op I disagree. QC is south Baffin, and we have no connection with them. Unless this changes, I'll never approve.

Mike:
Sorry to hear that. Baffinland is still buying food, focusing on what the co-op does well. Any business has to perform, we are not a charity. Challenge you to talk to Co-op and employee and get a balanced opinion.

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 3 references coded [4.33% Coverage]

Reference 1 - 0.95% Coverage

David Qaumaniq indicated his expectation that communities closes to MR should benefit the most from the project. He believes that the GN and NTI will need to negotiate this matter with the feds. Gordon responded that the royalties will be paid to NTI, so how this gets distributed will be up to them.

Reference 2 - 1.53% Coverage

Colin was interested in knowing how long the negotiation process took. This was a bit complicated by the history of the development. The project started in 1994 with Diamond Fields. They were bought out in 1998 by Inco, but the project was shut down by Inuit protest. In 2001 when nickel prices rose, negotiation started and took one year — the IBA was done and the project initiated in 2002. Theresa also noted that the IBA remained intact during and after the sale of Inco to CVRD.

Reference 3 - 1.85% Coverage

Rhoda K asked if, during negotiations, any of their goals got eroded down. Theresa suggested that if they could do it again, they'd look more at ways to deal with unions. During the construction phase in particular they were dealing with 17 trade unions. Even though the IBA took precedence, and the unions had to unionize the beneficiaries to the agreement, they tried to get around us (in order to hire their existing membership). She mentioned that it was also hard dealing with contractors — but they built trust/confidence with these companies by giving them only good referrals.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 2 references coded [7.71% Coverage]

Reference 1 - 6.49% Coverage

Councilor Kayak - My question, since I heard Mary River is the main migration route and we know that the arctic char, land locked in the area, for that reason we might have concern as Pond Inlet residents about being careful not to disrupt animals including the caribou migration. And a question, there was someone here from INAC environment, I want your assistance from the INAC federal regulations using that, the agreement between Pond Inlet, Igloolik, Arctic Bay – I think we need to come up with an agreement so Baffinland will agree with the communities. I know without a clear indication of what you want to do it will not be approved. My concern is that we need to have a good understanding and agreement in the future, perhaps 2015 I would think. And another question, in Milne Inlet the sewage lagoon was mentioned. I don't have a concern because it is winter but I have a concern that when melting it might go to water. At Mary River it is not a concern now, but to the VP I want recommendations to remove the spill before the land melts. Because there is arctic char there in the ocean and they might eat them. I have more, but I'll withhold them until later.

Mr. Chubb – Mr. Mayor there are two questions there and I am going to speak to them and let David [McCann] to speak to details. The councilor is right a good understanding is required to obtain approval of the project. Over the next several years we'll provide more and more information and ensure that there is a good understanding. In Nunavut before we can begin to build a mine we have to have an IIBA in place. That agreement is like what you're talking about. We began to discuss that agreement with the QIA in 2006, and those discussions will continue as we move forward. so I can't speak with reference to INAC but what I can say is that there will be an agreement, the QIA representing the communities and we know form the QIA that there is a lot of work to come.

The second question with respect to spills in winter, Mr. McCann can speak to existing spills. Dave, why don't you explain?

Mr. McCann – Sorry, I wasn't clear in my earlier response, we also clean up every spill right away and all have been cleaned up except one under a building that will be cleaned up this summer.

Reference 2 - 1.22% Coverage

Councilor 4 – Another comment, I think all of us, we need to have good communication. QIA, the federal government and other agencies, Pond Inlet people, and others. Baffinland we need to have a good agreement that through that we can cooperate. If we have an agreement on any issues, because there is caribou and fish and the oceans. Therefore we need to have a good understanding and agreement to operate the mine. Thank you.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council Update - December 6, 2007> - § 1 reference coded [3.05% Coverage]

Reference 1 - 3.05% Coverage

Mr. Colin Saunders asked who will be involved in negotiating the Inuit Impact and Benefits Agreement (IIBA), and Mr. Richard Cook replied that there have not been any changes to the QIA negotiating team, and Mr. David Qamaniq and Mr. Phillip Paneak from Pond Inlet continued to represent the QIA.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 2 references coded [4.36% Coverage]

Reference 1 - 3.52% Coverage

Q5 – Would it proceed even though Baffinland seems to be contempt by proceeding with the proposal. Suppose the community does not support the proposal, then what will you do.

Bill – If there is general agreement that the project should not proceed, then it will not proceed.

Q5 – We need to look at the pros and cons and consult with the community. Once you get a clear sense of approval. The Igloolik people know the area very well, and we too care about the Milne Inlet area, and therefore we cannot approve of ships going to that area. For some reason it seems that our wildlife is not being ignored based on the economic picture. I think that's the whole perception – that you have no concern for the wildlife. Our livelihood consists of the animals. We don't live like the white people – who rely on the financial situation only. We rely on harvesting. Lots of money and no wildlife is not good. The QIA you should ask the concerns of the Inuit. You're only negotiating on these agreements without consulting. You should consult with the people before you bargain.

Stephen – The QIA are consulting. .I… If the communities don't support the shipping route, it would put the QIA in a difficult position regarding the project. It starts with the environmental assessment, and there is the IIBA and negotiations will continue.

Reference 2 - 0.84% Coverage

Q – The IIBA, will it be set in stone for the entire project life? In 10 years time, would you be willing to look at the IIBA and possibly re-negotiate?

Philip – It can be changed if Baffinland or QIA deem changes to be made. There is a clause that the IIBA can be reviewed and changed if the 18 Mt was increased.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 2 references coded [4.83% Coverage]

Reference 1 - 3.57% Coverage

Mr. Arvaluk – Thank you. You have in your report the colour as being IOL, and Pond Inlet has outlined that, because in the NLCA because we thought we would have benefit to our children, so if we approve this, since we said we would benefit from this, then QIA if they approve, you can only proceed with approval. But if the benefit outweighs the impacts to the environment. To white, it only means the land but to us it means everything including the land, water and animals. If there is a negative impact that will have too much impact on the animals but the good side is employment, Pond Inlet might decide it is too dangerous for the environment. It has to be a very careful plan and require cooperation. Before we get to 2010, please our parties to the project can go ahead to our satisfaction. This is a new era.

One more question. Inuit impact in the mining, it was mentioned through QIA, where is that now? Where are you in the negotiations with all your plans to start construction in 2010? Pond Inlet has not seen any agreement. Pond Inlet keeps asking for a breakwater and dust control and infrastructure, but haven't seen any benefit agreement, yet you have these plans. Pond Inlet needs to see tangible benefits before supporting your proposal.

Mr. Chubb – With respect to the land claim, and environment versus benefits, we think we have a very good framework to set the stage and work together. Baffinland fully understands that the project's benefits have to outweigh the negative impacts and we believe the Mary River Project has all of the features to get there – to be sure the benefits outweigh the impacts. We initiated discussions on the IIBA in 2006, and those discussions do continue and will continue over the next period of time with the Development Proposal just being released. Some of the discussions have been waiting while more information has been prepared for discussion, such as the Development Proposal. With the process working at the same time as the environmental review process, it won't be finished in its final form much before the review process because these two pieces have to inform each other.

Reference 2 - 1.26% Coverage

Mr. Kayak – And for your consideration, to my colleagues [referring to the QIA representatives], protect your grandchildren. Try to negotiate thinking of your future generations, and have them in your mind when you're negotiating. What if the land or animals were destroyed or disrupted, they may have a hard time. The Mary River – we heard it is a good quality iron – I can say that Mary River is a good quality because it is a big amount, and some ore is scattered around – but Mary River is the same consistency. Try to negotiate the benefits for your children and grandchildren. I am concerned, because they will feel the impacts if the open pit they will dig out from the ground. My concern is to try to negotiate for the benefit of the future. Thank you.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 1 reference coded [1.23% Coverage]

Reference 1 - 1.23% Coverage

Q. I wish to express my gratitude as an elder. I am grateful for being involved. The knowledge passed to us still applies. Don't bother the animals; respect them and take care of them. It used to be odd to think of white men coming here to work. Now it is different. What you are doing will be history making. We need agreements and more meetings. Even if we aren't happy this process is the best way to make decisions. Thank you also to the translators.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 3 references coded [1.21% Coverage]

Reference 1 - 0.24% Coverage

Question: Levi Barnabas – If an employee wants to bring up a boat or other big-ticket items, will you consider this?

MTP: We haven't considered this as a feasible option. Stephen, could you comment on this in regards to the IBA?

Stephen Bathory/QIA – This discussion today will provide valuable information for us when negotiating the IBA. Cost of living is something we are concerned with. To some degree, Baffinland will contribute to remedying this, by providing benefits in the IBA.

Reference 2 - 0.75% Coverage

Stephen Bathory – I would like to ask Baffinland when, since 2007, have alternative port sites in Steensby Inlet been considered with the communities? I appreciate the difficulties in designing a project. I also appreciate there is a real opportunity to address the

concerns of the people from Igloolik with the re-siting of this port. I just want everyone to be clear of where this discussion may lead us in terms of the NIRB process.

Bill Napier – This is an important discussion. With all projects we need to make decisions about where to locate different project infrastructure. In this case, we are looking at the location of the port site. A couple days ago the group was discussing the possibility of building a rail line to Arctic Bay or Clyde River. There has also been some discussion on moving the rail line 1km over, here or there, but not of such a large change like what is proposed now. Environmental assessment is a planning process. There is the potential to change the location of project infrastructure components. But, what I think we will find out is that no matter where you put the port there will be issues. The biggest concerns will be related to mitigation. The biggest issue will be how you manage the facilities. At the end of the day, the focus will be on how to operate the facility properly and protect the animals and the sea. What we can do, is go back to this alternative that has been proposed and discuss with Igloolik the positives and negatives both of what we're proposing and for the new candidate site.

Reference 3 - 0.21% Coverage

Question: George Eckalook – How come DFO or NIRB is not a participant in these discussions? Or when we have community meetings?

MTP: All those meetings are public meetings and the government could attend if they wanted to. Generally, our consultation is directed at the communities.

Bill Napier – Our NIRB guidelines ask us to interact directly with the communities. Generally DFO waits until later in the process to get involved.

OPERATIONS

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 1 reference coded [3.01% Coverage]

Reference 1 - 3.01% Coverage

HTO Member 1 - Someone said the ore will be stockpiled on the island; will there be a bridge there?

Mr. Chubb – Yes, we have to cross, so we are looking to fill some in and then a crossing so there is still open water between the island and mainland.

HTO Member 1 - I wanted to just drive my snowmobile under that bridge.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 3 references coded [15.13% Coverage]

Reference 1 - 8.66% Coverage

Q4 – I have a number of questions. First, in 2007 to 2008, I was working as a polar bear monitor in Mary River. We had staff consulting, I guess, from Nuna Logistics. The hiring consultant, polar bear monitors and heavy equipment operators – they were selecting the people who can work. When Qikiqtaaluk Logistics (QL) were in control, two communities were involved. QIA staff would decide who was going, when were they returning, and depending on the flight, they would arrange that flight. But in the same year they changed - the Baffinland crew took over that. So after that, QIA also took over again that logistics, but when you're working, changing the role of these agencies as not good. You need one main agency that can look after the staff/employees when you have one agency involved in hiring, it would be better. When you're working for them, when they keep changing your superiors, you don't know when you are leaving or returning. Those kinds of questions, if you keep changing the contractors, then it isn't steady employment.

Q4 - My last question – I heard from one of the QL staff, because they didn't know if they'll be looking after the staffing for Baffinland, they said that QL will no longer have the contract for heavy equipment. I would like to know what the update is on that, for this year. Or are there any contracts this year?

Bill – Thank you, and with respect to your first comment, you're right it needs to be worked out for construction. This year again, Nuna will be the main contractor, so there will be some heavy equipment operators again, and our intent is to use QL to hire the heavy equipment operators, and other requirements.

Stephen – A lot of the experiences we heard about from 07-09 are experiences we can draw upon for the future. During 07-08 there was the bulk sample and there were no IIBA and contracts without any bigger picture in mind. Now we have that experience to negotiate how contracting is done. We realize there has been a lot of confusion around contractors and employment. These processes are being worked on so that they will be much better in an operating mine.

Q4 - Thank you. So if that's improved, I will be happy, because it was no fun with your superiors / contractors were changing. And you probably also remember in the beginning that Baffinland said they'd do community visits, and hire people from the closest communities: Pond Inlet, Arctic Bay, etc. When I was working there in 2007 and 2008 it wasn't like that. There were only a few people from Arctic Bay. At least Pond Inlet had reasonable numbers, and very few from Hall beach and Igloolik. And Clyde River had even less, in 2007 and 2008. But it was Iqaluit residents that were the bulk of employees, and Kimmirut people. Baffinland didn't follow their comment that they would hire from surrounding communities. So those from communities nearby did not like all the employees coming from Iqaluit. It was upsetting. So that needs to be improved too. I didn't like the QIA. They would like to build a hotel in Iqaluit, but that hotel in Iqaluit was not good for us here, so I didn't like that.

Reference 2 - 2.93% Coverage

Q8 – This proposed production rate is 18 million tonnes per year (Mt/a). If the five communities agree to reduce that amount, is that possible? This is to reduce the shipping amounts.

Bill – the 18 Mt/a production rate was selected based on a couple of factors. First, for us to sign agreements with those several iron smelters, they need assurance of product, and they need to know that they will get a certain amount from us. So one factor is supplying the customer at that amount. The second is economies of scale – the amount of money to pay for the capital cost, operating expenses, agreements, etc. So that's why 18 Mt was selected.

Q8 – So 18 Mt is demanded?

Bill – yes, that's what we can sell in the market.

Q8 – For 18 Mt, are you guys rushing? What's the rush?

Bill – We're talking 8 years before production, and that's a long time. The annual production rate is based on what we can sell into the marketplace. Our belief is that there is sufficient amount of ore for decades, and I tried to explain that earlier, but…[didn't catch]

Reference 3 - 3.54% Coverage

Q10 – The iron in Mary River – what kind of mineral is it? Is it the same as Nanisivik and Polaris?

Matthew – Mary River is hematite and magnetite, which are iron oxides, and different from those mines, which are lead and zinc ores.

Q10 – The 18 million tonnes that will be shipped – my question is that one ship – how many metric tonnes can one ship carry?

Bill – In metric tonnes, about 180,000 to 200,000 tonnes.

Q10 - The reason I asked is that at Nanisivik there was carrier they put in 29,000 tonnes in the ship. So it was a big amount. The bigger one was 52,000 tonnes. There was a big storage for concentrate, and the ship made 5-6 trips to empty the storage. For the whole year, that is a big amount, and it looks like it will be none-stop traffic by the ship. So I think you will be hauling a bigger amount compared with Nanisivik.

Bill – That is correct, I think it was the MV Arctic that was used for Nanisivik.

Q10 - Yes, 29,000 tonnes for the MV Arctic. But there were different ships. Looking for comparison, it looks like Baffinland will have a bigger ship.

Bill – Yes. Matthew was talking about diamonds and taking a suitcase out of site in a helicopter. Concentrates like Nanisivik are much larger volume but still less than iron ore.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - December 7, 2010> - § 2 references coded [2.48% Coverage]

Reference 1 - 0.47% Coverage

Kik Shappa – You said there would be 150 people working at the Milne port.

GM – Yes, we would still need about 150 people at that port.

Reference 2 - 2.01% Coverage

Juda Oqituq – The price of iron ore will affect the mining. We will need to downsize the employment levels if the prices go down. If the price of ore goes down, would you continue to operate? How much cargo can your ships load? How many metric tonnes? Would you continue to mine after 21 years if the price of ore went down?

MZ – The current price for iron ore is $140.00/tonne. The price in our Feasibility Study was $55 – $67/tonne. Our ore is high grade and will be sought after. The ships will carry up to 190,000 tonnes of iron ore. We will be looking to have 8 vessels built.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 2 references coded [14.18% Coverage]

Reference 1 - 11.77% Coverage

Q4 – My first question is more humorous – will local people be getting watches after processing the ore? My next questions are as follows:

- You said Mary River will have the potential for a mine life of 100 years. Using Nanisivik as an example, it closed even through lead and zinc are still found in the ground – due to low prices. Do you know how you can have a sustained demand for 100 years? Have any studies been done on this?

- Open pit and waste rock you'll need to reclaim these. Will waste rock go back to the original location [open pit] or will it stay on the land?
- Nanisivik used to give reduced freight rates – will Baffinland provide that benefit?
- People hired from all these communities are hired from Iqaluit and it's too far – with no direct communication with the communities. This needs to be straightened out so that people are clear when they are go to work and when they are to travel, which isn't happening right now.

Mr. Cooper – to answer your questions:

12. The market for iron ore is very strong, mainly due to India and China, and prices recently increased by three times. We have discussed this with the customers and they believe the market for iron will be strong for a very long time. But, it is hard to predict the future for such a long time.
13. Before beginning to mine, we need to provide a closure plan and financial guarantees. The specific plan for waste rock is to leave it where it is placed during mining, but at graded slopes that will be remain stable. The waste rock piles will be contoured to the landscape but we do not plan on filling in the open pit as this would be prohibitively expensive.
14. Baffinland does not have plans to subsidize freight on ships – the ships are designed to carry ore and are not like general cargo or sealift ships.
15. We know there have been problems with communicating with employees. We need to develop a better communications plan with employees as to when their shift is to start.

Reference 2 - 2.40% Coverage

Q8 - Will you have a tailings pond?

Mr. Chubb – Mary River is a different type of mine: they will drill, blast, crush and ship the ore, similar to crushing for the new Arctic Bay airstrip, but there is no processing so no tailings will be generated. Waste oils, batteries and other waste will be generated by the mine, but will be shipped south for recycling and will not be disposed of on-site.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 1 reference coded [0.56% Coverage]

Reference 1 - 0.56% Coverage

Q12 - How many times a month will you be passing through the area?

Bill - 15 or 16 passes by, per month.

<Documents\Public Consultation\Clyde River\April 2009 Working Group Minutes - Clyde River> - § 1 reference coded [1.67% Coverage]

Reference 1 - 1.67% Coverage

Iga – How long will the Project operate?

Jason – 21 years, but there are other deposits that may expand the life of the Project.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet Council - April 1, 2008> - § 2 references coded [4.67% Coverage]

Reference 1 - 1.42% Coverage

Will that proceed and you're hauling the ore, will you be hauling without crushing it and sending it overseas?

Mr. Chubb - The ore will be crushed before it is put on ships. We'll end up with two sizes an ore that is pea side and some the size of gravel. It will be crushed before it is put on the ships.

Reference 2 - 3.25% Coverage

Mayor Iqalukjuak – How far along is this project?

Mr. Chubb – In terms of this planning we've been working to plan the project and we've completed a feasibility study and the study has determined the project is feasible. …….. As I stated, it is a proposal, and there is still much work to do to move in from a

plant to a project. We have completed a lot of work at Mary River with the studies on the ground, most notably with the bulk sample program going on now.

Mayor Iqalukjuak - Still not working on the railway?

Mr. Chubb - We won't be making the railway until we have approval and an IIBA agreement. Right now we are building a small pit from which we are obtaining 250 000 tonnes.

<Documents\Public Consultation\Clyde River\Clyde River HTO - April 24, 2010> - § 1 reference coded [19.24% Coverage]

Reference 1 - 19.24% Coverage

Q3 – He indicated that the expected life of mine is 21 years. And I've heard the mine could go beyond 21 years.

Q4 – I have also heard that the harbour will be at Steensby. We heard at one time that the loading dock would be between Clyde River and Pond Inlet, but apparently now it will be at Steensby.

Q5 – Once the mine starts you will be coming to the community to collect workers? Also, there is ongoing financial crises here. The economic base here in the community is quite small – would it be possible for Mary River to transport food through Mary River and onto here, to reduce the cost of food here in the community?

Matthew – In previous meetings Baffinland has said a mine life of up to or exceeding 100 years. The Project description confirms that we will operate for 21 years, and that's based on a portion of Deposit No. 1, and there are five deposits. Legally we can't say it will run for more than 21 years, but there is a great degree of hope that it will run for longer than that. But for now we will only be able to operate for 21 years, and we'd be working with the QIA and the government if we wanted to extend that.

Regarding the port, Steensby is the proposed port. We've looked at other locations, including somewhere between Clyde River and Pond Inlet, but it is very challenging there due to the terrain.

Regarding workings coming directly from Clyde River, the project plan also states that during construction and operations we would transport between Mary River and Clyde River. Clyde River is a proposed point of hire.

Regarding delivering food to Clyde River, those type of economic benefits would appear in the IIBA.

Stephen – The comment regarding air freight – there may be an opportunity under the IIBA to address some of these topics. Working with Baffinland on air freight is just one way QIA is working with Baffinland. QIA has also been negotiating with Canadian North and First Air to receive better freight and ticket prices. About two weeks ago First Air sent a press release. That is something that QIA wants to work on, even if there is no Baffinland.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 2 references coded [2.94% Coverage]

Reference 1 - 0.84% Coverage

Q13 [Mayor Iqalukjuak] – My question, in the picture, when you are extracting the ore from the deposit, the darker area will be taken out and shipped out? Is there any open pit mining in the arctic regions anywhere on earth? In the north or the arctic?

Mr. Chubb – Yes, there certainly has been open pit mining in the arctic.

Reference 2 - 2.11% Coverage

Mayor Iqalukjuak – I am thinking when you are taking the ore, it will go deep down. How would you drain the water? Because it will accumulate in the pit.

Mr. Chubb – We are working on the north and we are working on Deposit No. 1 which is up high. Because of the permafrost there is a lot less water that will accumulate at a much slower rate. It's at the top of a hill. But one of the things we do look at as part of the planning is to estimate how much water there will be. What we've looked at we think it would take a very long time to accumulate water.

Mayor – Looking at the numbers [on the map] even in the north, when you dig a hole, you still get water there.

Mr. Chubb – That is true, and the numbers you are reading are the topography. As part of closure as with everything else, we will look at water.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 1 reference coded [10.36% Coverage]

Reference 1 - 10.36% Coverage

Q4 – It is my opinion that mining companies use mining jargon to hide what they are saying. I'll give an example – pg 10 of the presentation. If you look at the first slide on page 10, I know I have very good English, but I don't understand things such as bathymetric, effluent discharges from treatment systems. I don't know what bathymetric means, and what reports have you given to my people on the work you've done, in English and my language. When I look at the translation of the Inuktitut, you see typos everywhere. Who looks after those things? For example, "environmental assessment". The translation of this material is absolutely horrendous. Typos everywhere. I don't want you to explain bathymetric, but I would appreciate if jargon wasn't used so much. I know you can't avoid jargon sometimes, but you should do your best. The next question – is Baffinland a publicly traded company?

Bill - Yes.

Q4 - Who are the owners?

Bill - There are 350 million shares that have been issued, so many people own Baffinland.

Q4 - Who are the main owners?

Bill - One of the largest is RCF – Resource Capital Fund.

How is QC involved?

Stephen – QC is a contractor.

Does QC own any shares?

Stephen - No

Q4 - Do QC directors own shares?

Bill - We don't know – there is no easy way of telling.

Q4 - How can we find out? Because as an ordinary QIA member, that's what I hear is that some of the officers of QIA and QC are shareholders in the company. How can QIA be advocating on our behalf, when there's this cloud of dirty hands, perhaps? Maybe not dirty hands, but scratching each other's backs? How can I expect QIA to be acting on my behalf and that of my children? That is what ordinary Inuit from Baffin are hearing – that the QIA officers are looking out for themselves, and at the same time saying they are advocating for us.

Bill – The use of jargon in the presentation – you're right. We can work harder to simplify the language. With respect to the translation, we've decided we'll have one translator do the translation and another check on that. And to make a comment, we are a publicly traded company – we have not made any deals with anyone else. You know, if you're a lawyer, we need to follow stock exchange rules. We have to sign as officers of the company every quarter that we follow those regulations.

<Documents\Public Consultation\Hall Beach\April 2009 Working Group Minutes - Hall Beach> - § 1 reference coded [2.38% Coverage]

Reference 1 - 2.38% Coverage

Timothy – So, the Mary River Project has not stopped? It is still moving forward?

Jason – [Describes again the current status of Baffinland]

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council - Sept 26, 2007> - § 4 references coded [10.54% Coverage]

Reference 1 - 1.44% Coverage

Councillor: How long will the mine operate?

Rod: The mine will operate at least 25 years and longer with all deposits developed.

Reference 2 - 6.32% Coverage

Councillor: How much money will be made from the mine over 25 years?

Rod: We are completing a feasibility study that will tell us that.

Councillor: You have a rough idea how much it will cost you to set-up the mine and ships so you should know how much money it will make.

Rod: We do not have a clear idea of this until the study is done. We will have to borough money from a bank to build the mine and the ships. Most of the profit in the first five years goes to paying the bank. There will also be royalties paid to the federal Government as well as the Inuit.

Reference 3 - 1.35% Coverage

Deputy Mayor Enoki asked, how long is this project will run?

First results will run 25 years; it might run for long time.

Reference 4 - 1.43% Coverage

Deputy Mayor Enoki asked, the road to Mary River is solid ice, have they find out the road yet?

Yes, it might go around the ice.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council Aug 17 2010> - § 2 references coded [17.23% Coverage]

Reference 1 - 6.19% Coverage

Q1 – Where is the iron ore being sent?
A – Because of the location of Mary River we expect that the ore would be sent to Europe.

Reference 2 - 11.04% Coverage

Q3 – Can a person here in Hall Beach buy shares in BIM? Do you sell shares?
A – A person here in Hall Beach could buy shares, but they would have to do that through a bank or a broker. BIM is not allowed to sell its own shares.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 4 references coded [4.55% Coverage]

Reference 1 - 1.14% Coverage

Mr. Peter Awa – My question is – the work will start in 2009, does that mean you'll start before the agreement is signed?

Mr. Chubb – What we are looking to do is to move equipment to site in advance of starting, understanding that we still need to obtain approval and an agreement to start construction.

Reference 2 - 0.75% Coverage

Mr. Awa – The planning and preparation process will probably take a few years. When will you plan to start shipping the mining equipment?

Mr. Chubb – We plan to move equipment for construction in 2009.

Reference 3 - 1.84% Coverage

Mr. Awa – I understand, but I was thinking earlier that you would ship the construction equipment first and then mining equipment after, but now I understand that it will all arrive in 2009.

Mr. Chubb – Perhaps I misunderstood, allow me to clarify. In 2009 they'd like to ship much of the equipment to construct the mine. In the years that follow, we'll ship more equipment to support construction and operation, up to 2013. In 2009 we'll need to ship enough up to start construction in 2010.

Reference 4 - 0.82% Coverage

Mr. Taqqaugaq – You didn't seem to finish answering Peter's question about starting to move equipment without an agreement.

Mr. Chubb – if no agreement was signed, Baffinland would have to take all the equipment away.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet - April 21, 2010> - § 3 references coded [9.30% Coverage]

Reference 1 - 4.28% Coverage

Joseph – Will you be using a crusher at the mine?

Bill - Yes. We will strip the overburden at the deposit, then blast and crush the ore.

Joseph – Will you use any reagents?

Bill – No, the operation involves only crushing and shipping the ore. We don't need to concentrate this ore because it is so rich. The only chemicals are for the sewage treatment plant.

Reference 2 - 3.79% Coverage

Paul – You said you're working on a joint venture – if it goes, will there be more activity on site? More drilling?

Bill – It depends, they may do more drilling to confirm for themselves what we've already shown but that's unlikely. Sometimes a new company could review the project and do or re-do new engineering though.

Reference 3 - 1.24% Coverage

Brian – Is there any work underway at Steensby this summer?

Bill – Only an archaeological field program.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 2 references coded [1.56% Coverage]

Reference 1 - 0.23% Coverage

Q5 (Hon. Tapardjuk) – So do I understand that for 21 years you will be mining the Mary River deposit?

Mr. Chubb – The Deposit #1 for 21 years, yes.

Reference 2 - 1.33% Coverage

Q13 (Hon. Tapardjuk) – Inuit will be able to participate in the mining industry, and they will be getting royalties because it is in the land. My question is after 21 years, that mountain may have been used up. After 21 years, there may be some additional iron ore in that region. After 21 years what are you planning to do?

Mr. Chubb – The proposal we put forward is approximately 21 year mine life. We are continuing more work and our hope is to extend the life of the mine to longer or expand the output of the mine. At the end of the mine life just like the work we are doing right now, we have a reclamation plan that has been developed and reviewed and we posted security. So tonight we talked about

building and operating the mine for 21 years, part of the plan is how we would reclaim the land. All mines close, so we talk not just about building and operating but closure.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting Aug 16 10 Notes_revised> - § 3 references coded [16.80% Coverage]

Reference 1 - 3.31% Coverage

Q1 – Paul Quassa – Is shipping to Milne an option in 2010/11?
A – The trucking option would only commence on the completion of the regulatory process at the earliest in 2013.

Reference 2 - 6.88% Coverage

Q13 – Are you mining only Iron Ore or are you mining and processing for other minerals?
A – Only Iron Ore will be mined at Mary River and it is important to point out that there is no processing required for mining the Mary River Iron Ore. It is only mined, crushed, and screened and then loaded on the ship – this is why it is called a "direct ship" operation.

Reference 3 - 6.61% Coverage

Q15 – Paul Quassa – Does BIM have a Inuk board member? It would be good for people to know that an Inuk was helping to make decisions within the Company.
A – Thank you for the question Paul, I think you know the answer to this already. No, BIM does not have an Inuk Board member, but that is a message that I will take back to our head office.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 2 references coded [6.48% Coverage]

Reference 1 - 5.11% Coverage

Councilor Williams - You show an airstrip at the mine, Steensby, and facilities in Iqaluit. I am curious is it a phased out process for Iqaluit? Will you use commercial airlines or your own aircraft?

Mr. Chubb – The air service is different during construction and operations. We have an existing airstrip at Mary River and Milne, and an airstrip between Milne and Mary River – or a landing area. During construction the airstrip at Milne, Mary River and a new airstrip at Steensby will be used.

To move people, we talked about the 5 North Baffin communities plus Iqaluit. The 5 communities will have direct flights – probably daily during construction and 3x week during operations. From Iqaluit we would fly daily to Mary River from Iqaluit and the strip at Mary River will be upgraded for jet service from Iqaluit and planes points south from Ottawa, stop to refuel, pick up people and continue on to Mary River. So there aren't plans to phase out air traffic from Iqaluit. We'll be flying Ottawa through Iqaluit, and will have an administrative support presence in Iqaluit.

Mr. Rod Cooper – The other part of the question – it will certainly be a charter air service provided by an existing carrier, and right now there are two carriers, and they would be asked to bid as well as possibly others. For the Iqaluit facility – it may not be one we build and own but one that we might lease, possibly shared by an easing carrier who have needs of their own. There will be smaller aircraft instead of jets going to community – that would also go to Iqaluit as well.

Reference 2 - 1.37% Coverage

Councilor Little - You mentioned you're crushing the ore into two sizes – is that because it is so rich? Don't you have to make pellets?

Mr. Chubb - it is 64 or 65% iron so we don't need to process - so no tailings. The lump ore goes directly into blast furnace. The fines will be sintered into pellets at the steel mill. The characteristics of it are good, and that's what we're doing with the bulk sample – testing.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - Sept 27, 2007> - § 1 reference coded [2.54% Coverage]

Reference 1 - 2.54% Coverage

Councillor: The material you are mining doesn't raise the same level of concern as other mines.

<Documents\Public Consultation\Kimmirut\Kimmirut Hamlet - April 26, 2010> - § 3 references coded [8.51% Coverage]

Reference 1 - 3.43% Coverage

Q – Which areas are you drilling?

Q – What are you shipping out? Some equipment, you said?

Q – How is the landfill going to be built?

Matthew – The landfill has already been approved by QIA. It is an engineered landfill, which will be encased in rock.

Reference 2 - 1.33% Coverage

Q - Is this the area that you want to mine, in this picture?

Matthew Yes, that is Deposit No. 1.

Reference 3 - 3.74% Coverage

Q2 – How did you receive funds to start this mega-project?

Matthew – There is no construction going on now, mainly because we don't have the funds to pay for it. So we are looking for a partner to help fund the project. Money up to now for operations has come from the stock market.

<Documents\Public Consultation\Kimmirut\Kimmirut HTA - April 26, 2010> - § 1 reference coded [0.60% Coverage]

Reference 1 - 0.60% Coverage

Q1 - I have a question. First, exactly what is the deposit of Mary River. Someone stated iron, but what exactly is it?

<Documents\Public Consultation\Kimmirut\Kimmirut Public - April 26, 2010> - § 1 reference coded [10.86% Coverage]

Reference 1 - 10.86% Coverage

Q1 – (Joanie, QIA) – Thank you for the great presentation. As you indicated, this project will be for 21 years, and during the whole year, which is also part of the marine mammals roots, which will also be part of the operation that will impact on marine mammals as well as land. If there is an impact to wildlife which we harvest, will there be compensation for replacement? If there is a major impact to the environment, what's the status of / plan for compensation?

Matthew – We plan the mine to limit the impact as much as possible. During operations, we monitor to determine if there is an impact, such as the proposed harvest study that we discussed with the HTO today. If there was an impact, we try to change the way we do things. If that didn't work then compensation would come into play. That compensation would be included in the Inuit Impact and Benefit Agreement (IIBA). Stephen can add some more on how the IIBA works.

Stephen – Wildlife impact is one area that we talk about in the IIBA. Over the next couple of years, we will be looking at what the Company expects could happen to the wildlife, and during that time the QIA will be negotiating an IIBA. We are looking at a harvest study as one way to monitor this. We have about a 2 year process to learn about the types of impacts we expect from the project, and the types of compensation that would address that impact.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 3 references coded [11.10% Coverage]

Reference 1 - 3.89% Coverage

James Arvaluk:
QC is doing the employment services; Mike did not mention Kitikmeot Corporation and Nunasi Corporation [who are owners of Nuna Logistics, the mining contractor].

Mike:

Replied that there are a lot of companies involved, including:

- Nuna Logistics - mining and hauling
- QC – road construction and employment
- Nuna Logistics is also handling the gravel for the road
- PetroNav - delivering the fuel
- FedNav – shipping the ore to Europe
- Two (2) to Three (3) ships this summer delivered supplies
- 5 ships in 2008 will transport the ore bulk sample: 200,000 tones to Europe, 50, 000 tones to Asia - probably Korea and Japan

Reference 2 - 4.19% Coverage

James:
Brought up Nuna Logistics again, then stated that this is a long term project. There has been no discussion between Baffinland and Pond Inlet regarding participation of long-term logistics and road building. Are all these things covered in the letter? QC's involvement? Nunasi participation?

Mike:
We have had discussions with QC about maintenance.

James:
So Nunasi's involvement is only for the bulk sample? Will there be opportunity to discuss long-term with Pont Inlet?

Mike:
I will be talking to the Co-op this afternoon. The Co-op expenditures have increased but profitability apparently clear. Co-op is not unhappy to see the manpower contract go to someone else.

Reference 3 - 3.02% Coverage

Geesoonee:
Baffinland tricked Pond Inlet regarding construction. Joatamie, you asked him questions and he does not know anything, however we need communication so maybe you should talk to him.

National park will not be affected, but have researchers. Oil spill, tourists. Preparation needs to be scrutinized. No action plan for training etc. Start working with people and asking questions so we can work to a common goal. Some employees just say less, some people who oppose are the loudest.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 4 references coded [5.71% Coverage]

Reference 1 - 1.71% Coverage

Q – Will there be another Bulk Sample program this year and will there be more ships going past the Community ?
A – No, the Bulk Sample program was completed last Fall. Baffinland will not have ore freighters going to Milne Inlet this year. We hope to use the Community Sealift ship to do a back haul of equipment out through Milne Inlet. This would be equipment that was supposed to have gone out last year.

Reference 2 - 1.73% Coverage

Q – What is going on with the Diamond Drill program this summer and how many people from Pond Inlet will work there?
A – We will only open one Camp as we will only operate one drill on Deposit #3. There will only be approximately 20 people on Site, per rotation. There will be employment opportunities for approximately 15 to 20 Land Claims beneficiaries. QL has been instructed to hire from Pond Inlet and Igloolik.

Reference 3 - 0.87% Coverage

Q – What seasonal work did you do this winter ?
A – We used Baffinland Staff and some trades people from the Contractors to perform security checks , inspections and maintenance . It's about conserving monies.

Reference 4 - 1.39% Coverage

Q – Has the ore that went to Europe been processed. People say it's the " best ore in the world", is this true ?
A – Some of the ore has been processed and the results are very good. More of the ore will be processed and a report issued about it's quality. This ore body is very rich and will be a mine that is around for a long time.

<Documents\Public Consultation\Pond Inlet\BIM Notes on GN Development Workshop - November 13, 2007> - § 1 reference coded [2.35% Coverage]

Reference 1 - 2.35% Coverage

— The value of the Canadian dollar and its effect on price and continued operations of the Mine .

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 3 references coded [3.44% Coverage]

Reference 1 - 2.36% Coverage

David Qaumaniq indicated his view that Pond Inlet should be the basis of operations for Mary River. Iqaluit is further away. Gordon responded that the GN encourages companies to use the most affected communities as hubs. Nick seconded David's view on hub communities being local to the project. He went on to mention that there is an exploration company — Commander Resources — working near CR that has not even talked with his community about their gold exploration activities. Gord noted that its typical for companies to keep things pretty private until they have tenure over the sites they are prospecting — but also noted that Commander now has tenure and that they should be getting into the community, even though its early in their project.

Reference 2 - 0.78% Coverage

David Q asked a question about the use of salt with the drills being used for the rail route. It was indicated that salt will continue to be used in the existing core-drilling rigs, but not with the new drills involved with the rail component.

Reference 3 - 0.30% Coverage

The mine life is 11 yrs for the surface operation but if they go underground it will be 30yrs.

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 6 references coded [15.00% Coverage]

Reference 1 - 2.01% Coverage

Grigor Hope (GN Department of Environment) asked about the transportation operations related to the bulk sample, including truck sizes and the amount of traffic. Rod Cooper responded that 40 tonne trucks will carry 6000 loads over 6 months, which is 40 loads a day, 24 hrs a day, continual over a 6 month period.

Reference 2 - 4.76% Coverage

Ruby Watson (accounting consultant) – asked what the turn-around time was when Baffinland would hear back from their potential customers who will receive the bulk sample ore. Rod Cooper indicated that by November 2008 the steel mills will have the one-month supply of ore so by early 2009 they hope to have marketing contracts.

Ruby Watson asked if Baffinland may not have to tear the camp down, and Rod Cooper indicated that the camp is designed to be temporary and they would need to get new permits to keep the camp operational. He added that in 2 years the circumstances of the project may have changed. Michael Zurowski indicated that the proposed bulk sampling program will be a money losing activity but it is a way to guarantee customers.

Reference 3 - 1.20% Coverage

Paniloo Sangoya (hunter, elder) asked what is done with drill cuttings, and Michael Zurowski responded that the cuttings are buried right on site, as it is heavy sediment and does not move.

Reference 4 - 1.78% Coverage

Joanasie Atadjuat (Pisiksik Working Group) asked if the ore will be crushed and then shipped, both during the bulk sample and once the mine starts operating. Rod Cooper stated that the bulk sample ore will be mined over 3 months, hauled off, and then shipped over 3 months in 2008.

Reference 5 - 3.44% Coverage

Ham Kadloo (Hunter, elder) said her heard about ships going to Nanisivik mine, but he wasn't sure how long it was open. He asked if there will be crushing machines at Milne Inlet. Rod Cooper responded that Baffinland plans to crush the ore at Mary River and transport the ore to Milne Inlet. He added that during operation of the mine that a train would be used to transport the ore to the coast, but they haven't decided yet whether the port will be at Milne Inlet or at Steensby Inlet. At the end of next year they would be ready to decide.

Reference 6 - 1.81% Coverage

Ham Kadloo asked what would happen to the lots of drums at Milne [referring to the drums of iron ore sample collected in the 1960s]. Rod Cooper said Baffinland will collect all existing drums and put them in a landfill, and that there were also many more drums along the existing road.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet - April 23, 2010> - § 1 reference coded [23.42% Coverage]

Reference 1 - 23.42% Coverage

Colin – Maintaining positive relationships with communities. How about the catering contract with the co-op?

Dave - Mike Zurowski is now the COO now, you may recall he got things started in 2004. Rod Cooper was COO, and has left the company. Mike Z will be coming up for a meeting. We'll still be using the co-op, and we'll also need linen cleaning services because our camp numbers are higher again. So we're about to sign the purchase order for that. Plan is for Mike and I to come up and meet the board. We want to talk about the future with this arrangement, and we want them to know of some of the contract opportunities in the future, because we may always not use the co-op for food. Dave is committed to working with the board, to help them focus on future opportunities. We're still exploration, but if they hear what opportunities may arise, then they are thinking about it. Other communities are likely going to want to do something similar.

Bill – So even though the project description is more or less finalized, the guidelines want us to look at alternatives, including say a railway to Milne. If there was a major change in the project description, we would come back to the communities and explain what the change is. And were going to come back before we submit the EIS to review the environmental effects.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 2 references coded [4.50% Coverage]

Reference 1 - 2.17% Coverage

Councilor Israel Mablick – Thank you Mayor. During the construction period, will your buildings be environmentally friendly, with global warming a hot topic these days?

Mr. Chubb – One of the things we'll be doing with our generators is to collect waste heat and using it to heat our buildings. Trying to capture all that energy. Like any mining project, we'll be generating waste oils and we'll install waste oil burners to capture that heat. As part of regular design we'll be incorporating energy efficiency. Something Mother Nature did for us – some projects need to expend a lot of energy and ours doesn't. Longer term we're studying hydro and wind, so perhaps one day once we're up and running we'll be seeking permission for a hydro supply or wind.

Reference 2 - 2.33% Coverage

Mr. Mike Richards - One time you talked about ownership and securing funding because Baffinland owns the right to develop the mine. You have no real assets do you, you're looking for business. Will this be primarily Canadian ownership?

Mr. Chubb - Baffinland is junior mining company and we are looking to bring in minority partners to support the ongoing development of the project.

Mr. Richards - My concern is that in countries like Chile if they are exploited by foreign ownership they lose control.

Mr. Chubb - None of us can predict the future, this project is our sole focus, and our model is to establish strong partners to move it forward. One of the things we were talking about - like IIBAs they are legal instruments and irregardless so of any changes in ownership those agreement are retained.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - Sept 20, 2007> - § 3 references coded [11.50% Coverage]

Reference 1 - 3.23% Coverage

- How deep is the drilling? How deep and at what angles?

Reference 2 - 4.85% Coverage

- Is the sample all Iron or do you get different materials?
- 250 or 250,000 tonnes?

Reference 3 - 3.41% Coverage

- Will it be crushed or bulks? It is better to be crushed.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council Update - December 6, 2007> - § 6 references coded [35.22% Coverage]

Reference 1 - 1.55% Coverage

Mr. Mike Richards asked about what diameter drills are being used, and Dave and Richard confirmed that it was HQ core, which is 3 inches in diameter.

Reference 2 - 7.67% Coverage

Mr. Saunders asked if Baffinland is still operating the simulator. Mr. McCann replied that 20 people have successfully completed the 5-day simulator training program and a number of other individuals started the training and decided it was not what they wanted to do, and several more did not complete the training as scheduled due to human resource issues. He indicated that Nuna Logistics will be removing the simulator from site as early as January, depending on the availability of a Hercules aircraft and the need at Nuna's other work sites, but Baffinland is interested to continue to make sure of the simulator and train as many people as possible while it remains at Milne Inlet, and that their original target was to train 25 individuals.

Reference 3 - 8.73% Coverage

Councilor Koonark said he heard that they are starting to haul on the road, but haven't heard if there will be a house between Milne Inlet and Mary River. During winter and bad weather, if there was a house you could support local hunters, and I would support Baffinland people if they were going to do that. He said he would also like to see the HTO teach people to build igloos. Mr. McCann replied that the company won't be building houses but have small emergency shelters equipped with supplies, a radio transmitter, and an emergency generator at kilometres 38 and 70 along the road. He continued that these are available for emergency use, and while they are not available to stage hunting, that they are there for emergency use. He said that is another reason they are hoping hunters check in with the office in Pond Inlet or at Milne Inlet.

Reference 4 - 5.07% Coverage

Mr. Richards said he read a 2003 report by the Geological Survey of Canada that there is lead and zinc in the geology at Mary River, and asked if that is being looked at. Mr. McCann indicated that these materials are considered impurities to the iron ore and they are not being studied. Mr. Cook added that as he understands it, different kinds of mineralization can be found in iron ore deposits, but the exploration and mine planning is focused on iron ore without considering other minerals.

Reference 5 - 8.70% Coverage

Mr. Saunders asked if any geochemistry results were available, and Mr. Cook indicated that the samples collected from this past summer were still being tested by the laboratory. Mr. Saunders asked if any other independent body besides Knight Piesold was studying the geochemistry, and Mr. Cook answered that other than the independent laboratory doing the actual testing, it was Knight Piesold overseeing the work. He continued to explain that the work is completed according to standards and guidelines established by the government, that specify the number of samples that must be tested for a certain size of ore body, how the samples are to be

distributed within the ore body (explaining that samples are collected from the different drillholes at different depths to ensure good coverage, as well as how the testing is done in the laboratory.

Reference 6 - 3.51% Coverage

Deputy Mayor Kublu asked how many people are staying at Mary River over Christmas, and Mr. McCann answered that there will be reduced operation but since work on the road is behind that they will have people at site focusing on completion of the road. He added that he thought it would be about 60 people on-site through the holiday period.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 3 references coded [18.83% Coverage]

Reference 1 - 3.92% Coverage

Q1 – What month would the shipping start?

Matthew - We don't have the schedule that exact right now.

Q1 – If I recall, you said something about July. If I would suggest, July would be a good month to start the shipping. There was mention of starting shipping in February. However, if it has been amended it would be favourable.

Richard – There was originally a July start date.

David Q – The original start date was July.

Jayko – I remember it would start in July, up to February. We still have that information right now. What we need to know is if there have been any changes to the proposed shipping. Is that the way it's planned now? Which month in the year do you propose to start?

Reference 2 - 12.37% Coverage

Q2 – My question – will you still be unloading at Milne Inlet?

Matthew – During construction, yes, we'll have ships coming into Milne Inlet in the open water season. During construction, there will be very few ships into Milne Inlet, more than likely one trip into Milne Inlet every few years.

Elijah – You've indicated that the ships will be traversing every second day. Is that the way it's going to be, a ship every two days? When they first proposed Mary River, there was a plan to get it going. We agreed with the first original plan, but the reason we agreed is when the shipping wouldn't be all year around – it would be only certain months per year.

Matthew – For Milne Inlet, during the four year construction period, there would be anywhere from 3 to 8 ships per year, only in the summer. Those would be carrying materials and supplies in and out. During operations, for 21 years, only large items that can't fit on the railway would be shipped to Milne Inlet. This is likely one ship every few years. For Steensby Inlet, during construction, we'd again have a few to a dozen ships during the open water season. Once operations began, we would have ore carriers and re-supply ships arriving. The ore carriers would come in 12 months a year, and if you stood on the ice next to the ship route, you would have a ship go by every two days. That shipping would be 12 months a year. Resupply to Steensby would only be done in the summer, in the range of 6 to 8 ships.

Richard – Is Elijah referring to the original plan to ship ore out of Milne Inlet 8-9 months a year?

Elijah – Yes. Maybe I should explain. You came specifically to Pond Inlet in the beginning, and came to us, asking if we are in favour of Mary River. At that time, you indicated that once the ore is being excavated. At first they were going to Milne Inlet and then they changed to Steensby Inlet. We were able to agree with Baffinland if they would operate certain months of the year. They agreed then that even though the ship would not be going through here, Pond Inlet would be impacted.

Matthew – That was the plan before any of the assessments were done onsite, including the ability of large ships to access Milne Inlet.

Reference 3 - 2.54% Coverage

Member – How long is the construction phase, and once the infrastructure is in place, are there families moving up to Mary River?

Matthew – The construction phase is 4 years long, and no, there will be no families moving up to Mary River. The site will operate as a fly-in / fly-out operation, and communities such as Pond Inlet would have direct fights.

Member – It's been voiced out that families shouldn't be moving out there.

Matthew - We agree.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Open House Aug 18 2010> - § 1 reference coded [16.66% Coverage]

Reference 1 - 16.66% Coverage

Q3 – Is there a chance that the trucking option could go on indefinitely?
A – That would not be the plan at this time. The Mary River project is a very large project and it makes the most economic sense for there to be large volumes transported each year, which would require the rail and larger ship transportation

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 2 references coded [1.42% Coverage]

Reference 1 - 0.35% Coverage

Jayko – I would like to add to Baffinland – when do you expect to get the first ship this summer?

Dave – towards the end of August.

Reference 2 - 1.06% Coverage

Q3 – Regarding caribou – when they are mining, would they be willing to stop for a month or so when they are birthing?

Richard – The caribou protection measures that are contained within the North Baffin Regional Land Use Plan require activities to stop between the period of May 15 to July 15 if caribou move into the area. Baffinland and other industrial land users are required to follow these measures.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 1 reference coded [2.24% Coverage]

Reference 1 - 2.24% Coverage

Mr. Paneak – I am getting more questions as I listen. I want a clarification. 700 tonnes of ore has already been sent to Germany as a sample. Before you considered hydro dam and it is in not in the project. We will still have the concern about the same. It is a concern. Also, we are not concerned about ourselves but about our children and future. When I am home alone I think about my children and don't want my children to blame me for getting away. I know you want to get this done right away, but we live here and will continue to. The iron is not going anywhere. We live here and you are only here to make money from the rock. It is IOL you are working on, and it could mean if I was down south and I am working in Ontario and you hire someone from Quebec, and they say don't hire out of the province. I want to know if you sent that 700 t to Germany as a core sample. Can you confirm that you did that?

Mr. Cooper – I am not sure I understand the question, but I can confirm we sent the rock to the lab in Germany, and it went to that lab because it is the best recognized lab for that test in Europe.

Mr. Chubb – Perhaps a comment on hydro. We are still in an early stage on hydro, it's not part of t…..[didn't catch] So hydro would be a separate project and like we are doing here, we could involve people very closely on that process.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 8 references coded [3.08% Coverage]

Reference 1 - 0.15% Coverage

Question: Olayuk Naqitarvik/Arctic Bay - There is very cold weather here. Are there studies that have been done on the mine's equipment? And if it will be too cold for the equipment?

MTP: Equipment is purchased specifically for the climate. Worker safety concerns are a larger priority than equipment concerns.

Reference 2 - 0.28% Coverage

Question: Nigel/QIA – Would you be working at all the quarry locations at the same time?

MTP: The legend on the map is not clear. The different colours represent different years of construction. Yellow is construction during the first year; green is construction during the next year; red is for construction the year after that. This includes the bridge work, which will take many years to construct across the Raven River. We will build from north and south at the same time and then meet in the middle. Not all quarries will be used at the same time. It will vary.

Reference 3 - 0.40% Coverage

Question: Louis/Igloolik - We have brought this up before, but I'm going to bring it up anyway. When I was a child there were four winds, north, south, east, and west. There were no predominant winds. Now, some people probably don't understand this. We had an elder that knew traditional knowledge on the weather and could make predictions. I am illiterate and don't know anything about predicting the weather. I go out every morning and check the clouds and the weather and I watch TV for the weather. I don't use computers. We had a nice summer - What will this fall be like? Computers could probably tell us, but our elders could have told us as well. Traditional knowledge was that strong. Thank you. So can you predict what the forecast is for this fall?

MTP: No. Maybe it will be cold with white stuff?

Reference 4 - 0.17% Coverage

Question: Levi/Arctic Bay – We have not heard anything about how you have done your feasibility study. Was it based on ore price?

MTP: Yes, the feasibility study was based on ore price using market economists forecasting prices into the future. The feasibility study used $130 – 140 per tonne. The Project was feasible down to around $80 per ton.

Reference 5 - 0.67% Coverage

Ikey/Pond Inlet – Before I give thanks for everything, I have a question. There is a little lake by Sheardown Lake. That lake has fish and it is always where we drain our treated water.

MTP: Our activities will impact certain fish.

Bill: During operations will we be impacting Sheardown Lake?

Jim – We will make sure we treat the water to the level required. We will not have a significant impact on the lake.

Question: Ikey/Pond Inlet: What about the treatment from your sewage? Would it contaminate the lake?
Jim - If not treated properly, it could damage the fish.

Ikey: Before Baffinland mine came here, it used to be a camp for hunters. They used to ask if they could use it to drain their water? This is the first time we have heard this. Pond Inlet people are not aware of this and this is not right to me [meaning unclear].Thank you.

Bill - We are doing this now, but future options may involve Sheardown Lake or somewhere else. There may be other options included in the EIS.

MTP: For operations, the discharge point for treated water may not be Sheardown Lake. Right now it is, and it still may be. We did not discharge anything this year.

Jim – The amount of treated water to Sheardown Lake is very, very small compared to amount of water in the lake. The water quality is very good according to information that is available.

Reference 6 - 0.29% Coverage

Question: Levi Barnabas/Arctic Bay - I am sure the ship will have up-to-date technologies. We never used to have icebergs in our inlets in Arctic Bay. Now we do. It is beginning to become common. I'm sure that ships will be monitoring these icebergs. In the worst case scenario, if icebergs are blocking your way forward, how will you deal with this?

MTP: If the route is blocked and unsafe to proceed, we will not go through it.

Tim Keane/FedNav – The big pieces of ice are the easiest to deal with. You stay away from them. If a route were to be blocked off, we would wait for it to clear.

Reference 7 - 0.95% Coverage

George Eckalook – QIA would also participate, not just Igloolik. We represent all of Baffin region. All 7 communities will need to participate. Before lunch we heard the company's plans were set. You are basically concerned about how much money things will cost. We are mainly concerned with the animals. We have to work together – Baffinland, us, and the government. There were concerns that were brought up. This is an area where seal pups are born and where hunting occurs. We were told that building a rail line to Nanisivik is too expensive. In Steensby Inlet the boat will have to go backwards through all that ice. I am concerned about the marine life in the ocean.

David Irngaut – I'm looking at the extra cost of building that port at Nuvuit Point. When I go home to Igloolik we will be discussing this issue with HTO, Hamlet and CLARC members. We should probably go and visit this point. [Comments about DFO unrecorded].

MTP: We have been engaging with DFO on a number of matters.

Nigel Qaumariaq – This is the first time we're seeing the baseline data. That includes us who are in QIA. I believe you are still collecting some baseline data. So, you made your decisions without all your baseline data. I think you need to take some steps backwards now.

MTP: Steensby Inlet has been identified as a potential port site since 2007. I'm going to go back in the meeting minutes to see what was discussed.

Warren Bernhardt – [Brings up imagery of the proposed port site on Google Earth].

MTP: You can see the area is very shallow around that point. However, I don't want to base our discussion on Google Earth imagery. I will look at my notes.

Bill Napier – I would suggest that everyone take a look at the EIS and what is currently being proposed. We can then sit down together to discuss the issues. We have been collecting baseline data for a long time. We will continue to collect data through to mine closure.

Reference 8 - 0.17% Coverage

Question: Mikidjuk Kolola– If, in three years after the shipping were to start, I said the animal numbers were low around Kimmirut, what would you do? Would you base your answer on your studies?

Warren Bernhardt – These studies would be one thing we looked at. I think you would need more information to have an accurate answer though.

OTHER IMPACTS FROM MARY RIVER

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 1 reference coded [1.17% Coverage]

Reference 1 - 1.17% Coverage

As for social economic aspects, what is the QIA doing?

Levi – we are in touch with the communities to address community issues?

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 1 reference coded [4.08% Coverage]

Reference 1 - 4.08% Coverage

Q5 – I want people to shorten their comments because we have a number of people who want to talk. I am hearing that we originally heard 100 years of operation, and we also heard 70 years, but now we are hearing 21 years. Now I hear that today. It seems like the Igloolik people don't want the project to proceed because of the railroad and shipping lane. So 21 years is very small if you look at the impact it will have. Inuit are starting to stand on their own, so Inuit are losing the opportunity to gain economically from that. Because who ever owns Baffinland is getting the benefit that Inuit should be getting, so I want the Inuit to be in control of the mine. So Inuit should take all the contracts. That's my comment. All that work, railway and shipping lane, only 21 years, it's not worth it to mess up the environment and go. There are too many ships – reduce those too.

Bill – You're right, there is a lot of infrastructure required for this project, and it costs $4.1B. When they ask for money from the bank, they set a timeline that is typically 20 or 30 years. For us to operate for that 20-30 year period, this is the open pit that will be mined. We are looking at a location as we mentioned to do drilling. So the expectation is that Baffinland will be hear from many decades, but it is hard for us to say that we'll be here more than what is for sure. What I can say is the iron ore mines in Labrador started in the 1950s and are still operating today.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 1 reference coded [1.77% Coverage]

Reference 1 - 1.77% Coverage

Q13 (middle-aged woman) – I am concerned about Inuit that their land will be destroyed, that Baffinland is talking about money but they mentioned the money they will make from the land is if they are ignoring the animals. They make a mine to say it will go on forever but it will be damaging the land. The people trying to get a job – the ones who do get a job – don't get out in time. Someone needs to coordinate all employment. We will not see the animals in the future because the mine if the company says the money … I don't like mines. The non-Inuit making money do not eat the animals, so they present us with a nice proposal and say they will be lots of people working, and we lived in Nanisivik and we still didn't get hired. because Inuit are easy to agree when presented with economic opportunity. My concern is that the animals will be lost. We don't get any money for it. These are my comments. Thank you.

<Documents\Public Consultation\Clyde River\April 2009 Working Group Minutes - Clyde River> - § 3 references coded [30.56% Coverage]

Reference 1 - 4.25% Coverage

Isa – We can't say too much about impacts until the mining starts. We will learn more then. It is good to see that all this information has been collected. We are trying to get Baffinland ready for some of the impacts, through IQ, so they don't make any mistakes. We can't predict too far into the future though. Every year is different.

Reference 2 - 20.71% Coverage

Isa – There was elder from Arctic Bay on TV last night who said he found a number of dead caribou near Mary River. They had been stuck in the mud. The government didn't even know about this. Nobody reported on it, although the government will now be investigating. Inuit will also like to be told if the mine causes caribou to become sick, so we don't eat contaminated food. Baffinland may not be responsible for the deaths of those caribou, but it would be good to investigate. We would like to be kept informed of any impacts and changes to wildlife around the Mary River area.

Iga – The caribou are easily affected by the most minor changes. They do not have a strong will to live when confronted with adversity and give up quickly. One little change in the environment can cause many of them to die. They are constantly eating. Once they are unable to eat, there is a 'switch' that goes off for them, and they give up.

Ootoova – Caribou are very sensitive when they stop seeing their food on the ground. It makes them give up right away. Once they get stuck, it also makes them give up right away. It makes them go crazy. Mining companies aren't always responsible for caribou deaths; caribou can die in many ways.

Isa – If the caribou aren't being hunted, they loose all fear of humans. You can't leave anything out in the open at the mine that the caribou might be attracted to. At Fox 3 recently, the plane could not land because the caribou would not move off the runway. I believe the mining won't affect the caribou much. They will live where they want and how they want. We still need to be careful about mining impacts on caribou though.

Reference 3 - 5.60% Coverage

Iga – The elders always planned carefully in regards to where they would make camp, and how they would design their camp. I hope Baffinland plans their mine just as carefully. If a family didn't plan well, things would be muddy and destroyed. The planning has to be very comprehensive nowadays. The world is warming now and this needs to be considered.

Isa – If you plan properly, there will not be any problems with the wildlife, or impacts.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet Council - April 1, 2008> - § 2 references coded [9.29% Coverage]

Reference 1 - 5.55% Coverage

Mr. Billy Palluq – When will you ship?

Mr. Chubb – 12 months a year.

All year round you'll have ice breakers through there and you'll have ships going through.

I thought you'd be bringing ice breakers?

Have your consultants already considered the impacts on the Inuit in the area?

Mr. Chubb – we've been collecting information on the area on where people hunt. What we understand is that most of the hunting is over here, removed from the project. We know that some people come over and hunt on the land, traveling over the land fast ice. The ships are likely to be frequent enough that it won't heal. There will be a ship a little less than once a day. People wanting to travel will have to go around, so we've said the Steensby camp is a place to stop and to get fuel. We've already identified that it will change land use, and we've flagged it with the QIA as something to discuss in the IIBA.

That's a physical description of the project; there is more information in the package. We've just submitted this with applications to seek permission to build the project, and we estimate it will take about 2 years to obtain permission to do this work. Can we take additional Questions?

Reference 2 - 3.74% Coverage

Mr. Buckle – There are a couple of things – under the IIBA the Hamlet is not a Designated Inuit Organization – will there be a benefit fro the communities, because you're going to strip the labour and we need to start of the bottom – we train people to a certain level and they go to other jobs.

Mr. Cooper – One of the considerations in the IIBA is the effect of the mine on the social fabric of the communities.

Mr. Cooper – The IIBA has to consider the social fabric of the community – monitoring, measuring, compensating or mitigating. We'll want to maintain our CLO office – and to ensure we don't take all the qualified workers. we need to be talking and

Mr. Len Kutchaw – A lot of the training we'll do initially will be transferable skills. We need to build capacity no only for the mine but

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 3 references coded [13.60% Coverage]

Reference 1 - 4.15% Coverage

Q3 – Personally, I am a beneficiaries of Nunavut, I've been living here forever. You live in a warm climate, is that true? Personally I've been living in the north all my life and I am perfectly aware of Milne Inlet and I've had the occasion to hunt there. Last year when there was a ship there, there was a lack of seals and narwhal. The sea is quite different from the railway. I've spent time in Quebec City, and I have observed a train. You can see a train even when you can't see it. Ice breakers are very noisy. The sea mammals are very good at hearing. If I walk on ice the seal will hear me. If there was a narwhal there, it would hear me immediately because they hear much better than I do. I want you to be aware of these – there is definitely a concern of the noise an ice breaker will make through ice. You'll also be traveling through Foxe Basin. It is assumed it will disrupt the walrus. I have lived in Igloolik and hunted walrus.

Reference 2 - 4.08% Coverage

Q4 – Has there been any studies done on the amplification of sounds in water? In Clyde River this summer there was a lot of activity. There was piles being put down for a new building, and some digging of soil for the sewage plant. And so far the seals have not come as much as before. What kind of studies are being done on the amplification of sound? Because you and I know that it amplifies in water – whether from ships or from land.

Bill – That's a good question – amplification of sound does travel further in water than in air. We haven't completed our modeling of sound yet. We are still collecting data and finalizing the design of the ships. We are building dedicated ships for this project. There was a new ice breaker for another project build about 7 years ago, and they are doing monitoring of that ship to see how it compares with predictions. So yes, we will be doing modelling, but haven't completed those steps yet.

Reference 3 - 5.37% Coverage

Q6 – It's very simple – cost and benefits. When you have to make a decision, you put the pros and cons on a list. The pros for Clyde River has been 18 months / one person employed. The cons are potential damage to our sealing industry, potential damage to air quality, potential damage to the land area, potential damage for the trading that exists between Inuit – getting whale from Pond Inlet – getting walrus from Igloolik, and sharing our seal with them. Those are all the losses – for what – for 18 months of employment? It gets very hard to look at, in a good Inuk-Baffinland way.

George – again, all the concerns that were raised at this meeting have been written down and will be given some consideration. We have to put perhaps more emphasis on QC on what they are doing. We will keep those written down and deal with them in a while. Thank you very much for coming. We had a chance to speak with Baffinland people, and they will be coming back to Clyde River sometime in the near future. And we will try to participate when they arrive here. Since there are no sleeping accommodations here, we need to continue onto another community. We will consult with Baffinland about perhaps coming back together in the fall.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 2 references coded [8.08% Coverage]

Reference 1 - 1.42% Coverage

Community Speaker 4 – Currently there are not a lot of caribou. If this mine starts maybe we will have even less. People working at Mary River will have access to caribou but the rest of the people won't have the same access.

Mr. Cooper – Workers can't fish and hunt unless they are a beneficiary.

Reference 2 - 6.66% Coverage

Community Speaker 14 (Jakob Gearheard) – It is difficult to imagine the magnitude of the mine to employ almost two times as many people as live in Clyde River. Some people will come from various communities and from the south – it's a tremendous opportunity for Clyde River. Lots of questions are being raised. Something I am thinking about are some of the social impacts that will result from this employment. Not only because of the cash injection, but time spent away from families. I am not sure the exact rate of unemployment in Clyde River but it is one of the highest in Nunavut so therefore one of the highest in Canada. The amount of social change that will result in a short period will be enormous, and problems with drug and alcohol abuse; problems between husbands and wives and between parents and kids; dislocation between elders and youth. Youth go into the mine and potentially forget about Inuit culture. Baffinland has a tremendous opportunity over 25 years to have an impact – there is an opportunity to invest in the social and cultural development in the communities, in ways that government is struggling to do. I don't have a question, but throw it out there and want to have employees that are healthy and trained. These are things you need to think about.

Mr. Chubb – Correct, healthy communities make a healthy mine. We are very aware of these issues and take them seriously.

<Documents\Public Consultation\Hall Beach\April 2009 Working Group Minutes - Hall Beach> - § 2 references coded [12.98% Coverage]

Reference 1 - 2.93% Coverage

Timothy – I have not been hunting to Baffin Island for a few years

Jason – We are here to talk about all sorts of issues, not just wildlife (e.g. employment, community issues)

Reference 2 - 10.05% Coverage

Eunice – When you have a better outlook on life, an optimistic outlook, this is what happens.

Timothy – If you are negative about a project it will never get any better. If you are positive about it, it can get better. The world evolved with minerals in the ground, and animals on the land. My understanding is that the minerals can be used and you can mine the minerals without affecting the wildlife. When two groups with different views approach a situation in a positive way, they can come to agreements. If they are negative, this can bring conflict. Wars have started in the past because of conflict.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting May 17 2011> - § 1 reference coded [2.76% Coverage]

Reference 1 - 2.76% Coverage

Question – looking at some results of a study (note: not clear what the reference was to) and there were impacts. I have concerns about the impact on microorganisms could affect the whole food chain

Matthew – We have done work on the small organisms. We would look to do similar surveys at a regular basis

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 2 references coded [5.13% Coverage]

Reference 1 - 2.72% Coverage

Mayor Quassa – Access for people going out hunting; as you know, this is an area people go and people have traditional camps everywhere. I'm sure Knight Piesold's working group is collecting this information. What about access for campers and people going to their traditional camps. How will this be accessed?

Mr. Chubb – We are collecting that information, and how the land is used. With the mine there will be change, but providing access is still important. We understand that through the landfast ice there will be some impacts to access. So people will need to go around that area, around the Steensby camp. So the Steensby camp would be a place to stop en route, to get fuel and a place to stop over.

Reference 2 - 2.41% Coverage

Mayor Quassa – Just looking at the shipping route, people still travel across, even as we speak. Rangers were down at Rowley Island, and people go there even in mid-winter.

Mr. Chubb - Because of the frequency of the ships, the track is not likely to get solid enough, so people will have to go around. This is one of the issues we're going to be talking to the QIA about in the IIBA, that this will be a result of the project, and we need to provide some mechanism.

Mayor Quassa – More gas and supplies will be needed.

Mr. Chubb – We would welcome people to stop and provide people with fuel, meals and a place to stay.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - Sept 25, 2007> - § 1 reference coded [15.68% Coverage]

Reference 1 - 15.68% Coverage

Mr. Brian Fleming: I know that there are both environmental and social/cultural effects that have to be studied. To get to the final approval there will be trade-offs between of environmental and social issues in order to arrive at a balance. This is a big project, possibly the biggest in the region. Is there a document that summarizes the project? It is very hard to map out who all the players are and how the community fits in. The community doesn't know what is going on at the IIBA level. We don't want to find out at the last minute what is going on.

Mr. Cooper: There will be three significant reports produced by the end of this year and next year. The first is the project description by the end of this year. The second is the EIS by the end of next year. The third report is the IIBA next year as well. We would like to supplement this reporting with our bi-monthly meetings with the council as well as radio announcements and newsletters through our CLO's. We can't speak for the QIA but they will come to the community and have indicated that a member from Igloolik will be added to the negotiating team.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 2 references coded [2.07% Coverage]

Reference 1 - 0.83% Coverage

Q2 – In Steensby, I don't want any activity from Steensby. If we stop eating marine mammals you can go ahead and disrupt the marine mammals, but I don't want any disruption so I don't want any activity from Mary River to Steensby. I am afraid that with freezing a fuel barge, we want to go hunting walrus and we don't want photographers taking picture of walrus. We went hunting in Mary River for caribou and didn't see any and we are already seeing impacts. I don't want the barges frozen, it is my land and I don't want to see it disrupted. Thank you.

Reference 2 - 1.24% Coverage

Q5 (Hon. Tapardjuk) - Thank you for your comments. I understand more now. So the QIA while they are here I'd like to make a comment. Either direction, it doesn't matter which route, since Igloolik has preference on the east side, they are approving it. You're trying to say that without Steensby there is no project. That is a lie. There are other ways. You are just looking at the cheapest way to do the project. Our waters are shallow and the noise will go very far. The east side of the island is much better for shipping.

You're saying Igloolik wants the east side, but it doesn't matter what route. If the fuel tanker spills, you make us think that perhaps through the QIA you are protecting our rights.

Mr. Chubb – I'll reiterate what I've said – for this project we have not found an alternative for the port.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting Aug 16 10 Notes_revised> - § 1 reference coded [4.75% Coverage]

Reference 1 - 4.75% Coverage

Q5 – What will be the long term affect on sea mammals due to the shipping in Steensby Inlet and Foxe Basin?
A – Such topics will be part of the EIS review process as well as the Company's plans for mitigation and management of such potential affects.

<Documents\Public Consultation\Kimmirut\Kimmirut Public - April 26, 2010> - § 1 reference coded [6.38% Coverage]

Reference 1 - 6.38% Coverage

Q4 – Tommy – We know for a fact that it could have an impact on wildlife, and birds. And there is a possibility for a negative impact, and also I feel that people from Kimmirut must be allowed to work at Mary River, for reasons that wildlife will be impacted in the seas of the Kimmirut people. For example, if the wildlife should dissipate from the proposed route of the ore carrier, chances are that the hunters may have to go out further in the sea. If that should become a reality, there will be need for compensation.

Matthew – There were two questions – one with regard to employment and another regarding compensation. Employment will be covered within the IIBA, and so will wildlife compensation. Baffinland fully anticipates people from Kimmirut working on-site. The specifics of those are part of the IIBA.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 1 reference coded [3.02% Coverage]

Reference 1 - 3.02% Coverage

Geesoonee:
Baffinland tricked Pond Inlet regarding construction. Joatamie, you asked him questions and he does not know anything, however we need communication so maybe you should talk to him.

National park will not be affected, but have researchers. Oil spill, tourists. Preparation needs to be scrutinized. No action plan for training etc. Start working with people and asking questions so we can work to a common goal. Some employees just say less, some people who oppose are the loudest.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 1 reference coded [2.09% Coverage]

Reference 1 - 2.09% Coverage

Q – With all the activity at Mary River there is going to be less caribou in the future for Inuit to hunt. We already know there is less caribou.
A – The current information the we have gathered from our IQ studies tell us that the caribou have migrated to the south of the Mary River project. We hope that once the Mine is constructed that the caribou will migrate back to the north. The studies also tell us that there are less caribou herds than in the past and that the mine has not impacted this.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Community Meeting - Mach 1, 2011> - § 1 reference coded [5.34% Coverage]

Reference 1 - 5.34% Coverage

New person – People are hunting marine animals in Milne Inlet. I do not agree with shipping from Milne Inlet. The wildlife goes to the Inlet and you don't see them in the open ocean. Areas like Milne Inlet are the vital areas. Even if we were compensated the wildlife would not return. Money cannot replace the wildlife. In the summer I see helicopters flying too low and they scare our caribou away. It's not always the case that there will be a Inuit monitor. I feel that hunters might not be welcome on the Mary River project. We need to prevent conflicts in the future. If we want to protect our environment and waters we may not support the project and legal action may be the only option. We need to maintain a good working relationship.

Greg – we would certainly welcome any hunters into the camp. We would feed hunters and give them fuel. We want to make you feel welcome.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - March 31, 2008> - § 1 reference coded [5.13% Coverage]

Reference 1 - 5.13% Coverage

Mr. Qamaniq - Milne Inlet is already impacted since 2005, without any impact and benefits agreement. The hunters have already been impacted. You are rushing too much and too eager to get the mine going. Slow down and take your time. I don't think there is any good reason to freeze fuel ships during the operation for construction. Plan to use fuel storage and put that aside on land and there should be no ships or barges frozen in the ocean, so the hunting ground is not at risk at all. In 2005 you started and there's only 3 years now that you started the activities and in 2008, 2009 there are two more years you already decided to construct the mining, and in 2014 the first load will go overseas. These are all rushed plans. You don't have enough time in between. If you are Inuit – you have to eat char and feed your family from the land. It is not your concern to get food from the land. But here if our animals are damaged there is no way to replace them. If the Beneficiaries can agree that the fuel ships that we say you can freeze the ships – you are trying to save money – don't think of the dollar sign too much. You are in a hurry too much. We live by our animals and from them, whether by land or sea, and tonight during the community meeting, I will be there to listen to Pond Inlet residents. If you can respond, or if you want to?

Mr. Chubb – I think I'll just absorb that for a few minutes.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 1 reference coded [21.95% Coverage]

Reference 1 - 21.95% Coverage

Community Speaker 1 (Mr. Jayko Alooloo, Mittimatilik Hunters and Trappers Organization) – I didn't see any reference to the prevention of oil spills [referring to a photo and email], which raises concerns. I recommend that there be monthly inspections of fuel storage areas. Will there be continuity in Baffinland's representation to the community. I also have a concern about the impact of the operation on caribou in traditional hunting areas. There is less caribou now in the Pond Inlet area and the increased air traffic will bother the caribou even more. Maybe the mine could transport hunters to areas where there are more caribou, to hunt. I also have a concern about narwhal; a hunter has expressed concern that they have left the Milne Inlet area because of the increased ship and aircraft noise in the area. I want to bring up two comments about other Baffinland representatives: we were told Mary River wouldn't have jet service and no town site at the mine; only one side of the coin, the good side, is presented and only now they are hearing the other side. People of Pond Inlet are being treated like children. In summary, if people are going to make statements, they need to present all the facts. Thank you and one more question – I had not heard before about hydro.

Mr. Chubb – thank you for your comments. I am not sure about the first question and reference to a spill incident but I can speak to Baffinland's approach to spills. Baffinland has a spill management plan which is updated and submitted to government for approval. Fuel is stored properly in lined facilities, and the company continues to develop training materials and program to train staff to respond to spills – recently we held training on site and spill response training during fuel off-loading from the ship at Milne Inlet. I agree that regular inspections are necessary and the company has inspection forms for this purpose. If there are specific questions or issues, they can be discussed further. I hope that helps to describe how fuels are managed on-site.

Community Speaker 1 (Mr. Alooloo) – The particular incident I am referring to occurred at Steensby Inlet.

Mr. Chubb – perhaps we can take a look at those pictures. There was a comment regarding continuity of representation to Pond Inlet. We've been coming to Pond Inlet for several years and hope to continue to build relationship. We are doing several things to address representation: at the request of Council, Baffinland senior management are coming to meet with the Hamlet every two months; some of Council is going to Mary River tomorrow; the company is meeting others while in town. We have a full-time CLO available every day- so if there is ever a need for more information or questions, people can go to the office and if Jamie doesn't have the answer he can get it. Dave McCann, who is Assistant Operations Manager, is now based in Pond Inlet and his door is always open. Regarding caribou, we are continuing studies and we understand the concerns. As an example of studies underway, we were studying the movements of narwhal in relation to ship movements this summer. We will use this information and other information to assess operations. Two other comments were regarding jet service and hydro power.

Mr. Cooper – One concern he heard was with respect to jet service and a permanent settlement at Mary River. We've consulted the land use plan and the plan specifically states that mine townsites are not permitted, so we are proposing a camp and not a permanent settlement like Nanisivik. With respect to the jet strip at Pond Inlet, I believe we are considering their might be many possible benefits that come to Pond Inlet. Some benefits include direct employment and business; some indirect benefits are through government spending of the tax revenue in the communities. At the moment, Baffinland and the QIA are discussing these sorts of benefits as part of the IIBA negotiations. We hope over the next year to have an agreement in place to deal with impacts and benefits. Regarding power generation, they have reported in the community in the past that they are studying wind and hydro power. Last year and this year they installed a gauge in a stream near Steensby Inlet to measure flow to see if hydro is viable. We are installing a wind tower this month, and next year we will conduct a feasibility study on the wind and hydro; the study will be completed by 2009. The benefit of hydro and wind is using less diesel. Currently our thinking is to start with diesel, but if the alternative energies are feasible, they would be implemented later in the mine life. We hope these answers address your questions.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 4 references coded [0.61% Coverage]

Reference 1 - 0.26% Coverage

Question: Louis Uttak/Igloolik – Baffinland will provide excellent opportunities for employment but when I pass away I will leave land to my descendents that will be impacted by mining. I am not concerned about the Project itself but impacts to the animals.

MTP: We need help from the communities on this matter. If there is an impact we will need to work to mitigate that impact. Hopefully our Project won't have any impacts, but if we do then we'll consider changes or find ways to assist the communities to deal with these impacts.

Reference 2 - 0.13% Coverage

Question: Louis Uttak/Igloolik - We try to bring up positive things and not only the negative. We want to work with Baffinland but have concerns for the mammals for generations to come.

MTP: We'll put you on the boat to see the effects for yourself [Chuckle].

Reference 3 - 0.12% Coverage

Question: Koonoo Oyukuluk/Arctic Bay - When I was younger we used to have caribou in the Mary River area. The white man and geologists have made them move away. They run away from the choppers. Be aware of this and listen to what the Inuit say.

Reference 4 - 0.10% Coverage

Question: Nigel – Have you identified the critical areas and sensitive areas that have to be avoided?

Warren – Yes, the whole area is very important for feeding and calving. The whole region is important.

POWER GENERATION

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet - April 22, 2010> - § 1 reference coded [2.88% Coverage]

Reference 1 - 2.88% Coverage

Frank – The original plans talked about diesel generation. Did you ever look at hydro?

Bill – For this EA we're looking for diesel. But we have looked at hydro and wind, and identified a hydro site that will be pursued further.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 2 references coded [3.82% Coverage]

Reference 1 - 1.57% Coverage

A second item, there is a guy over there, who is listening and recording [referring to Richard Cook]. He is studying the environment and studying if hydro power is feasible. And there is probably no real commitment. How much is there a possibility of that to use hydro power? Is that feasible? If you're going to make a dam, and it is part of the environment, the caribou migration may be blocked – the height may be too high. What have you considered with a dam and hydro – will that go ahead?

Mr. Chubb – We are looking at it and are still in the study stage. This year we are going to collect more information on water flow and potentially drilling for ground conditions to further understand the area. So we still have more work to do to determine if it is feasible or not. It is not part of the project plan right now. To construct the Mary River Project we need diesel, just like for hydro, so it is a possibility and I am still hopeful.

Reference 2 - 2.24% Coverage

Mr. Paneak – I am getting more questions as I listen. I want a clarification. 700 tonnes of ore has already been sent to Germany as a sample. Before you considered hydro dam and it is in not in the project. We will still have the concern about the same. It is a concern. Also, we are not concerned about ourselves but about our children and future. When I am home alone I think about my children and don't want my children to blame me for getting away. I know you want to get this done right away, but we live here and will continue to. The iron is not going anywhere. We live here and you are only here to make money from the rock. It is IOL you are working on, and it could mean if I was down south and I am working in Ontario and you hire someone from Quebec, and they say don't hire out of the province. I want to know if you sent that 700 t to Germany as a core sample. Can you confirm that you did that?

Mr. Cooper – I am not sure I understand the question, but I can confirm we sent the rock to the lab in Germany, and it went to that lab because it is the best recognized lab for that test in Europe.

Mr. Chubb – Perhaps a comment on hydro. We are still in an early stage on hydro, it's not part of t…..[didn't catch] So hydro would be a separate project and like we are doing here, we could involve people very closely on that process.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 2 references coded [33.15% Coverage]

Reference 1 - 21.95% Coverage

Community Speaker 1 (Mr. Jayko Alooloo, Mittimatilik Hunters and Trappers Organization) – I didn't see any reference to the prevention of oil spills [referring to a photo and email], which raises concerns. I recommend that there be monthly inspections of fuel storage areas. Will there be continuity in Baffinland's representation to the community. I also have a concern about the impact of the operation on caribou in traditional hunting areas. There is less caribou now in the Pond Inlet area and the increased air traffic will bother the caribou even more. Maybe the mine could transport hunters to areas where there are more caribou, to hunt. I also have a concern about narwhal; a hunter has expressed concern that they have left the Milne Inlet area because of the increased ship and aircraft noise in the area. I want to bring up two comments about other Baffinland representatives: we were told Mary River wouldn't have jet service and no town site at the mine; only one side of the coin, the good side, is presented and only now they are hearing the other side. People of Pond Inlet are being treated like children. In summary, if people are going to make statements, they need to present all the facts. Thank you and one more question – I had not heard before about hydro.

Mr. Chubb – thank you for your comments. I am not sure about the first question and reference to a spill incident but I can speak to Baffinland's approach to spills. Baffinland has a spill management plan which is updated and submitted to government for approval. Fuel is stored properly in lined facilities, and the company continues to develop training materials and program to train staff to respond to spills – recently we held training on site and spill response training during fuel off-loading from the ship at Milne Inlet. I

agree that regular inspections are necessary and the company has inspection forms for this purpose. If there are specific questions or issues, they can be discussed further. I hope that helps to describe how fuels are managed on-site.

Community Speaker 1 (Mr. Alooloo) – The particular incident I am referring to occurred at Steensby Inlet.

Mr. Chubb – perhaps we can take a look at those pictures. There was a comment regarding continuity of representation to Pond Inlet. We've been coming to Pond Inlet for several years and hope to continue to build relationship. We are doing several things to address representation: at the request of Council, Baffinland senior management are coming to meet with the Hamlet every two months; some of Council is going to Mary River tomorrow; the company is meeting others while in town. We have a full-time CLO available every day- so if there is ever a need for more information or questions, people can go to the office and if Jamie doesn't have the answer he can get it. Dave McCann, who is Assistant Operations Manager, is now based in Pond Inlet and his door is always open. Regarding caribou, we are continuing studies and we understand the concerns. As an example of studies underway, we were studying the movements of narwhal in relation to ship movements this summer. We will use this information and other information to assess operations. Two other comments were regarding jet service and hydro power.

Mr. Cooper – One concern he heard was with respect to jet service and a permanent settlement at Mary River. We've consulted the land use plan and the plan specifically states that mine townsites are not permitted, so we are proposing a camp and not a permanent settlement like Nanisivik. With respect to the jet strip at Pond Inlet, I believe we are considering their might be many possible benefits that come to Pond Inlet. Some benefits include direct employment and business; some indirect benefits are through government spending of the tax revenue in the communities. At the moment, Baffinland and the QIA are discussing these sorts of benefits as part of the IIBA negotiations. We hope over the next year to have an agreement in place to deal with impacts and benefits. Regarding power generation, they have reported in the community in the past that they are studying wind and hydro power. Last year and this year they installed a gauge in a stream near Steensby Inlet to measure flow to see if hydro is viable. We are installing a wind tower this month, and next year we will conduct a feasibility study on the wind and hydro; the study will be completed by 2009. The benefit of hydro and wind is using less diesel. Currently our thinking is to start with diesel, but if the alternative energies are feasible, they would be implemented later in the mine life. We hope these answers address your questions.

Reference 2 - 11.20% Coverage

Q7 (Mr. Elijah Panipakoocho) – I have three questions and a story to pass along.
First, regarding power generation, if you are looking at wind power, I would like to know the locations. [Pointing to various locations on a map of North Baffin Island] There are a couple of issues in relation to a crossing or bridge. In Pond Inlet they tried to build a bridge over Salmon River and DFO didn't allow us to build the bridge. Looking at the Ravn River, [pointing to the river, before it drains into Angajurjualuk Lake, at about where the proposed rail line would cross], at the lower areas of the Ravn River there would be effects. Also, this area is a caribou migration corridor. Caribou use the same corridor I use to get to the Steensby area that follows from Cambridge Fjord. The railroad will intersect this route. Some animals are more important to different people, and I prefer caribou. Certain areas along the rail corridor are important. There will be impacts to fish with the crossing of the Ravn River. Another question I have is related to hiring unilingual Inuit; will they have an opportunity to work? Unilingual Inuit are used to working hard. I worked during the first discovery of iron ore at Mary River.

Mr. Kutchaw – We will work to bring unilingual workers to site, and focus on conveying safety messages.

Mr. Cooper – This year we have three bilingual supervisors, which now makes it possible to hire unilingual speakers. One other question was the location of the potential wind tower and hydro. The wind location is about 10 km northeast of Mary River [pointing at a map], and the hydro location is about 30 km east of the Steensby port location. We know fish is a critical issue with hydro and it will be studied, with the results expected in 2009. We are investigating alternate energy sources, but there are no firm plans about this as yet, and Baffinland has reported in the past to the community that it was looking at alternate energy sources.

Mr. Chubb – One question was with respect to bridges and arctic char. We're looking along the potential rail route at fish and fish habitat and have been working with DFO. We had to look at these same issues along the tote road.

Mr. Cook – Elijah, I believe we've completed your interview on the IQ study, and we look forward to speaking to you more. We also look forward to future discussion with the HTO.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 1 reference coded [0.58% Coverage]

Reference 1 - 0.58% Coverage

Barnabas Arreak – I have a concern about hydro power, for fish and animals. I want hydro power to not be considered.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 1 reference coded [0.14% Coverage]

Reference 1 - 0.14% Coverage

Question: Olayuk Naqitarvik/Arctic Bay - Will there be a power line along the railway?

MTP: No, there will be no power lines. There will be a diesel powered locomotive. We have done studies on the potential for hydroelectric generation, but this is not part of our current studies for the EIS.

PRAISE, SUPPORT, & COMPLIMENTS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 1 reference coded [5.90% Coverage]

Reference 1 - 5.90% Coverage

Simeonie Olayuk (Elder who apprenticed at Nanasivik) – I'm anxious to see this project go forward since it is more environmentally friendly than Nanasivik. Also, the Narwhals will not be affected since the ship will take a direct route and not zig zag. Also the rail will help prevent dust from roads. Nanasivik had tailings which caused contamination and we still have animals that show affects. If we have to compare both Projects, Mary River is more positive. Many people will learn lots of skills from the Project. I am anxious to see this project get started.

Greg – The speaker is correct. The process is very simple. There is no chemical processing.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet Council - March 28, 2008> - § 2 references coded [14.03% Coverage]

Reference 1 - 6.68% Coverage

Councilor 1 – Thank you for your comments. From Nanisivik, we were told that there will be no hazardous material, but when they were starting, when it was closing down, there were a lot of hazardous materials dumped along the creek, so the creek changed to born to show chemicals going into the creek. We're always concerned about contaminants being in the creeks. There were a number of employees that were dumping barrels of hazardous materials into the tailings pond that they were not required to report dumping of the oil drums. We heard that they would dump contaminated materials. I am glad that you have a plan in place, and that it will be different than Nanisivik and people will be hired to work at Mary River and we are glad to be involved in the project.

Reference 2 - 7.36% Coverage

Deputy Mayor Kalluk - These community consultations we are glad to see, and these important documents could be translated so we can have a clear understanding from our own reading of what is happening. We need you to provide those materials we so can provide input. We want to be partners. Thank you to QIA for being here too. I think we're out of questions? Thank you.

Mr. Philip Paneak - Tonight in the public meeting, John and himself will provide details on what they are doing.

Mr. Cooper – Workers right now – we've been hiring through Qikiqtaaluk Corporation and they've been providing bilingual supervisors as much as possible so beneficiaries can have Inuktitut in the workplace. We are also translating our site safety rules. It's not just English at Mary River; we are doing what we can to bring Inuktitut into the work place.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet Council - September 24, 2007> - § 1 reference coded [7.33% Coverage]

Reference 1 - 7.33% Coverage

Comment: Happy to see officials from the company coming to the community. This is very different than Nanisivik. Baffinland is better organized and committed to the community than Nanisivik.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 1 reference coded [2.36% Coverage]

Reference 1 - 2.36% Coverage

Q11 – I'll try to keep it short. I am the original peoples, so we were living a different life and today young people are living a different life then we were living. It is a good prospect to have a mine nearby, where we can get economic benefits. But it will have impact on the environment for sure, but we still need to find economic opportunities for the young people and these benefits that we can get, the QIA is not smart enough in their dealings right now. Mary River is one of the bigger projects – in the future – the QIA have to look at in terms of contracting – the QIA need to look at other ways for getting economic opportunity – not just the mining, but other industries. As a community we want the economic opportunities the same as any other Canadians. We are looking for economic opportunities in our communities too. That is my comment.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 1 reference coded [1.07% Coverage]

Reference 1 - 1.07% Coverage

Q10 – On a positive note, I am happy to see working groups created where people can express their concerns. Baffinland seems very interested to communicate with the communities.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - December 4, 2010> - § 1 reference coded [1.52% Coverage]

Reference 1 - 1.52% Coverage

Q – I think the route that is chosen is the safest route. Some of the other routes that have been discussed have difficult and unsafe ice. I'm glad this is going on.

<Documents\Public Consultation\Clyde River\April 2009 Working Group Minutes - Clyde River> - § 4 references coded [10.98% Coverage]

Reference 1 - 0.59% Coverage

Ootoova – I would like to see the mine go ahead.

Reference 2 - 1.21% Coverage

Isa – It is good to see a company that is not greedy, and that comes to talk to the communities.

Reference 3 - 5.57% Coverage

Nick – You have set a high standard [referring to Baffinland's consultation program and IQ study]. It will be hard for mining companies to do anything less in the future.

- Long-term storage and use of study materials
  a. What information would working groups like to see come back to the community and in what format?

16. Ron Elliot and Carleton University's desire to publish data online
17. Other ideas being considered (e.g. Baffinland GIS database)

Reference 4 - 3.61% Coverage

Joanasie – There are some minor mistakes on the maps, but I like the rest. It will be a beautiful product once finished.

Isa – Yes, just fix the mistakes. I like what I see though. I've also noticed that Baffinland has been very precise with their planning and construction of the mine.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 1 reference coded [2.98% Coverage]

Reference 1 - 2.98% Coverage

Q2 – Thank you for coming to Clyde River. I am Jason Pudluq from Clyde, I am not really from Clyde but came in the 1960s. We lived like real Inuit at that time and not in a community. The government didn't consider us before and they did what they want and took minerals without considering the Inuit. Today I am happy to see in the NLCA that we have representatives. In years past they were not like you today – like Baffinland is doing today. I am happy with you that you can meet with Clyde River Inuit. There is one more think. David [last name spoken but not recorded] who couldn't be here, said he is happy to see the project presented to Clyde River, Pond Inlet, and Arctic Bay. As Inuit before Nunavut, we could not express our concern, and lost hope in conserving and protecting the environment. Before the NLCA, when they found minerals they used to take what they found and ship it out, that's how bad they were with us. But now with the NLCA we see mining companies approach us and ask for permission. I will be happy to work with you. The other person I was going to celebrate with him to have the mining company talk to us today. Welcome to Clyde River.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [0.32% Coverage]

Reference 1 - 0.32% Coverage

Community Speaker 3 – Thanks for taking the time to come talk to us.

<Documents\Public Consultation\Hall Beach\April 2009 Working Group Minutes - Hall Beach> - § 4 references coded [21.38% Coverage]

Reference 1 - 5.07% Coverage

Percy – Compared to other communities, there will probably be the least amount of impact to Hall Beach. I'm in favour of the mine, because it will provide employment for the youth. Youth end up getting in trouble when there is nothing to do. They will be able to be employed and make money from the mine.

Reference 2 - 3.21% Coverage

Timothy – We are aware of the impacts; there will inevitably be some. I am still in support of the Project.

Jason – It would be great if you could share these comments at the NIRB meetings.

Reference 3 - 10.05% Coverage

Eunice – When you have a better outlook on life, an optimistic outlook, this is what happens.

Timothy – If you are negative about a project it will never get any better. If you are positive about it, it can get better. The world evolved with minerals in the ground, and animals on the land. My understanding is that the minerals can be used and you can mine the minerals without affecting the wildlife. When two groups with different views approach a situation in a positive way, they can come to agreements. If they are negative, this can bring conflict. Wars have started in the past because of conflict.

Reference 4 - 3.05% Coverage

Stephen – I have heard a lot of support for the Project, but it would be great to hear your thoughts on how Baffinland can build a better project, and how they can develop better plans.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting Aug 17 2010> - § 2 references coded [19.45% Coverage]

Reference 1 - 13.54% Coverage

Q1 – Comment - I want to thank you for coming. We really need this project. Everytime I go to hunt even everything is made of steel that I use. I really hope you build this mine.

Reference 2 - 5.91% Coverage

Q3 – Comment – The youth in our community need jobs – we need this development.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 2 references coded [4.71% Coverage]

Reference 1 - 3.78% Coverage

Mooshi – I wanted to express that I'm happy. At your meeting last year, Steensby Inlet was your only option. Now, Milne Inlet is also being looked at. That is good. I'm happy to see this. It seems like you are listening to us. I understand it is only an option. It is too narrow for big ships. There will be less impact for the people of Igloolik and this region. I want to thank you for hearing us, although you did not consider our suggestion of going between Pond Inlet and Clyde River. How much would you be making if you went through with this option?

MZ – [Discussed the restrictions and impracticalities of the various routes, using a slide showing route and port alternatives].

GM – We've also had a request from Cape Dorset to alter the route further south in Hudson Strait. We've since made alterations to that route. We are listening to what the communities have to say.

Reference 2 - 0.94% Coverage

Louis Tapardjuk – Thank you to Baffinland. You have been contributing computers to Grade 12 graduates.

MZ – We have been giving more computers every year; the number of graduates has been going up. That is good news.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 2 references coded [4.75% Coverage]

Reference 1 - 2.64% Coverage

Q16 – I am not in disagreement – I had an understanding that were talking about routes. He believes the westerly route is better – the other route has a lot of ice. I was in Mary River today and it was very clean; no garbage; and the wildlife was not disturbed. What about in the future, will people in the future replacing you always be as concerned about the environment?

Mr. Chubb – Thanks, I am glad you had a chance to see the site and are pleased. The framework for environmental protection is set up and will set the stage for the future. We recognize we are working on Inuit Owned Land and plan to work closely with the QIA.

Reference 2 - 2.12% Coverage

Q21 [previous commenter – Q6 or Q7] – Thinking about our future, I'm supportive of the project long-term. Thinking about now I would oppose, thinking about the animals and we should be thinking about people. You are talking about working with us and we are starting to believe you. People trying to place collars on 30 caribou – this is what we should really be opposed to. Because of Nunavut we probably get more royalties and benefits. I want my kids to have work, which is why I am supportive of this project.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 2 references coded [4.36% Coverage]

Reference 1 - 0.93% Coverage

Mayor Sheutiapik – Some people will support in terms of employment, and I know myself, but us in Nunavut this is our precise land and resources as we feed from Nunavut. But we need to sit down and talk about it so I am glad to see these communities being included in these discussions.

Reference 2 - 3.43% Coverage

Councilor John Little – Thank you mayor and thank you for coming. I am a little bit humbled and this must be a very exciting project, and it strikes me that you folks are going about this correct, and that the land claims people and review boards will do it right. You said 175 people employed in operations at Steensby Inlet? How many at Milne?

Mr. Chubb – At Milne it is currently 50 people and will continue through construction but there will be no one stationed there during operations.

Councilor Little - The total amount of people employed during operations?

Mr. Cooper – 760 on the payroll.

Councilor Little - What I am getting at – this is the potential for a community . You have jet service. You could have your own MLA – Pond Inlet wants a jet strip. Are you entertaining creating another Labrador City where you have a community based there?

Mr. Cooper – It is too difficult running a city. We can run a mine but not a city.

Mr. Chubb – It is planned as fly-in fly-out. Under the land use plan, town sites are not permitted.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - Sept 27, 2007> - § 1 reference coded [12.14% Coverage]

Reference 1 - 12.14% Coverage

Councillor: He said that he had traveled through the area of Mary's River many times as a child. He supports hands-on training for local people. He knows there will be many challenges ahead on the regulatory front and he will likely be on the regulatory side at one point but he is supportive of the project.

Len: We have a training simulator on the job site to train people so they can go from the simulator directly to the equipment on the job site.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - Sept 27, 2007> - § 1 reference coded [16.07% Coverage]

Reference 1 - 16.07% Coverage

Q2 [un-named] – I commend you on a job well done going around talking to the communities. How are you working with the Inuit organizations to get them involved in ownership? I'm sure a project like this requires a lot of money.

Mr. Cooper – regarding your first comment, communication is key, and that's why we had 5 community groups visit the site last week. We have been successful in working with Inuit organizations this year. Qikitaaluk Corporation (QC) has been involved in the development of spill plans, cultural awareness training, catering and manpower. QC is also working on the road. Our mining contractor is Nuna Logistics, an Inuit-owned corporation. We have also been working with Canadian North and NEAS (Nunavut Eastern Arctic Sealift). In previous years about $3 million has been spent by Inuit companies but this year it is probably around $20 million.

Q2 – any ownership discussions? With NTI (Nunavut Tunngavik Incorporated)?

Mr. Cooper – No, there has not been. They are talking to the QIA (Qikiqtani Inuit Association) regarding an Inuit Impact and Benefits Agreement (IIBA) regarding training, and royalties from mining the ore will be payable to NTI.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 1 reference coded [5.36% Coverage]

Reference 1 - 5.36% Coverage

Peter: As residents, we are not thinking about just preparations that Mike talks about, but thinking of the future. Hunting is our lifestyle; environment studies will be very brief but we will be here much longer. We have always co-existed with the environment. We come here not to hear just about good news, but the bad as well. We want the mine to go ahead, however we want clear understanding. For this reason we voice our concerns. If we have clear understanding it will go more smoothly.

Mike: We are changing somewhat for the bulk sample. Perhaps it did not go well. We should have sat down with Co-op and QC. Bulk sample short term, then activity will decrease; start permitting late this year. It is still exploration. Pond Inlet is important to Baffinland, but other communities are also interested. People voicing concerns are very important whether it is good or bad.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 1 reference coded [1.45% Coverage]

Reference 1 - 1.45% Coverage

Note: At this time Lamechi Kadloo called in and was very positive and supportive of the Project . Lamechi has worked at Mary River for 3 years. He has been treated well and likes working there. He stated that he had learned to operate Heavy Equipment while working at Mary River. He supports the training of more Inuit as Heavy Equipment operators

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 1 reference coded [1.04% Coverage]

Reference 1 - 1.04% Coverage

David Qamaniq - thanked Baffinland for providing information on their project to the community. Rod Cooper responded that he hopes there will be many such meetings.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 4 references coded [4.33% Coverage]

Reference 1 - 0.99% Coverage

Q. I am sure that not everyone will be happy with the outcome. It was felt that we wouldn't be affected by the Project, but the route will affect us. I am pleased we are having meetings. I know we will need agreement with Quebec. There was a good discussion on mammals; not so much with birds. Thanks for checking with the community; for us, and future generations.

Reference 2 - 1.22% Coverage

Q. Thank you for travelling here and for future visits. We had heard about Baffinland on the radio. When I spoke with Matthew Akavak about the shipping route I recommended the company come to Cape Dorset and he approached them. I don't know if they would have come any way. A representative from Baffinland's human resources department should come here as well for meetings. There is interest in jobs. I don't know whether any Inuit are working there.

Reference 3 - 1.23% Coverage

Q. I wish to express my gratitude as an elder. I am grateful for being involved. The knowledge passed to us still applies. Don't bother the animals; respect them and take care of them. It used to be odd to think of white men coming here to work. Now it is different. What you are doing will be history making. We need agreements and more meetings. Even if we aren't happy this process is the best way to make decisions. Thank you also to the translators.

Reference 4 - 0.89% Coverage

Q. People shouldn't speak if they don't know what is going on. This is not a meeting on explosions. This is about a shipping route. This was clarified when the meetings began. This has been a great workshop. It is great to be working on the shipping route. I am glad you are here to hear and learn about our wildlife. Thank you.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 9 references coded [3.37% Coverage]

Reference 1 - 0.44% Coverage

Question: Olayuk/Arctic Bay – I am pleased to be part of this workshop. We have never met here before. I like this, and if our discussions are to be used then it is better for planning and I am happy that these communities are gathered and the company values their opinions. Employment impacts on life. We had Nanisivik and the people and animals were impacted. Seals were impacted. The workers there did not notice or were not concerned. The seals became deaf and they could no longer dive. Whales were changed also. Nanisivik had caribou for a while. There will be an impact on everything. I am happy our suggestions will be used. Nanisivik is a good example. In the past they never followed through on commitments. White men are wiser when it comes to [unrecorded comments] but the company changed hands, so responsibilities were passed. If you weren't employed you did not benefit from Nanisivik.

Reference 2 - 0.50% Coverage

Question: Olayuk/Arctic Bay - Are we part of the planning for the mine or are you just collecting information?

MTP: Your comments will form part of what we include in the EIS. However, some things about the Project cannot be changed, because the Project would not be able to happen. We do listen to the concerns of the communities. For example, we listened to Igloolik and Hall Beach about their concerns about the shipping route. We ended up moving the shipping route further east to where it is now. This did not completely change the Project, however. We also moved parts of the Project to avoid archeology sites. We do the best we can. If you still are not happy with what we've done when the EIS is submitted, tell us your concerns again.

Olayuk: – It is not that I am unhappy. I am happy with the opportunity to make money. There is no great concern for what has been proposed. Having benefits like money is nice. The animals that will be impacted are of concern. Impacts that are irreversible are my biggest concern.

Reference 3 - 0.36% Coverage

Cornelius/Pond Inlet: In 2008 I didn't like what I saw at this site. I like it much better now.

Koonoo/Arctic Bay: I like seeing this. This is the proper route to work through these things with these great people, the leaders, the Baffinland leaders that are here. I am happy and thankful.

Louis /Igloolik: I am happy to be here and that we have not argued. I usually argue a lot working with governments. I am happy no one got frustrated. I am really happy to be here at Mary River. I feel better physically and am thankful we were given opportunities to look around. I have been in the hotel in many areas in the south. This is different. It is a really restful place with no worries. It's a good place to rest. Thank you.

Reference 4 - 0.08% Coverage

Question: Olayuk/Arctic Bay – We are grateful for having the interpreters and the excellent meals here at Mary River. I am thankful for everything being done here.

Reference 5 - 0.16% Coverage

Kimmirut guests: We just flew and landed here and are grateful to be here.

Stephen /QIA - We have planned for two years to have this meeting and are thankful you could all come and attend. We at QIA are here to listen and to hear the communities. There will be quite a lot of discussion. You cannot build a mine overnight.

Reference 6 - 0.56% Coverage

George/Igloolik - I missed part of this discussion, as I had a bad headache. This picture of the group is excellent. Unfortunately, I was a bit late and not in the picture. I must also pass on apologies from the QIA President, as she was going to speak to you today but had another commitment with attending a women's group. Vice President George Eckalook was also supposed to be here except weather conditions would not permit him to leave. But, tonight around 8 p.m. he will arrive when some participants have already left. On behalf of those two, thank you to the elders. Your knowledge is first and foremost what we care about. This is not just for yourself. You represent our traditions, our descendents, and our grandchildren. We are thankful. When Nunavut was created there was a problem with mining companies and others. We now have representatives in the communities. It's definitely more than two years we have been planning this. With companies like Nanisivik and Polaris, we had no opportunity to participate, so we appreciate this. I am happy to say here on Baffin Island we have the best iron ore in the world. [Additional closing remarks].

Reference 7 - 0.24% Coverage

Solomon Qanatsiaq – I'm grateful for the studies that you have done. I understand more about the animals in these areas. We affirm that Inuit Knowledge is true. In some years there are less animals than others. In some years there are none. In other years it is different altogether. We cannot have animals as pets. We use animals to live. If Mary River affects animals the hunters will need to travel farther to go hunting. If we find there are no impacts from the Project we would smile.

Reference 8 - 0.47% Coverage

Levi Barnabas – It's unfortunate that George Qulaut is not here. He had to go to another meeting, but he asked me to say a few things. Baffinland will have impacts underwater. As QIA representatives we have to wear two hats. We have a business hat where we have to work with mining companies to try and make money. We also have to be protective of the animals. These two have to be balanced out. We have to protect the Inuit. There will be impacts to the communities. We will never agree on some items, but we will have to address some of these issues for the best possible outcome. We will have to agree on something. It will be more expensive to build the port at Nuvuit. No one has ever made everyone happy. I would like to thank those who planned the meeting, Baffinland and QIA, and the participants. We want to make forward progress and work together in our meetings. If this were to progress to the next stage we want the best possible route chosen.

Reference 9 - 0.56% Coverage

George Eckalook – We have been planning this meeting for a long time. Thank you. We have more stuff to work with now. We want to deal with this. It will be a lengthy process. We have to look at both perspectives. The mining company's and the Inuit's. We look out for the best interests of the animals. They don't have a voice of their own. There have been mining companies here before, like Nanisivik, but Inuit did not benefit much. We're also expecting there will be other mining companies that will come along. We want to work together with different groups. We want to work closely with you. With our knowledge, we will try and help. I'm happy also that Labrador Inuit people are here to talk about their experiences. We want to work closely together with them and in the future. I would like to see another workshop like this. We never had an opportunity like this in the past. We are aware that what you are taking on here is not cheap. What we covered in this workshop is huge. I will report on what was said here to QIA members. Thank you for answering our questions. What we haven't asked today, we will ask tomorrow. Thank you.

QIA REPRESENTATION

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 1 reference coded [2.09% Coverage]

Reference 1 - 2.09% Coverage

Is QC your partner and what is their role? Is there any conflict with the fact that you are trying to make money but also protect the land.

Levi – We have to wear two hats to ensure that there is no conflict between the interests.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 1 reference coded [2.36% Coverage]

Reference 1 - 2.36% Coverage

Q11 – I'll try to keep it short. I am the original peoples, so we were living a different life and today young people are living a different life then we were living. It is a good prospect to have a mine nearby, where we can get economic benefits. But it will have impact on the environment for sure, but we still need to find economic opportunities for the young people and these benefits that we can get, the QIA is not smart enough in their dealings right now. Mary River is one of the bigger projects – in the future – the QIA have to look at in terms of contracting – the QIA need to look at other ways for getting economic opportunity – not just the mining, but other industries. As a community we want the economic opportunities the same as any other Canadians. We are looking for economic opportunities in our communities too. That is my comment.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 1 reference coded [2.16% Coverage]

Reference 1 - 2.16% Coverage

Q10 - Is it possible to have the QIA officials and Cape Dorset community members to have a discussion without Baffinland present?

A/SAO – I spoke with Steve and Nigel already and they will be dealing with this issue a few months from now on what they are proposing to do, before the project starts, they will be submitting a statement to the Cape Dorset people. So we will have that discussion down the road.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 1 reference coded [10.36% Coverage]

Reference 1 - 10.36% Coverage

Q4 – It is my opinion that mining companies use mining jargon to hide what they are saying. I'll give an example – pg 10 of the presentation. If you look at the first slide on page 10, I know I have very good English, but I don't understand things such as bathymetric, effluent discharges from treatment systems. I don't know what bathymetric means, and what reports have you given to my people on the work you've done, in English and my language. When I look at the translation of the Inuktitut, you see typos everywhere. Who looks after those things? For example, "environmental assessment". The translation of this material is absolutely horrendous. Typos everywhere. I don't want you to explain bathymetric, but I would appreciate if jargon wasn't used so much. I know you can't avoid jargon sometimes, but you should do your best. The next question – is Baffinland a publicly traded company?

Bill - Yes.

Q4 - Who are the owners?

Bill - There are 350 million shares that have been issued, so many people own Baffinland.

Q4 - Who are the main owners?

Bill - One of the largest is RCF – Resource Capital Fund.

How is QC involved?

Stephen – QC is a contractor.

Does QC own any shares?

Stephen - No

Q4 - Do QC directors own shares?

Bill - We don't know – there is no easy way of telling.

Q4 - How can we find out? Because as an ordinary QIA member, that's what I hear is that some of the officers of QIA and QC are shareholders in the company. How can QIA be advocating on our behalf, when there's this cloud of dirty hands, perhaps? Maybe not dirty hands, but scratching each other's backs? How can I expect QIA to be acting on my behalf and that of my children? That is what ordinary Inuit from Baffin are hearing – that the QIA officers are looking out for themselves, and at the same time saying they are advocating for us.

Bill – The use of jargon in the presentation – you're right. We can work harder to simplify the language. With respect to the translation, we've decided we'll have one translator do the translation and another check on that. And to make a comment, we are a publicly traded company – we have not made any deals with anyone else. You know, if you're a lawyer, we need to follow stock exchange rules. We have to sign as officers of the company every quarter that we follow those regulations.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 1 reference coded [4.59% Coverage]

Reference 1 - 4.59% Coverage

Councilor Louis Uttak – thank you for your presentation and thank you, Mayor. You are familiar faces. My question is, maybe I am confused, this proposed rail route, did we agree to have these routes and the shipping routes, when we signed agreements – did we sign agreements? Or did QIA sign to approve these routes? Who has signed to agree to these proposals? Is it NTI or QIA? Who has approved these proposals?

Mr. Chubb – Since 2004, Baffinland has been doing a lot of different work to study what a mine at Mary River might look like, and how the ore would get to market. That work has included environmental work with scientists in the field, engineering work to help understand the land and hope engineers to design the railway. It has included work with the various communities, the establishment of Inuit Knowledge working groups. And we continue to talk. The outcome so far has been key decisions on where the port is located and how to get the ore to market. We don't have approval yet; it is a proposal, so no one has signed their name to this plan. It is a plan, but we believe that is a feasible plan and reflects discussion with all the different parties that have an interest.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 5 references coded [5.05% Coverage]

Reference 1 - 1.09% Coverage

Q6 - $4 billion - oh my goodness! I heard a little over $4B to construct the mine. $4B! In the Nunavut Government, it is 4 times the territorial budget! What kind of profits will you have, if you are looking at using $4B! My understanding is Baffinland is there to make money and not help us. The $4B is going to be used to make more money. How much profit are you getting? $10B? $20B? To me the deposit, total of $35B at $100/tonne. The QIA, do you realize now that the royalties the Inuit get – how much will it be? Will it be 50%? Did you estimate how much royalty you will get?

Mr. John Amagoalik – The deposit, since it is under the IOL, the royalties will go to NTI, but we have not heard how much it will be.

Reference 2 - 0.69% Coverage

Q6 – And those today on the news, these Baffinland partners they have offered and it closed today. Can I understand that QIA, or Nunasi, or Nunavut Trust, are they part owners of the Baffinland?

Philip – Thank you. The QIA have no interest in the company. We asked if we could be shareholders in the company, because we don't' want the liability to be issued with the QIA, so we did not want to be owners, because won't want that liability to be dumped on us.

Reference 3 - 2.56% Coverage

Q17 – We know that anything and everything, even jobs or employment, I know in the past Inuit are being asked now for input into activity, and I know we have representatives say for QIA is representing us, and MLAs, and they represent us and need to know how we think. I believe we are being represented and our concerns need to be considered by our representatives. Any activity – everyone can not agree and be happy, so tonight we heard all different opinions and concerns. I know animals get used to a noise, even airplanes. Caribous for example, can get used to the machines. In the past, they didn't want to hear anything or even footsteps that smell like humans, but I think they changed in that caribou in a migration will go there even no matter what noise. So Mary River will go – even without noise, have moved on. Hunters haven't seen evidence of caribou, as caribou go to areas where they can feed, even when it is noisy. But it is a concern in that we don't know for sure if shipping in winter, the ships coming in will be really noisy ice breaking, so it needs to be considered more, because we don't know for sure how it will be. In winter there is walrus year round. In Steensby the walrus go out but the seals stay in the area. In summer it won't be a real concern with shipping but my concern is winter shipping. And to make a comment on IQ – I have that personal knowledge and the animals – when you fight over animals they can disappear. If you have no fights over the animals, they will always be around. So we Inuit can be responsible because we are not looking after them whether we don't listen to IQ we can be blamed for their disappearance. We were told to be friendly to animals.

Reference 4 - 0.35% Coverage

Q23 – Perhaps the president of the company should be here, and of QIA and NTI, INAC, etc. so they really understand the issues. As Inuit, we are only representatives, and you are only representatives. Let's get the top people here.

Reference 5 - 0.36% Coverage

Q28 - I wonder if the Baffinland Chairperson and QIA and INAC Chairman can come to the community and hear our concerns.

MR. Chubb – I can only speak to Baffinland but we are taking minutes and will take the comments back for consideration.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting Aug 16 10 Notes_revised> - § 1 reference coded [2.58% Coverage]

Reference 1 - 2.58% Coverage

Q4 – LT – Are you aware of the QIA's role in the stoppage of seismic activity work recently?
A – Yes I have been following that story.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 1 reference coded [4.52% Coverage]

Reference 1 - 4.52% Coverage

Caleb:
I do not think I will change my mind at all; the Co-op should have had a contract. When it changed, operations should have stopped, as the original agreement was broken. The business was supposed to help the community but it is working against the community. There are other exploration companies around, and he has heard that the caribou migration routes were broken and there is no funding to address this. Since the agreement has been broken we should take legal action.

Mike:
The co-op performed very poorly. You should ask employees today - he has hired if they are happy [working for QC]. Need to move away from Co-op anyways. Co-op was not happy with contract before. If it was working well then it would not have changed.

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 2 references coded [12.29% Coverage]

Reference 1 - 9.73% Coverage

Jayko Alooloo (HTO, NPC) said that the QIA is quite far from Pond Inlet and there should be a local board to work with Baffinland. Rod Cooper responded that they are legally required to consult with the QIA, but that is only a start to the community consultation and Baffinland will also be talking with Igloolik and Arctic Bay. Just because we are working with the QIA, that is not the only thing that they will do.

Richard Cook added that Knight Piesold has discussed with Baffinland to start talking with other groups in town, like the youth and the health centre. As well, we understand that the Hamlet is collecting information on community issues and the information they collect will be valuable.

Shelly Elverum asked Jayko for clarification and if it is that the QIA won't represent community issues. Jayko Alooloo indicated that things are changing, and he knows communication is not clear.

Michael Zurowski stated that Baffinland is working on improving communication and will be discussing a communications strategy with the Hamlet over the next few months. He added that by necessity the IIBA needs to be negotiated with small group as big groups don't work, but that he understands that communication need to be improved.

Rod Cooper indicated that other mining companies have hired community liaison officers in the communities they work in to ensure clear communication with a local point of contact, and that Baffinland will look to this as a model to become more accessible in the community in the future.

Reference 2 - 2.56% Coverage

David Qamaniq identified Philip Panneak as one of the negotiators for the IIBA, and that the Hamlet haven't talked to the QIA yet, so we don't know who is going to be on the negotiating team. David Qamaniq stated that hopefully things will start moving in the next month, and Rod Cooper agreed that the QIA is working hard to get things organized and things will probably start moving in the next month.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Community Meeting - Mach 1, 2011> - § 2 references coded [6.82% Coverage]

Reference 1 - 2.63% Coverage

Caleb – our youth need to be included in the labor force. When working with residents of Pond Inlet you will learn a lot because we are the closest. The QIA knows nothing about the area. I'm telling the truth about the people of Pond Inlet and their knowledge of the area. QIA has no knowledge of such things and this will slow down the process. We in the Hamlet and the HTO need to be worked with.

Greg – thanks for your comments.

Reference 2 - 4.19% Coverage

Pond Inlet Community Lands and Resource Committee - We don't want to see another Nanasivik. We want people to buy their own homes. We want people under 18 to get trained. Section 4, we are not sure where your number of 55 for elders comes from. Several disagreements were made about each section in the QIA report. Too many statements to list. They hand Matthew a list of concerns.

Matthew (QIA) – The document was prepared by QIA and we have heard your issues with the document. Much of the information included in the document was requested by the HTO. We don't see eye to eye on certain issues. QIA manly deals with land issues. In working with David I will try to address these concerns.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 3 references coded [22.01% Coverage]

Reference 1 - 4.39% Coverage

David Q – The geology you will be working on, and looking for outcrops, are these going to be approved by the QIA before the geology program starts?

Matthew – The work was included in the work plan submitted to the QIA at the beginning of the year.

Stephen – There are two answers. The work plan was submitted to the QIA on March 31, and we are still reviewing it. And the second part is there is a new application for new lands, about 20 km from Deposit No. 1, that is also under Inuit Owned Land (IOL), and that application is also being reviewed right now. The CLARC will see this. That is for some of the work they are proposing this summer.

David Q – If they find diamonds, they are not going to say anything?

Matthew – If we find diamonds, we have to say something.

Reference 2 - 11.27% Coverage

David Q – Would you collar the animals?

Richard – No, it would only be the recording of harvest data.

Would the harvest study be coordinated by the HTO? Would there be money to support the project?

Richard – It could be coordinated by the HTO or the QIA CLO. Baffinland has established a budget to support the project; however, this is not a large sum. Using the QIA CLO is beneficial as the position already exists. Any ideas how the HTO could collect the information? Our thought was that a person could go around once a month and collect the information.

Stephen – QIA has been talking to Baffinland about this project. Cape Dorset is also supportive of the idea. We want more then dots on the map and what it was. It's about where people harvest and why – considering the social economic side of things. Baffinland's use of the project information is only part of its possible uses. We'd like your permission to continue to work with Baffinland. David, could you as CLO complete this work?

David – If the CLO is to be responsible and would be asked to concentrate 2 days a month I have no issues. Who would coordinate it – QIA or HTO?

Phillip – With respect to IQ work already completed? The IQ work completed thus far is almost complete and once done we'll hand that over to the community. We are using the maps related to the land use study and will use that data for the EIS. The proposed harvest study will not be used for the EIS.

Our concerns are we don't want to see this go on forever. We want to see an end of the study. We are disturbed by the number of studies going on.

David – Would this continue during the operations and when would you start?

Richard – We are thinking to start the study in the next few years and run if for 3 years. If there is agreement we'd extend it.

Jayko – I'd like to proceed with the study but you need to work with the HTO to get it setup. And we'd like to have contact with you during the study.

Richard – this meeting was only meant as a start.

Reference 3 - 6.35% Coverage

Jayko – In 2003, Baffinland first came here to discuss the proposal. Then later on it became evident that you have a link with Pond Inlet. And unfortunately at this time the Hamlet was unfortunately disrupted by the previous HTO. We'd like Baffinland to start frequenting Pond more often. We understand that IOL is managed by QIA you still must have a close working relationship with Pond Inlet. Contracts must remain with Pond Inlet. Once Baffinland started working with QIA Pond lost most contracts. Contracts should be given back to Pond Inlet. The original plan was to use Milne Inlet to ship ore. Since then we've been advised that Milne was not usable so you changed to Steensby and you forgot about us. The HTO will get a contract to do Polar Bear monitoring but that also disappeared. This was very helpful to the HTO – the young people had jobs. We need to be used more. It is our land. We had thought we'd have economic growth in Pond Inlet but once you started working with QIA the benefits disappeared. In the fall when we learned of an agreement that hurt us. The HTO must be given the opportunity for additional contracts.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 2 references coded [19.30% Coverage]

Reference 1 - 3.67% Coverage

Q1 – I know Mary River is on Pond Inlet's land. I would like to know what QIA is doing to make sure Pond Inlet receives an appropriate amount of the benefit.

Stephen – Thank you for your question. Specific to employment, the QIA is negotiating an IIBA as specified in the NLCA. Pond Inlet is the community that selected the lands, and is one of seven communities that would be potentially impacted, so QIA has to balance proximity and land ownership against distribution of benefits. Philip Paneak is the lead negotiator on the IIBA and perhaps he can expand more.

Philip – It has been considered in the IIBA. Right now they are in exploration. IN 2007 and 2008 exploration we were sort of negotiating and we are still in negotiations and are considering that the communities that are affected the most receive the most benefits. Last year when they signed the MOU we tried to ensure there were employment and training opportunities in the MOU. And when Baffinland was negotiating and when they want to get a permit for the project, we negotiated that. The process is slow, and I don't really know how to respond to that question. We have this confidentiality agreement during these negotiations so I can't answer you directly. It's been about a year and a half since the last time we sat down at the table with them. We still have the environmental, financial and economic provisions to work on.

Reference 2 - 15.63% Coverage

Jayko – On the last page of your presentation in Inuktitut, there is some wording I don't like. The translation is a bit different from the English. Baffinland and the QIA will be working towards an IIBA agreement. In 2009 an MOU was signed. To ensure there is employment, training, business opportunities, workplace conditions. And in 2010 the goal to reach agreement in principle. I just want to clarify for the Inuit – they are slightly different versions in Inuktitut. In February we had a meeting in Iqaluit in regards to the Foxe Basin walrus working group, and at that time we asked the questions about the large ships. There will be quite a number of them that will be transporting ore. And on the return trip, they contain a liquid in the hold. In the Foxe Basin area, the walrus especially, and we all consume walrus from that area, the ship will be full in German and will come to the Foxe Basin. This needs careful consideration, in order for the walrus not to contract any disease. Will there be shipping after every four days. It might affect the microorganisms. Seawater from down south contains a lot of contaminants. And directed to the QIA, regarding the final agreement in principle, I keep going back to it, because the QIA should ensure that the communities… the QIA is in a tough situation, because they need to reach an agreement. That is a major concern to us. This problem will persist, providing logistics… You should have a joint meeting to discuss – employment opportunities should be given to the communities involved. It is good to hear that Baffinland is coming to the community, and lots of jobs – good to hear. We are the closest community though. You are going to damage our land, and the marine mammals would be bothered. It will not benefit us, which is unfortunate for our future. I wanted to reiterate that employment and business opportunities should be made available. We agree with KP and their wildlife research – we have totally supported them in that regard, but the fact of providing employment, and having business opportunities, if it isn't going to be provided in Pond Inlet, I mentioned earlier, that I was glad BIM are coming here, but there is nothing concrete. You are not mentioning good news about employment or contracts. I will go home disappointed. So how will you affect the communities? On the IIBA, it is currently being negotiated, but Pond Inlet does not know anything about it. Pond Inlet needs to be involved in these discussions.

Bill – With respect to the water you mentioned in the ships, when the ships leave Steensby they will be filled with iron ore going to Europe. When empty, they need to be filled with water to ballast the ships and make them more stable. There is a concern that exotic species will be in that ship water. To prevent the transfer of species from one location to another, what ships are required by law and also contractual arrangements is to exchange the water in the North Atlantic, to ensure that the water in the ship is similar to the water at Steensby. That's an important question and one that will be addressed in the shipping plan in the EIS. And we are using our experience on other projects.

I am not sure about the comment regarding salt in the water. The difference in salt concentration is very minor between here and Europe it becomes different from northern hemisphere and southern hemisphere. But this is more or less irrelevant given we will be exchanging water.

Regarding communication, we are planning to improve and issue a bulletin quarterly regarding any announcements that the company has made in the past 3 months, and work planned at site. Qav can read this over the radio.

Dave – On the expeditor, you're right, in 2008 there was a QL employee based here doing logistics. And after 2008 when things slowed down, we didn't need the expeditor again. Regarding the co-op we are continuing the food contract again this year, and we'll need additional services with linen services. We plan to come to talk to the co-op board, and to look at other business opportunities for the co-op. The one thing about the co-op is they are one of the biggest organizations in the eastern arctic.

Philip – I have something to say on funding. As a negotiator, I am wondering about how we are going to negotiate

In Pond Inlet and Igloolik, we have been making every effort to hire people…

QIA are not just agreeing with Baffinland, we are making sure the ….

If we had used our own funding, it would have meant we'd need to borrow money. NTI did that and they are still paying back the federal government. If we used our own funding…. we have not used any of our own money for negotiation. We requested funding from Baffinland…. as a result training has not been activated. As a result, the QIA board decided in March to provide its own

funding for training. We would have to figure out how much funding we would need in the high arctic. So we've requested funding that was not forthcoming.

We will be working – the HTO and CLARC – will be working together to see how we could support them. So the QIA will be providing the funding for the workshop. Thank you.

Jayko – Yes, I have a clearer understanding now. It is very easy just to make a comment that he made earlier. It sounded very simple regarding the explanation about salt in salt water. I am requesting that in the planning stages that a representative from each of Igloolik and Pond Inlet should go to Europe and look at the condition of the salt water. Baffinland should delegate two people to from Pond Inlet and Igloolik to go to Europe. I want to see a letter in writing about how Pond Inlet will benefit.

Bill – Yes, regarding the management of ballast water, that will be in a management plan. Before we submit that document to the NIRB, we'll have a chance to come back to discuss with the community what is in the plan. May I suggest that we take a 5-10 minute break.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 1 reference coded [3.78% Coverage]

Reference 1 - 3.78% Coverage

Apitak Innurak – What will be the expected ratio of Inuit workers at site? Will the communities have access to medical services on site? Question for QIA – If we don't support the proposal and we cannot mitigate the impacts, can we create a moratorium on the Project? Say, for 50 or 100 years? Or until we find someone who can develop the Project, or have Inuit develop their own mine?

MZ – We were going to have targets, but we still have to determine what those will be. During the past few years we have been around 30% Inuit employment on site and we would like to improve on that. [Described future employment needs at Mary River]. The medical services offered at site will be a fairly small operation. Pond Inlet will probably have better services and doctors than we will at site.

Levi Barnabas – The QIA will need to look into that last matter.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 6 references coded [4.24% Coverage]

Reference 1 - 0.10% Coverage

Cornelius – There has been a bit of a problem with communication with QIA. Can QIA be more involved with communicating the Project?

MTP: [Offered to be involved in QIA presentations in future].

Reference 2 - 0.76% Coverage

Levi//Arctic Bay - We haven't given anything in writing to the mining company. When they are not written in letter form they will not be acted upon. There are forms that can be filled out and they be seen. Speak whenever you feel you have to speak and what you say will be documented by NIRB. I am well aware there will be work for our youth. You are still using our land. For my children and grandchildren, some will see all the animals will be impacted. The land and sea mammals will all be impacted from this mining. For this reason we want this documented, as white man says it is not written in stone [meaning unclear]. It is in our brain and memory even if it is not written, like caribou migrations for example. There is nothing written about it but I believe it will happen. When we ask if you can stop your trains when migration is happening and stock pile your ore, please clarify and speak up while in the meeting. We have seen how Nanisivik went. Inuit employment was promised to be 60%. They never made it. There was a requirement to get training and certifications, but they only made it to 5%. For that reason we were left behind. Opinions were not written down during the meetings. Nanisivik was going to leave the site without a clean up and the Americans left tailings and contaminants. We want to be informed of potential dangers. We can work together if we are aware of these. It is not right if we are only hearing the positive side of things. For that reason, let's work together. If there are potential negative impacts please mention them.

Reference 3 - 0.95% Coverage

George Eckalook – QIA would also participate, not just Igloolik. We represent all of Baffin region. All 7 communities will need to participate. Before lunch we heard the company's plans were set. You are basically concerned about how much money things will

cost. We are mainly concerned with the animals. We have to work together – Baffinland, us, and the government. There were concerns that were brought up. This is an area where seal pups are born and where hunting occurs. We were told that building a rail line to Nanisivik is too expensive. In Steensby Inlet the boat will have to go backwards through all that ice. I am concerned about the marine life in the ocean.

David Irngaut – I'm looking at the extra cost of building that port at Nuvuit Point. When I go home to Igloolik we will be discussing this issue with HTO, Hamlet and CLARC members. We should probably go and visit this point. [Comments about DFO unrecorded].

MTP: We have been engaging with DFO on a number of matters.

Nigel Qaumariaq – This is the first time we're seeing the baseline data. That includes us who are in QIA. I believe you are still collecting some baseline data. So, you made your decisions without all your baseline data. I think you need to take some steps backwards now.

MTP: Steensby Inlet has been identified as a potential port site since 2007. I'm going to go back in the meeting minutes to see what was discussed.

Warren Bernhardt – [Brings up imagery of the proposed port site on Google Earth].

MTP: You can see the area is very shallow around that point. However, I don't want to base our discussion on Google Earth imagery. I will look at my notes.

Bill Napier – I would suggest that everyone take a look at the EIS and what is currently being proposed. We can then sit down together to discuss the issues. We have been collecting baseline data for a long time. We will continue to collect data through to mine closure.

Reference 4 - 1.33% Coverage

Stephen Bathory – How do we go about talking about the ideas proposed by Igloolik? It's a matter of how real we want this alternative to be [the Nuvuit Point port site alternative]. Everyone has spent a number of years working on this project and thinking about it. The difficulty we all have is that this all gets funneled into a process run by the Nunavut Impact Review Board. The outcome of our future discussions will determine how real an alternative this is to become. We are working within a window of time. Is it possible Baffinland will look at a new port site? It is not very likely considering the timeline they are working with. Your suggestions are taken very seriously by us at QIA. Now it is a matter of how to address these concerns. Bill has volunteered to travel to Igloolik to discuss this matter. We need to decide how we want to approach this and what we want to decide on the matter.

Mathew Akavak – There were community consultations in Kimmirut and Cape Dorset. They had many questions but weren't given answers by Baffinland. Kimmirut and Cape Dorset are only now getting involved in the Project. Baffinland has already made up its mind. There was a person here who had a question that was brought up four times but never got an answer.

MTP: We've been in Kimmirut three times. Once with NIRB, once for a community consultation visit, and once for an IQ workshop. The same occurred in Cape Dorset. Our IQ visits didn't have a lot of Baffinland representatives attend due to accommodation issues. I was originally scheduled to attend the meetings in Cape Dorset but due to unfortunate community circumstances we were asked to cancel our meetings by the community. I'm a little surprised to hear we didn't answer a question even though it was asked.

Mathew Akavak – You never had a representative from the shipping company in the communities. This is the first time you have a shipping expert here.

Mikidjuk Kolola – There was a visit in June that occurred [IQ workshops]. We hear all the time that questions are written down and someone will get back to us with an answer later on. We haven't gotten answers. My perception is that we just get together and don't have our questions answered. There are a lot of seals in Steensby Inlet. We want to protect those animals. They are our livelihood. It seems you don't care if you impact the animals. You only want your ore.

Mathew Akavak – The only answers we got in Kimmirut were pretty embarrassing. Someone said that when the boat passed over two seals, four would pop up in the back. That was a pretty stupid answer.

MTP: That was only an example. This is the first I've heard about this concern. Perhaps we can discuss this further at break.

Reference 5 - 0.63% Coverage

Question: Nigel Qaumariaq – Did they create this or did you create this map [referring to the Google Earth map]?

MTP: Canarail created a map and I transferred their information to a different map.

Nigel Qaumariaq – It looks as though there is a possible route to the north of that exclusion zone [pointing] that follows the watershed.

MTP: I would need to look closer at this. However, Canarail has looked at these areas in depth. They look at photos and satellite images to determine where the route should go. For example, the hills might be too high there. They also fly the route with a helicopter and if the route still looks good they walk to route. They walked the entire proposed route. They flew over all the other routes.

Question: Nigel Qaumariaq – Can QIA see the data you have on why you chose this route?

Bill Napier – Nigel, we could provide an opportunity for the QIA to speak with Canarail.

Nigel Qaumariaq – We would like to review this data independently. It's a very important issue.

Stephen Bathory – We're looking for information on the various decision points you had for selecting this route. The EIS won't show how you got to this decision.

Bill Napier – To address this, you are requesting a discussion with Canarail?

Stephen Bathory – [Nods yes].

Reference 6 - 0.47% Coverage

Levi Barnabas – It's unfortunate that George Qulaut is not here. He had to go to another meeting, but he asked me to say a few things. Baffinland will have impacts underwater. As QIA representatives we have to wear two hats. We have a business hat where we have to work with mining companies to try and make money. We also have to be protective of the animals. These two have to be balanced out. We have to protect the Inuit. There will be impacts to the communities. We will never agree on some items, but we will have to address some of these issues for the best possible outcome. We will have to agree on something. It will be more expensive to build the port at Nuvuit. No one has ever made everyone happy. I would like to thank those who planned the meeting, Baffinland and QIA, and the participants. We want to make forward progress and work together in our meetings. If this were to progress to the next stage we want the best possible route chosen.

<Documents\Public Consultation\Workshops\Kimmirut IQ Workshop Minutes (PC) - June 21, 2010> - § 1 reference coded [0.57% Coverage]

Reference 1 - 0.57% Coverage

Q: Should we be talking to Baffinland about our concerns?
A: (Jason) Yes, and you should also talk to the QIA. That way everybody knows. However, we will be sure to take your comments from these workshops back to Baffinland.
Q: Thank you.

REGULATORY PROCESS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet - April 22, 2010> - § 1 reference coded [7.24% Coverage]

Reference 1 - 7.24% Coverage

Q2 (Frank) – You mentioned collecting baseline data – what does that consist of?

Bill – Includes the biophysical environment and the socio-economic environment. We've included air, terrestrial physical environment, freshwater, marine and social. Once we collect this data, we overlay the project, assess the effects, and look for ways to reduce the3 environmental effects.

Q3 – When you collected the baseline data, who did it?

Bill – Mostly Knight Piesold.

Frank – People might say in the future that you bought the data.

Richard – We are independent consultants

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 1 reference coded [1.61% Coverage]

Reference 1 - 1.61% Coverage

Member – Once the loading dock is in operation, will there be some ocean officials in that loading dock area?

Matthew – The government could be there on a surveillance to check up on this.

Richard – explained dust as an issue, closed ship loader, monitoring

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 1 reference coded [3.22% Coverage]

Reference 1 - 3.22% Coverage

Q12 (HTO Vice-Chair) – We're biting the same bone over and over. Do you have any other comments to make or report?

Bill – No sir, I think we've covered the items. We've had a chance to talk about the EIS and the timing, and make the commitment to come back to the community before we submit to come to talk to you again. We've been able to talk about this year's program, and we've had a chance to hear about experiences from 2008 so we can improve upon it. To make sure the local communities benefit the most.

Q12 – Every year in the spring time there are less people in the community to listen. When is your next trip – do you have plans to come back?

Bill – Yes, the plan would be before we submit the EIS. If we submit the EIS in December we'd be back in November. If it is later, we could be back in the first three months of 2011. I think we have an opportunity to have our Director of Human Resources to come before then, so we can address the reoccurring theme we've heard about employment. Len Kutchaw could meet with people to hear these concerns and be able to address them. Because it is very important for the community to work at the site.

<Documents\Public Consultation\Cape Dorset\Cape Dorset HTA - April 19, 2010> - § 1 reference coded [1.15% Coverage]

Reference 1 - 1.15% Coverage

Q15 – Is it 1.5 years before the final report?

Matthew – Yes, we'll be back at least one more time before the end of the year, then there will be sessions with NIRB.

<Documents\Public Consultation\Cape Dorset\Cape Dorset Public Meeting - April 19, 2010> - § 2 references coded [4.72% Coverage]

Reference 1 - 3.55% Coverage

Q2 – Who manages the review board?

Stephen Bathory – NIRB has appointed members – some from the Federal government, some appointed by the regional Inuit associations and from the Government of Nunavut. The board members stand for 3 years and there is a chairman. Currently QIA's appointee is Archie Arnakak, and the chairman is Lucasi Arragutainaq from Sanikiluaq. The board has a large staff, an executive director, and technical and administrative staff, as well as interpreter/translators. And their offices are based in Cambridge Bay.

Nigel – the NIRB was created from the NLCA and the board, once it makes its decision, the federal minister makes a final decision.

Reference 2 - 1.17% Coverage

Q4 - Are you coming back one more time?

Bill – we'll be coming back again in June to do the IQ study and to discuss the harvest study further. And we'll be back again before we submit the EIS – probably late in the year.

<Documents\Public Consultation\Clyde River\Clyde River HTO - April 24, 2010> - § 1 reference coded [10.63% Coverage]

Reference 1 - 10.63% Coverage

Q1 – Baffinland had their own study – there were two sets of studies? One by Baffinland and one by Pond Inlet? It seems there were two sets of IQ studies going on. Can you clarify what studies were involved?

Richard – Our study involved the establishment of working groups in the five North Baffin communities near the project, individual interviews in Igloolik, Arctic Bay and Pond Inlet; and workshops on caribou, land use and marine mammals in all five communities. We also had a separate researcher doing community research on socio-economic issues such as education, health and social issues. Perhaps that is the other study?

Q1 – I think so.

Matthew – We are currently preparing an EIS, which is a requirement of NIRB, which we intend to submit to NIRB at the end of this year or early next year. We're hoping to complete the process in late 2012 or 2013. Following that we would have a 4 year construction period and start operating by 2017 for 21 years, followed by a closure period. I have copies of the presentation we are going to give tonight. We won't go through it right now since we will tonight but I'll hand out copies. It may answer questions.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 1 reference coded [2.22% Coverage]

Reference 1 - 2.22% Coverage

Q6 – I have two questions. First, I don't understand Baffinland. When you read it, it says Nuluujaak. Are you using Baffinland to get more approval with that fancy name? And the shipping route, Igloolik and Hall Beach walrus will be affected. Will they be compensated if there is disruption?

Mr. Chubb - With respect to the name, I don't think it gives us any extra permission. It is just the name of our company. We are certainly studying the marine environment with respect to shipping, and the studies and information will be presented in an Environmental Impact Statement at the end of the year, we'll talk much more about the potential impacts. It will talk about our plans to reduce the risk of any negative effects. The NLCA makes provisions for, and our IIBA discussion will include, potential compensation for impacts to wildlife. These things will be discussed.

<Documents\Public Consultation\Hall Beach\Hall Beach CLARC - March 26, 2008> - § 1 reference coded [3.29% Coverage]

Reference 1 - 3.29% Coverage

Mr. Abraham – I noticed in your proposal that there are many approvals still required. In 2009 they will start hauling equipment even without that permission. At least now we understand it is a real proposal now. I didn't know about the meeting tonight, so I rushed into the meeting. We need to really understand what is happening.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet - April 21, 2010> - § 1 reference coded [2.76% Coverage]

Reference 1 - 2.76% Coverage

Mayor – You mentioned you will submit the draft EIS by 2010 or 2011?

Bill – The earliest would be December 2010, or in the first quarter of 2011.

Mayor – Will there be discussion in the community before the submission?

Bill – Yes.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 2 references coded [6.06% Coverage]

Reference 1 - 4.59% Coverage

Councilor Louis Uttak – thank you for your presentation and thank you, Mayor. You are familiar faces. My question is, maybe I am confused, this proposed rail route, did we agree to have these routes and the shipping routes, when we signed agreements – did we sign agreements? Or did QIA sign to approve these routes? Who has signed to agree to these proposals? Is it NTI or QIA? Who has approved these proposals?

Mr. Chubb – Since 2004, Baffinland has been doing a lot of different work to study what a mine at Mary River might look like, and how the ore would get to market. That work has included environmental work with scientists in the field, engineering work to help understand the land and hope engineers to design the railway. It has included work with the various communities, the establishment of Inuit Knowledge working groups. And we continue to talk. The outcome so far has been key decisions on where the port is located and how to get the ore to market. We don't have approval yet; it is a proposal, so no one has signed their name to this plan. It is a plan, but we believe that is a feasible plan and reflects discussion with all the different parties that have an interest.

Reference 2 - 1.47% Coverage

Mayor Quassa – Regarding the EIS – the document says Dec 20, 2008. Has this been started?

Derek – As a company we've started to prepare this document. But to prepare the document we have to receive instruction soon on what it should contain. We've put in what we think it should contain, but NIRB will decide. Work has begun on the work and we've begun assembling all the work.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - Sept 25, 2007> - § 1 reference coded [6.63% Coverage]

Reference 1 - 6.63% Coverage

Mayor Paul Quassa: How far have you proceeded with the regulatory process for the mine?

Mr. Chubb: The official start of the regulatory process will be the end of this year. The EIS will be submitted in the latter part of 2008. We hope that this will lead to the start of construction of the mine in 2010. We have been collecting information to help with the assessment. We will leave the council with the project document that also where we are in the regulatory process.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 1 reference coded [2.20% Coverage]

Reference 1 - 2.20% Coverage

Q12 – have you consulted with the Nunavut Planning Commission and Nunavut Water Board? If so, what do they think?

Mr. Chubb – good question. We plan to submit applications at the end of the year and that's when the NPC and NWB will formally begin their review. The work so far was reviewed by these agencies. Just like we're talking to the communities we are talking toe the regulatory agencies to find out what information they will need. It is very important to talk to as many people as possible before we submit applications.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting Aug 16 10 Notes_revised> - § 2 references coded [7.92% Coverage]

Reference 1 - 3.07% Coverage

Q2 – There are many creatures in the biophysical environment that are part of the food chain. Does this get taken into consideration in the review process?

Reference 2 - 4.85% Coverage

Q14 – LT – Did I understand you correctly that there is a chance the public to be involved in the NIRB process?
A – Yes that is correct. When the NIRB has their Public Hearings for the project people can attend and listen or provide comments to the NIRB.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 1 reference coded [1.74% Coverage]

Reference 1 - 1.74% Coverage

Councilor Glen Williams – I have 3 short questions then comments to Baffinland. Do we have dates or a timeline for the environmental process?

Mr. Chubb - There are guidelines established for the review process. The start up date is immediately upon completion of the conformity review by the planning commission, and that could be a week from now. According to our schedule, we expected April 1. Assuming that the conformity is good, it should be quick.

Councilor Williams - So in the next 6 months?

Mr. Chubb - Absolutely.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - Sept 27, 2007> - § 2 references coded [14.68% Coverage]

Reference 1 - 12.14% Coverage

Councillor: He said that he had traveled through the area of Mary's River many times as a child. He supports hands-on training for local people. He knows there will be many challenges ahead on the regulatory front and he will likely be on the regulatory side at one point but he is supportive of the project.

Len: We have a training simulator on the job site to train people so they can go from the simulator directly to the equipment on the job site.

Reference 2 - 2.54% Coverage

Councillor: The material you are mining doesn't raise the same level of concern as other mines.

<Documents\Public Consultation\Kimmirut\Kimmirut HTA - April 26, 2010> - § 1 reference coded [0.88% Coverage]

Reference 1 - 0.88% Coverage

Sandy – Will there be an out in the field study?

Richard – showed base maps and explained how information in the workshops would be collected. Field work is not proposed.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 2 references coded [2.79% Coverage]

Reference 1 - 1.19% Coverage

James: Baffinland needs to address two aspects when they apply to NIRB:

- environment
- community support

Baffinland needs to address both these items. We're going to have to re-build trust.

Reference 2 - 1.61% Coverage

David Mablick: You mentioned permits, which do you have now?

Mike: All permits for exploration and geotechnical drilling, but not the water license or land use permits for the bulk sampling program. The bulk sampling program has gone through NIRB screening.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 1 reference coded [1.38% Coverage]

Reference 1 - 1.38% Coverage

Q – Is Environment Studies part of Baffinland' work ?
A – Yes we have conducted many field programs and will continue to monitor the land , rivers, lakes and the ocean.

Q – Will there be a NIRB process ?
A – Yes the NIRB process will start in a few weeks , with public consultations taking place all over the Qikiqtani Region

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 1 reference coded [5.15% Coverage]

Reference 1 - 5.15% Coverage

Sipporah Peterloosie [community nurse] – indicated concerns about increased air traffic as she lives near the airport. She asked about the impact of air and ship traffic on the animals.

Rod Cooper responded that the proposed bulk sampling program is as small as possible to limit the traffic and only 6 ships are proposed.

Sipporah Peterloosie asked if this was during the life of a future mine and Rod Cooper indicated that he was referring to the bulk sampling program only. Richard Cook added that studies are being conducted on the wildlife, and that it is recognized that the current exploration activities have a localized effect on the people as well as animals. As well, permits are required to conduct the existing activities as well as any proposed activities such as the bulk sampling program.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet - April 23, 2010> - § 1 reference coded [12.90% Coverage]

Reference 1 - 12.90% Coverage

Abraham – How about Richard's work?

Richard – We have completed the mapbooks from the IQ study, and translations are almost complete. But for now the working groups in North Baffin will remain I guess dormant. We are planning some IQ workshops in Kimmirut and Cape Dorset in the next few months. We are also proposing and planning to talk to the HTO this afternoon about a proposed wildlife harvest study. At this point we are just running the concept by the HTO, since the HTO and the community as a whole needs to support it and think it is a good idea for us to proceed. We would run the harvest study for about 3 years, and presuming the mine goes forward, this could become part of the mine's long-term monitoring program.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 3 references coded [7.91% Coverage]

Reference 1 - 0.68% Coverage

Councilor 2 – You mentioned in the maps that it pre-dates the land claims. Is there a difference in the discovery of iron ore before or after the NLCA?

Mr. Chubb – In the case of Mary River, these were existing leases that carry forward.

Reference 2 - 4.61% Coverage

Councilor – Since you're doing consultation, you're going to Clyde River, and you're looking for input into how to present the information. Are you going to Hall Beach? Foxe Basin will be used and Pond Inlet is the most affected in terms of the animals. My

question – what will happen to you if one of the communities won't approve the project? How do you get approval if there is one community opposing?

Mr. Chubb – That's a very good question. To get to the stage we're at, we've all be doing a lot of work and working together, and looking for input and questions all the way along. To get to this point, we've been trying to use that input. Before my time, I know we received input for the bulk sample and how we should set up at Milne Inlet and that helped us formulate a plan on where to set up camp and to stay away. In Igloolik and Hall Beach when we were there in September this map – Igloolik and Hall Beach said if you're going to use Foxe Basin we want you to use this route, and we didn't know if we could or not if the water is deep enough, but it was good input and if it was possible we should and since it is possible we're going to use the route. Not all our input will we be able to incorporate because we need a project that finds a balance on the environment, communities, making sure from economics that the project makes money, so that's why we are receiving the input, we would hope as working through this that people will look to support the project. Not everyone will. What's important – the project can't go forth without the IIBA and the benefits need to outweigh the impacts.

Reference 3 - 2.62% Coverage

Councilor Kayak – I have an idea. Steensby Inlet and Milne Inlet ocean – whether they could include DFO with the Baffinland company – I think DFO needs to be included in the planning because they have been involved in oceans for a long time.

Sustainable development, environment needs to be included as well, though I am concerned because there is one department running all the departments. but if they could be included in these discussion, because I am split – Greenpeace plus Inuit style. Need more inclusions.

Mr. Chubb – Many different groups are involved. DFO is part of this; we require an authorization from DFO and so we submitted this to DFO. Before we put this document together we met with DFO several times, and we have agreed we need input from DOE as well. Baffinland has recently agreed to participate with DOE on a study of North Baffin caribou. This initial distribution is in the report.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council Update - December 6, 2007> - § 2 references coded [21.26% Coverage]

Reference 1 - 12.57% Coverage

Councilor Koonark said that before things go too far, that in February Baffinland will write proposals and have meetings probably in March with the Hamlet. He said that if the company can keep the Hamlet council informed on the proposal it would be appreciated, and it would be much harder after the proposal is sent to explain with us. Mr. Cook asked for clarification and Councilor Koonark clarified that before handing an application to the QIA, they would like to know what proposal is being submitted. Mr. Cook explained that the project proposal and applications that will be submitted in early 2008 will explain the proposed plans, but this is not a final document. Instead, this project proposal will be what stakeholders like the Hamlet, and the government will review and identify what are the key issues that need to be considered in a review. Then, a subsequent more detailed document that includes the earlier project description, potentially with changes, as well as an assessment of how the project may affect the environment, will be submitted around October 2008. So even though the project description will be submitted in early 2007, there is time and a process of review and comment on the proposal.

Reference 2 - 8.70% Coverage

Mr. Saunders asked if any geochemistry results were available, and Mr. Cook indicated that the samples collected from this past summer were still being tested by the laboratory. Mr. Saunders asked if any other independent body besides Knight Piesold was studying the geochemistry, and Mr. Cook answered that other than the independent laboratory doing the actual testing, it was Knight Piesold overseeing the work. He continued to explain that the work is completed according to standards and guidelines established by the government, that specify the number of samples that must be tested for a certain size of ore body, how the samples are to be distributed within the ore body (explaining that samples are collected from the different drillholes at different depths to ensure good coverage, as well as how the testing is done in the laboratory.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - March 31, 2008> - § 1 reference coded [5.13% Coverage]

Reference 1 - 5.13% Coverage

Mr. Qamaniq - Milne Inlet is already impacted since 2005, without any impact and benefits agreement. The hunters have already been impacted. You are rushing too much and too eager to get the mine going. Slow down and take your time. I don't think there is any good reason to freeze fuel ships during the operation for construction. Plan to use fuel storage and put that aside on land and

there should be no ships or barges frozen in the ocean, so the hunting ground is not at risk at all. In 2005 you started and there's only 3 years now that you started the activities and in 2008, 2009 there are two more years you already decided to construct the mining, and in 2014 the first load will go overseas. These are all rushed plans. You don't have enough time in between. If you are Inuit – you have to eat char and feed your family from the land. It is not your concern to get food from the land. But here if our animals are damaged there is no way to replace them. If the Beneficiaries can agree that the fuel ships that we say you can freeze the ships – you are trying to save money – don't think of the dollar sign too much. You are in a hurry too much. We live by our animals and from them, whether by land or sea, and tonight during the community meeting, I will be there to listen to Pond Inlet residents. If you can respond, or if you want to?

Mr. Chubb – I think I'll just absorb that for a few minutes.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 2 references coded [3.95% Coverage]

Reference 1 - 1.13% Coverage

Elijah Panipakachoo – Are there regulations that pertain to me if I have lots of money, and if I take away another person's one lone possession. Supposing I take away another person's only belonging – what does that say about me?

Reference 2 - 2.83% Coverage

David Qamaniq – I am a Beneficiary, and I would like to know – with the Bulk Sample, when will you hear if you can go ahead?

MZ – The responses to the questions asked by NIRB were filed last Friday. They said that they will look at it and recommend it to the Minister. You will probably know within 2-3 weeks, but I'm not totally sure.

David Qamaniq – What if they want a full review?

MZ – We would lose a year.

David Qamaniq – So you will know in a few weeks.

MZ – Yes, we would be delayed. The government is unlikely to do this to an exploration project.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 4 references coded [1.83% Coverage]

Reference 1 - 0.19% Coverage

Question: James Qilllaq/Clyde River – In our past meetings we have asked for more information before the Project is final. We would like progress reports. We request that communications be improved. I just want to clarify some more – this was brought up during the Resolute meeting.

Stephen – This was brought up in the past and resulted in a 2nd CLO workshop that is coming up.

Reference 2 - 0.39% Coverage

Question: Mikidjuk Kolola/Kimmirut – Where did the definitions for Valued Ecosystem Components and Valued Socio-Economic Components come from?

MTP: The Nunavut Impact Review Board. They prepared a guidance document for Baffinland to follow.

Mikidjuk Kolola – I would like to have a copy of this.

Stephen Bathory/QIA – Unfortunately, the Nunavut Impact Review Board did not translate this document. We will ask them again to translate it. It explains all that Baffinland is required to do.

MTP: Translation is always an important issue. NIRB has said that certain portions of the EIS must be translated. After discussing this with QIA, Baffinland agreed to translate more than they are required. However, the entire EIS will not be translated. The Draft EIS will be around 5000 pages long.

Reference 3 - 0.98% Coverage

Question: Nigel Qaumariaq/QIA – Where will the ships be registered?

Tim Keane – The ships will not be registered in Canada. It's a cost issue. The rules for shipping worldwide are becoming harmonized. Our ships will have to follow the same regulations as Canadian-registered ships. These ships would have to abide by all Canadian regulations while trading in Canada.

Question: MTP – Where is the Umiak registered?

Tim Keane – The Umiak is Canadian-registered. She only trades within Canada.

Question: Nigel Qaumariaq/QIA – Can Baffinland provide us with a list of what the differences would be between registering in Canada and elsewhere?

Bill Napier – We could talk about this, but it would be about some of the high level differences. This decision will be made by the contractor. It would not be our decision to make. A discussion of this would not be included in the EIS. We will adhere to the various regulations we are required to. Registration is an administrative element the contractor is responsible for.

Question: Nigel Qaumariaq – Aren't you responsible for your contractors? There are issues around 'flags of convenience', which is what this is. In terms of staffing, these ships can use developing world workers. That is why I would like to see a list of the differences.

Question: Bill Napier – Tim, does Fednav have foreign-registered ships? What are the nationalities of the people who work on those?

Tim Keane – Yes, we have many foreign-registered ships. They are staffed by many nationalities. However, there is nothing stopping Canadians from working aboard those ships. There has recently been discussion in the media about some issue there have been with flags of convenience. However, those issues are largely related to how those ships are managed, rather than where they are flagged. Recently, two Canadian registered ships came under scrutiny for infractions. This goes to show that even Canadian-registered ships may have issues associated with them.

Reference 4 - 0.28% Coverage

Question: Nigel Qaumariaq – Now that you have all this baseline data, have you completed the impact assessment regarding shipping and the animals?

Warren Bernhardt – We haven't completed it yet.

Question: Mikidjuk Kolola – Were these studies only conducted once? These maps only have one date on them. How many days did you conduct your study?

Warren Bernhardt – 2008 was the only year we studied Hudson Strait. We surveyed the area four times. These surveys were done at different times of the year to try and understand how the distribution of animals changed.

<Documents\Public Consultation\Workshops\Kimmirut IQ Workshop Minutes (PC) - June 21, 2010> - § 1 reference coded [1.27% Coverage]

Reference 1 - 1.27% Coverage

Q: It is difficult to say whether this will be approved. Like all proposals, it needs to be planned. If not approved, then your plan will not be lost. If approved, there are areas where there will need to be more work. You do not need to say you don't know whether it will be approved or not, you just need to say "we are planning".
A: (Jason) Again, the route is not yet concrete. Your views on the route locations are exactly what we want to hear.

(Jason) I suggest we move on to the mapping if there are no more questions.

ROCK AND WASTE ROCK

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 4 references coded [11.78% Coverage]

Reference 1 - 4.56% Coverage

Q1 – Can you show the maps on the PowerPoint? I am concerned about this channel (Foxe Basin) and this channel (Hudson Strait). These islands that the ship lets say (near Rowley) if they have an accident, because the iron is heavy, what will happen to the bottom fish? Also, I lived here in this area before (Baffin – Steensby to Piling) and right now the caribou have moved south and the North Baffin have no caribou. The caribou goes through the area. Also, that dust will be created. If it is crushed it will turn into rust and it will turn into rust if it is left on the ground. I am not trying to stop the project, and that dock fuel and supplies, I am concerned if there is a spill in this Steensby Inlet it would be a concern that it needs to be cleaned up because they are dangerous to the environment. I know the communities, although they say we have Nunavut, that we won't be able to get direct benefits in terms of cash payments, so QIA needs to consider that Nunavut, let's say Igloolik, Hall Beach, Clyde River these communities need to have benefits negotiated. Also, my concern I know Baffinland themselves will use their own environmental studies, I want a separate independent environmental studies that are not contracted through Baffinland but through QIA or from the Inuit Beneficiaries organizations to do the environmental studies. If the company will be like Nanisivik they won't inform the communities. They can use their own environmental studies. When we didn't know it was contaminated. When I mentioned earlier the fuel, they spilled it everywhere and didn't report the spills. Those fuel bladders we saw, they used to – I am not against the project, I am just saying the environmental studies should be done by independent companies through QIA or QC. Thank you for coming here and if there is an accident in Igloolik's waters then walrus and migratory birds – these islands there are birds around those islands and are nesting grounds for birds, walrus, and bearded seals are also in the area.

Mr. Amagoalik – Since you mentioned QIA doing environmental studies, we are monitoring every month they go every month to check that there are no environmental concerns. During the operation, there will be a fulltime monitor onsite.

Mr. Chubb – Thank you for those comments, we've certainly taken notes on those and understand your comments.

Reference 2 - 2.80% Coverage

Q2 (elder woman) – I have a concern about the mining. We were in Nanisivik for 10 years. It is a concern where the contamination or hazardous materials were being ignored. If that iron ore if it is left alone that huge stockpile is going to blow dust, the wind will scatter the stockpiles and if it is a different size than Nanisivik it will be a bigger concern to leave the crushed iron in the open to leave it stored without barriers. Also, when Nanisivik closed down, there was nothing to show to the community – infrastructure and buildings – we couldn't even get that and during the mining they were available but when they closed they said no one will take those buildings or equipment. So my concern is that I heard that in Northern Quebec communities that I am envious of the community in Salluit they have a mining company there that they get paid once a year, including their children. So if you are going to just contaminate our land we need to be compensated. And Igloolik would be opposing the activity because it is their hunting ground, so they should be compensated for the loss of their animals. I want to be like the Northern Quebec communities. These are my concerns. My concern before the mine starts when they have the mine proposal they look for approval but since they are a business they need to look at the best way to make money so when they start operating they don't' worry about what was discussed before the start of the mine.

Reference 3 - 3.51% Coverage

Q4 – We are different from other communities like Hall Beach and Igloolik. We had Nanisivik before. Let's show on the presentation two things. First is something that was going to be loaded onto the ship. [Looking at artists sketch of bulk sample piles at Milne Inlet]. As women, we will be slow in the progress, during the construction of Nanisivik we wanted all the minerals to be cleaned up, so there was a question to cover the stockpiles, but since the gravel is lighter than the mineral, would it blow away and expose the iron underneath. If the wind blows the stockpile of iron away, what kind of contaminants are in the iron that we should worry about? When it was asked before [referring to Nanisivik materials] they said it would be very bad for the environment, and that the Nanisivik site will be monitored ever so often. If it is not too close to the beach. I feel it would be dangerous to leave too close to the beach. I know there was discussions in public meetings before I was born and we already heard some of the concerns before. We heard that the Steensby area has lots of arctic char, and that Koluktoo area the fish goes upstream from Milne Inlet and Steensby Inlet as well.

Now I am talking about the fish and the ship. Can you show the fuel tanker? I heard that there are lots of fish in the ocean in Milne Inlet. We are still concerned we have experience from Nanisivik. When you have arctic char here, it seems dangerous to have fuel

tankers where arctic char are in the same area. the QIA representatives, have you heard how dangerous? I want the QIA to say the iron is not dangerous? Do you know about any concerns of the iron?

Mr. Philip Paneak – These are our first community visits and starting in May we will do our own community visits and will get more information at that time.

Reference 4 - 0.91% Coverage

Mr. Chubb – I'm getting behind on the questions. I think it is important for some of the questions to try to answer the best we can. The previous speaker spoke about the Nanisivik experience that this community has had. Some of the things that were discussed, chemicals and those time of things, there are two types of mines and they don't have the same types of issues. But as we continue to move forward and present our studies we'll present some of the possibilities.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - September 24, 2007> - § 1 reference coded [11.77% Coverage]

Reference 1 - 11.77% Coverage

Q4 – My first question is more humorous – will local people be getting watches after processing the ore? My next questions are as follows:

- You said Mary River will have the potential for a mine life of 100 years. Using Nanisivik as an example, it closed even through lead and zinc are still found in the ground – due to low prices. Do you know how you can have a sustained demand for 100 years? Have any studies been done on this?
- Open pit and waste rock you'll need to reclaim these. Will waste rock go back to the original location [open pit] or will it stay on the land?
- Nanisivik used to give reduced freight rates – will Baffinland provide that benefit?
- People hired from all these communities are hired from Iqaluit and it's too far – with no direct communication with the communities. This needs to be straightened out so that people are clear when they are go to work and when they are to travel, which isn't happening right now.

Mr. Cooper – to answer your questions:

18. The market for iron ore is very strong, mainly due to India and China, and prices recently increased by three times. We have discussed this with the customers and they believe the market for iron will be strong for a very long time. But, it is hard to predict the future for such a long time.
19. Before beginning to mine, we need to provide a closure plan and financial guarantees. The specific plan for waste rock is to leave it where it is placed during mining, but at graded slopes that will be remain stable. The waste rock piles will be contoured to the landscape but we do not plan on filling in the open pit as this would be prohibitively expensive.
20. Baffinland does not have plans to subsidize freight on ships – the ships are designed to carry ore and are not like general cargo or sealift ships.
21. We know there have been problems with communicating with employees. We need to develop a better communications plan with employees as to when their shift is to start.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet Council - April 1, 2008> - § 1 reference coded [2.37% Coverage]

Reference 1 - 2.37% Coverage

Mayor Iqalukjuak – I want to make a suggestion this third map of the mine, there are two or three waste rock stockpiles on the north side – we usually get north winds in this area, and if you put stockpiles on the north side you'll get lots of snow covering the open space. Maybe if you put them down on the south side you wouldn't have problems in the winter.

Mr. Chubb – in designing the waste rock stockpiles, one of the things we need to look at is the slope of the area, so we can keep the piles stable.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council - March 26, 2008> - § 1 reference coded [8.20% Coverage]

Reference 1 - 8.20% Coverage

Councilor Kaernerk – One of my questions is the soapstone. It can be mixed into cement or concrete. In Hall Beach, there isn't enough material. If we can get that soapstone [clarified to be waste rock], we could make a dock here.

Mr. Chubb – There will be waste rock generated at the mine, generated at a ratio of 1.7:1, and that will be stored in piles at the mine.

Councilor Kaernerk – If anyone is interested in making a cement or concrete, can it be made available to them?

Mr. Chubb – Any question with any byproduct is if that would be the most economical way to make this material, because it is very far away. This would need to be investigated further, but it is a waste of the mine.

SOAPSTONE @ MARY RIVER

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 1 reference coded [4.30% Coverage]

Reference 1 - 4.30% Coverage

HTO Member 2 – There is a soapstone quarry at Mary River, I know other people who go pick up soapstone there. What if I decide to become an artist, what would prevent me from picking up soapstone?

Mr. Chubb – No, nothing.

HTO Member 2 - Because there are people who go to Mary River to get soapstone, and I wouldn't want you to stop artists from picking up the soapstone they are looking for. So if they say they can't get any, I can say that you said they could.

<Documents\Public Consultation\Clyde River\April 2009 Working Group Minutes - Clyde River> - § 1 reference coded [5.35% Coverage]

Reference 1 - 5.35% Coverage

Ootoova – Long before there was a mine there, Mary River was a place of gathering and hunting and collecting soapstone. It is still a gathering place, but now they will be mining there. It was a place of gathering then, and it is a place of gathering now.

Iga – We used to get the material for our pots and pans at Mary River. Even now, because of the iron ore mining, we will still be getting our pots and pans from there!

<Documents\Public Consultation\Clyde River\Clyde River Hamlet - April 24, 2010> - § 1 reference coded [4.01% Coverage]

Reference 1 - 4.01% Coverage

Q6 – Don't want contaminants going into the ground – this has to be worked on very carefully. When you guys first started coming in, I had voiced this out before, that I had soapstone from Mary River, and that it was promised that this soapstone would be available to anyone who wants it.

Bill – I missed the part about soapstone – were we supposed to bring soapstone here?

Q6 – She asked a question before – if anyone can bring in soapstone from Mary River and the answer was yes.

Q2 – An idea as part of the DPA to bring out soapstone.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 1 reference coded [1.98% Coverage]

Reference 1 - 1.98% Coverage

Q – There is soapstone at Mary River and there are lots of carvers in the north. Would you be able to deliver soapstone to the communities?

GM – That is something we would consider doing. We have to sign a Development Partnership Agreement with the Government of Nunavut. We might consider doing this within that agreement.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - Sept 26, 2007> - § 1 reference coded [3.34% Coverage]

Reference 1 - 3.34% Coverage

Q1 – Thanks. Thanks for the opportunity for jobs opening up. I go to Mary River for the green soapstone. Will I need to go through Baffinland for soapstone in the future?

Mr. Chubb – No, the mining operation won't impact your ability to obtain soapstone.

Q1 – Thanks very much. I might be an employee up there [laughing].

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 1 reference coded [2.08% Coverage]

Reference 1 - 2.08% Coverage

Q3 (Samuelie Ammaq) - I am shy to say but I will say my comment. As Inuit we have our way of having meetings. My question, as Igloolingmiut, are we the only ones? Maybe the Igloolik HTO is not being considered? We heard that railway is going to Steensby, what about going to between Pond Inlet and Clyde River? There is nothing there – we want you to go to the east, as if you know you're lying to us, because none of us have agreed here in Igloolik. I thought I could use the railway to pick up soapstone but realize it won't work that way. I recommend the rail line be moved to between Pond Inlet and Clyde River. Show us the two rail lines you are proposing.

Mr. Chubb – Perhaps I can answer the questions or comment. The first was to make sure the company keeps talking to the HTO. The company has been talking to many people and will continue to, including the HTO. We want to hear what people have to say and that's why we are here. The plans that we have submitted have taken into consideration the things we've heard so far. With respect to the railway and its location to Steensby and not to towards Clyde River, we've had to look at where the ore can go to be taken to Europe. At one point, we were looking at different locations and the only location feasible for the project is the Steensby location. That is the only location that we have found that will work.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 1 reference coded [1.33% Coverage]

Reference 1 - 1.33% Coverage

Q22 – The road from Pond Inlet to Mary River seems shorter than the rail to Steensby Inlet. I have preference for the north route over Steensby. There is carving material around Mary River – will the soapstone be available if mining is taking place?

Mr. Chubb – The mining operation won't affect the soapstone deposit.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting Aug 16 10 Notes_revised> - § 1 reference coded [4.00% Coverage]

Reference 1 - 4.00% Coverage

Q12 – I think that there is really good soapstone at Mary River near where you will be mining. Is there some way that the soapstone can be saved and not destroyed?
A – That is something that we could consider.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - April 2, 2008> - § 1 reference coded [4.34% Coverage]

Reference 1 - 4.34% Coverage

Q8 (Elder Inuk man) – [Translated in 3rd person] He is sorry there are no other Inuit showing up tonight because it is a very important project. He supports women in the workforce. He would agree once a month for the minister to be onsite. You're not operational yet – you're in the exploration phase. There should be more meetings on this, to inform the community more, especially the Iqaluit area. I heard people getting fired in Mary River who got into alcohol and drugs and he wants those people to be fired – he supports the zero tolerance policy. A couple of things. Regarding archaeology, you won't see things inland; it is more along the coast you'll see sod houses. There may be footprints and tent rings inland but don't worry too much about that. Also, there is a good quality soapstone at Mary River so one of the benefits you can talk about is helping to provide the artists in the communities soapstone. Also there are alcohol and drugs being brought from the south and there are some people who are hiding those, so he doesn't want the worksite to have any alcohol or drugs on site and those people onsite are welcome to get drunk onsite instead. I appreciate the income from mining – it is already having a positive impact on people. Another thing, he owns Baffin Island because he was born here, but he welcomes anyone no matter what race and we need to shake that race off and work as people, and he feels you are tired but he is anxious to keep going now.

Mr. Chubb – Those are all good points. With respect to soapstone, perhaps there is a question we can answer. There is Mary River soapstone in the area, and it has been discussed. One of the questions was whether or not the project will have an affect – no. Also is there an opportunity for increased access for soapstone. We've raised it as a point of discussion with QIA in terms of the IIBA.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Community Meeting - Mach 1, 2011> - § 1 reference coded [2.98% Coverage]

Reference 1 - 2.98% Coverage

There is a lot of soap stone at Mary River and I want the option to get this soap stone. BIM has always been welcoming and I'm grateful for that. There are whale bones that have been removed and disturbed at Milne Inlet. We hope that BIM would stop the project if important artifacts are found.

Greg – Under the Land Claim Agreement BIM cannot disturb the soap stone so Inuit will still have access to this location. Archeological work was done in Milne and this work is included in the DEIS.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 1 reference coded [0.89% Coverage]

Reference 1 - 0.89% Coverage

Question: Simeonie Aqpik/Kimmirut – The shipping route has marine mammals there. Have there been studies done on the animals that live in the area? To look into if there will be any effects from the shipping on the animals? Will there be monitoring? We will want to hear if there are any impacts on the animals. You want the iron ore. We don't necessarily care about the iron ore. We are concerned about the animals. [Comments missed]… The animals are never gone. They always come back. We're looking at ways to make money in our communities. We have been making soapstone carvings. There is a soapstone quarry in between Cape Dorset and Kimmirut. When the animals hear the ships, they will move away. It won't be every animal that moves away, but there will be impacts.

MTP: There are baseline studies that have been conducted for the shipping route. Monitoring will be proposed in the EIS. Monitoring is an important component of our plans. We intend to have community members participate in this monitoring, just as community members have participated in our baseline studies in the past.

Warren Bernhardt – I will talk about this more during my presentation, but we have conducted studies along various parts of the shipping route, at the Steensby Inlet port site, and at the Milne Inlet port site.

Simeonie Aqpik/Kimmrut – The shipping route between Cape Dorset and Kimmirut – The marine mammals also use this route. It's a migration route used by the animals. We don't need to survive on marine mammal fat anymore. We use the white man's fuel. It is easier now. Country food is the best food for us. We don't want to eat contaminated meat. We will see what happens once the Project is operating.

MTP: We are going to do whatever we can to avoid making impacts and to monitor during the Project.

SOCIO-ECONOMIC CONDITIONS

<Documents\Public Consultation\Arctic Bay\Arctic Bay Community Meeting - March 2, 2011> - § 1 reference coded [1.17% Coverage]

Reference 1 - 1.17% Coverage

As for social economic aspects, what is the QIA doing?

Levi – we are in touch with the communities to address community issues?

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 1 reference coded [2.47% Coverage]

Reference 1 - 2.47% Coverage

Q2 - Thank you. We saw the plan for socio-economic impact. The mining companies, when they find minerals, they don't always disclose what they find. The details of the project they do, we don't always know who they are sending it to. My concern is the communities nearby, the wildlife, the land will be impacted. So for that length of time they are mining, it will have impact on both marine and land. So I would think that the Companies that are buying the ore should be told that the communities need help too. We get goods from down south and the prices here are high. When the mine is operating, they should look at subsidies for reducing the cost of bringing in food here, because every community and their land will be impacted. If the mine starts operating, it will be generational and we'll feel the impact, so if there could be a subsidy program, that's my only concern. Thank you.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 3 references coded [9.41% Coverage]

Reference 1 - 3.98% Coverage

Q3 (elder woman) – When we see a presentation a project that will make money, and there are committees representing the Inuit and there seems to be support of the Inuit. There are young people with houses and no jobs. My question is what kind of education would they need to have a job? Because at a work place they need education. What education will the young people need? Only some are able to get jobs. There are some young people who have applications who never got jobs. The company just comes to town to report on the project so they will come into the community, report on the project, record the proceedings, but the Inuit without education are not involved, either through employment because if only the people who have graduated from school would get jobs – if they need lots of people, they need dishwashers and laundry, and those people with no formal education will have no chance to get a job. Inform the community when you require a position to be filled what level of education is required for each position, so each person looks at the job advert and knows if they would qualify for that job. It's a young population starting in each community and some have only elementary level of education. We heard there will be a number of jobs created with the mine but they may be mostly non-Inuit. Why bother to tell us if we are not going to benefit from the project, so answer my question of what kind of level of education will be required? I know there are elders and middle aged man working there now without education, so there are others who can be heavy equipment operators. Thank you.

Mr. Len Kutchaw – Thank you for your questions and concern. One of the initiatives we are working on that Rod talked about is the partnership for training with the QIA, QC and Kavivak, and we are looking at getting 200 people ready for employment. What kind of education do you need? Any they can apply what we are looking for are skills. What we want to emphasize that it is important for young people to finish school but we don't want to exclude anyone.

Reference 2 - 4.24% Coverage

Q14 (elder woman) – I will try to say my concern. What I am looking at seems impossible to change and that it is already to go, even if we object or oppose to the plan. From the Nanisivik experience I'll try to explain my side of my concern. Land has been destroyed by exploration and mining companies, and Nanisivik is an example. It is an underground mine and loaded with buildings and materials dumped inside the ground. It is hard to accept that, and they say the tailings pond will never freeze – they say it is cleaned now, but we know because. Knowing something after the fact. The prices in the store in Arctic Bay are very high. That's how concerned we are. We try to say that will the animals be in a safe place, because we eat the animals and food costs a lot in the store and if you destroy our animals we are afraid of that. You have options to choose the cheapest food but here we are not given the choice. Can you guarantee that the animals will be preserved and protected? If possible, let's say if there is disruption of marine mammals and birds, what will happen let's say if there is evidence that the animals have disappeared. Can you give us replacement food to eat? Because we tried to tell you the real concerns we have. Also, we had a problem with Nanisivik before. The adults with children were separating due to alcohol abuse and there were injuries during alcohol related and we were witnessing and the company was asking us for input and most of the people said we don't want alcohol in Nanisivik but they didn't keep their promise.

So they became a mining town, and after that experience, we want the companies to respect the wishes of the Inuit to have no alcohol to the work place. I have no knowledge of alcohol. Will alcohol and drugs be allowed at the mine site? Also, if the animals are damaged in some way, will there be compensation?

Mr. Chubb - The first question was with respect to drugs and alcohol on site. Baffinland has a zero tolerance policy. Alcohol and drugs are not allowed onsite. If there are impacts to wildlife in the way that you described, there are requirements for compensation as a result. How that exactly will work will form part of the IIBA.

Reference 3 - 1.20% Coverage

Q16 (elderly woman) – I know there will be employment for young people, who have no house to rent and children. The way the rent is now, the household income has an impact on the rent scale, and that should be considered somehow in the pay scale. They should continue to get their own homes, because everything is going up in cost and for the future I am thinking the young people when they get employed should be able to get a house because they can learn to pay their own expenses. I am supporting the project because it will create employment – I'll be long gone before the mine is operating. These are just my comments.

<Documents\Public Consultation\Clyde River\Clyde River Hamlet - April 24, 2010> - § 1 reference coded [17.99% Coverage]

Reference 1 - 17.99% Coverage

Q2 – I've seen big mining companies all over the world. I met these mining executives in Guatemala and I noticed that they follow very different mining practices. Are you going to work with a mining company with a bad reputation? Also, the US wants to stop our hunt, but everyone gets our resources. What benefit will we have if you come to mine? I think in 15 years we won't be able to hunt anymore. What is Baffinland going to do to protect our rights as people? How much are you going to pay us to forget our culture? And the US military has helicopters and other equipment that make no noise – why don't you use this equipment.

Also, I am young. The government doesn't care about us and our culture. What guarantee can Baffinland provide? If we accept this we are basically signing our hunting rights away?

Bill – the first one is the type of partner we are looking at. Most of the large companies in the world, that we are talking to at least, recognize the need to protect the environment because if not it will affect mining in general. And most large mining companies have adopted consistent standards they've adopted around the world. So most large mining companies apply the same effluent standards everywhere, for example. There are some small and also some illegal mining companies, but most large companies have their own code of ethics they follow. And because this project is going to cost billions $ to build, the companies we are looking at are those large mining companies.

Bill – Regarding your comments on culture, I hope in 10 years after the mine is operating, people like you have a choice of whether or not you want to work at the mine, or continue a traditional lifestyle. We are trying to identify which project interactions would be the influences of the mine that would reduce the populations of caribou or marine life. For example, in Labrador the rail lines have been operating for 50 years to the iron ore mines there. We will be adopting their best practices for how the manage impacts to caribou. Similarly for the past 7 years shipping through the landfast ice, not as frequent as proposed for this project though, and we are seeing the practices they adopted to protect wildlife. And I know we can't transfer directly what they do there to here because the environment is different, and that's why we're meeting with the HTOs so that we can use the best practices and adapt new ones, so that you have that choice.

<Documents\Public Consultation\Clyde River\Clyde River HTO - April 24, 2010> - § 1 reference coded [6.19% Coverage]

Reference 1 - 6.19% Coverage

Q5 – Based on IQ, the project will interfere with caribou migration. There is going to be the familiar humans around where the hunters are – caribou will smell the humans. Also, the lifestyle of Igloolik people will be interrupted when the ship travels and they get blocked. There is definitely a need to come up with a benefit to those people.

George – There is going to be a public meeting tonight. We won't have much time here in Clyde River – we need to leave around 9-9:30pm. So therefore look carefully at the document you received so you have ample time to ask questions tonight. We're not trying to rush people, but we want to make sure we make use of the time we have.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 1 reference coded [5.87% Coverage]

Reference 1 - 5.87% Coverage

Q5 – You've indicated the ship will be carrying ore from Steensby to Europe. When it's coming here, there was indication that the ship will need ballast which will be emptied at Steensby. I have concern with that. Crustaceans are part of the diet of sea mammals. This is why our walrus here and walrus of Europe are quite different. There is a possibility that you empty the ballast water in the arctic and it will have an impact on the sea mammals in the area. The water is not our garbage dump – we look for food in the water. Being concerned about this – I think you should look more into this ballast concept. The fish breeds in the water. We from the arctic live in a cold climate, and when we go into the warm climate it has an effect on our system. Also, being a people who take the resources from the arctic, and the people in this immediate area are not compensated. For example, spread money equally among the affected communities. As unemployed people, it isn't a bitter battle, but it creates problems for people we are unemployed. He's speaking not so much from a position of opposition, but the young people in the future are going to be much more aggressive than we are. Young people today are more into money than people my age. It is not customary for people to want money, but now young people gang up on elders to get money.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 3 references coded [12.06% Coverage]

Reference 1 - 3.10% Coverage

Community Speaker 1 (Identified himself as an HTO representative) – I have lots of questions but I will ask two questions only. You mentioned direct flights from Mary River to the communities. Since the cost of transportation is so high – can the company consider options for travel?

Mr. Cooper – the focus of the flights will be to avoid costs for the workers.

Community Speaker 1 – What I meant is transportation for non-workers between communities. And will the road be available for others?

Mr. Cooper – Air service will be for workers; it is possible the regional air schedule may be improved because of an increase in regional air traffic.

Reference 2 - 2.29% Coverage

Community Speaker 3 – Thank you for letting Clyde River be part of this project. Since employment opportunities are few and youth have nothing to do, this project will definitely help them. These days when you apply for jobs you need a diploma. Hopefully this system won't apply with Mary River.

Mr. Len Kutchaw – We agree. We will work with the QIA to come up with a skills evaluation program. We want to see youth working so we will work with them to get them certified for jobs.

Reference 3 - 6.66% Coverage

Community Speaker 14 (Jakob Gearheard) – It is difficult to imagine the magnitude of the mine to employ almost two times as many people as live in Clyde River. Some people will come from various communities and from the south – it's a tremendous opportunity for Clyde River. Lots of questions are being raised. Something I am thinking about are some of the social impacts that will result from this employment. Not only because of the cash injection, but time spent away from families. I am not sure the exact rate of unemployment in Clyde River but it is one of the highest in Nunavut so therefore one of the highest in Canada. The amount of social change that will result in a short period will be enormous, and problems with drug and alcohol abuse; problems between husbands and wives and between parents and kids; dislocation between elders and youth. Youth go into the mine and potentially forget about Inuit culture. Baffinland has a tremendous opportunity over 25 years to have an impact – there is an opportunity to invest in the social and cultural development in the communities, in ways that government is struggling to do. I don't have a question, but throw it out there and want to have employees that are healthy and trained. These are things you need to think about.

Mr. Chubb – Correct, healthy communities make a healthy mine. We are very aware of these issues and take them seriously.

<Documents\Public Consultation\Hall Beach\April 2009 Working Group Minutes - Hall Beach> - § 2 references coded [11.34% Coverage]

Reference 1 - 5.83% Coverage

Timothy – I have the same point of view. I'm in support of the mine. The money we get for seal pelts will now go down [because of a European ban] and there isn't much money in carvings. When you are on welfare you can't afford anything (e.g. boat, skidoo). There will be an impact from the mine, but the trade off will be benefits for the younger people.

Reference 2 - 5.51% Coverage

Timothy – A perfect example here – Bruce has his grade 12 but is not employed. He could go work at the mine. Within these 5 communities there will be people who are against the Project – you need to be aware of that. These people are not looking after the younger people. The youth face many challenges today and could use the work.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council Aug 17 2010> - § 1 reference coded [8.69% Coverage]

Reference 1 - 8.69% Coverage

Q5 – Would BIM be willing to sponsor things in the community?
A – BIM considers sponsorship on a case by case basis, but we focus on sponsorships related to education and health.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - March 26, 2008> - § 1 reference coded [6.69% Coverage]

Reference 1 - 6.69% Coverage

Q1 – I want to see the map about the shipping. This line – can you get a close up on further north? This Steensby Inlet area – the eastern shipping route – what about on the west side? It seems to be also on there – I want that removed. After 5 years, we can consider the western route, but only the eastern route should be shown since it is the eastern route. We use the western area of the islands, even in the spring time. Some Igloolik and Hall Beach hunters get together in the western area of the islands. If you can I'd like the western route off the map. In five years, if the animals are OK, then we could look at the western route again. I can't say I want to stop the western route today because my grandchildren today are no longer relying on seals and seal skins are less in demand, because if we try to live off the animals, the future generation will suffer. I think the mine will help the future, but the environment needs to be studied to see if the animals are impacted. That is my thought; I don't know what other people think. Another thing, there is employment of young people in Mary River and some people return home. If people work at Mary River, whether man or woman, they need to have counselors that they can talk to at the site, because young people have no real commitments to stay in the job if they have family problems at home, they need a place to talk to at the site. There should be some kind of social or employment counselor to discuss personal matters that are involving employees. (Applaud)

Mr. Cooper - thanks for the comments, and I apologize about the figure, we are planning to go with the eastern route and the western route should not be shown. That choice is based in large part due to the comments we received at the last public meeting.

The second comment I think is a very good one. We've been thinking for some time now of the possibility of having an elder at the site as a counselor for young people. This is an idea that we will be looking into this year and next year.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting Aug 17 2010> - § 1 reference coded [11.22% Coverage]

Reference 1 - 11.22% Coverage

Q2 – Comment – I want to note how many youth are here at the meeting today. That shows you how we need jobs in this community. Thank you for coming.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 2 references coded [2.46% Coverage]

Reference 1 - 1.60% Coverage

Q8 – The activity going on, I like them because activity in the land I like those because we still need some activity on earth to do. We need something to keep our hands busy and we need money. I heard on the radio people selling their personal goods because they don't have any money. Young people are very active and if you offered jobs to young people, they have nothing to do and they are just carrying babies around. We need something to keep us busy. We went through Steensby on ice breakers and we didn't see any walrus scattering. If the ship didn't go directly to the walrus hole they wouldn't move. There are some very shallow areas on the

east side, if the fuel tanker was grounded and spilled . We as Inuit are afraid of development, but we are worried about our young people and they have no jobs. And sometimes we are wrong in that we don't like the jobs. If the Inuit want to work, they could be productive people when they have a job sometimes they just quit. Some are good workers and keep going on. I don't want to live without any jobs. Thank you.

Reference 2 - 0.86% Coverage

Q14 – We used to leave in the Steensby Inlet and beyond. I used to live in that area. I have a concern – that is when we moved to Igloolik our children went to school and we were told we could be given houses and only be charged a $2 rental fee. Another question, I have a daughter who is not married that can't live in her own house. We were told they would be better off once they own their own home, but that is not the case. Just yesterday I learned that she has not had electricity for 3 days! If it was true that homeowners would have it easier, but it is not true. …..

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - April 2, 2008> - § 1 reference coded [8.30% Coverage]

Reference 1 - 8.30% Coverage

Q5 – I think it is also important to remember mining is perceived as a man's world, and often when negotiation there is a lot of focus on employment, land use, but us women are also impacted by these projects. I would like to ask two questions. One is what approach is QC doing to ensure that women are given opportunities? What are the safety precautions that you are doing so women going to site feel safe? Many woman feel on the outside of a male dominated industry. The other aspect is that in western Nunavut it has been found to put a strain on the family to have their man fly out every two weeks. The women and the children are affected. What is your company thinking about with this very transitional environment? It is not like you go to home from work for lunch or supper.

Mr. Cooper – Those are really good questions, something that remote mining in Canada has truly struggled with for many decades. Some of the approaches are obvious things like site facilities like living quarters that are segregated. I think through our discussions on the IIBA which will affect all our human resource policies is the families of the workers. We almost need to consider hiring the person as a family unit. We haven't reached that stage on the IIBA, but it is logical to have some kind of counseling in the community. We are miners, it is far more likely that we would support those kinds of programs rather than deliver them ourselves. There is even a transition to a wage based economy that needs to be considered. I've personally worked those fly-in fly-out schedules and know the strain it can put on in the family - it is very real. We may need some counseling, training and awareness. And managing of finances goes with it. People may look at financial planning in a way they never did before, including saving for retirement, buying a house, and so on.

In terms of woman in the workforce, it may shock you that in open pit mining in North America, women are preferred from an operational point of view – they are gentler on equipment and the equipment requires less maintenance and operating costs are lower. Women are certainly involved in mining and are welcome on the workforce.

Mr. Kutchaw – We have over a dozen woman working on the site right now. Whether in the camp or town, all we can look at are to have policies and procedures in place. The whole transition going forward looking at family as a unit – we need to get started in the communities to talk about that – in the schools. The mine isn't close to the town, so you can't enlarge the town for people to be home at the end of the day. That separation will always be there. We are learning to deal with the extended family when there is death – you can't put a bereavement process in place. It is learning the culture, preserving it and adjusting it.

Mr. Cooper – We are thinking to establish an elder onsite who can be a mentor or ombudsman. We are toying with this as probably worthy of merit. We've talked with an elder at the QIA about how to go about implementing that. This is another way we are trying to address these sorts of issues.

Mr. Chubb – One more thing to add. We are working there today and have rotations today. One of the things we are doing in baseline work in preparation of an EIS is interviewing current workers at Mary River to obtain their experiences thus far and those interviews are being conducted with the family units, talking about the family's experiences. That will help us in our planning to understand the type of things we need to put in place.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 1 reference coded [8.76% Coverage]

Reference 1 - 8.76% Coverage

Tom:
Maybe old debits at Co-op?

James:
The concern he has is people in Nunavut, especially Pond Inlet, have worked very hard on NLCA, difficult to identify the land selection. The Mary River parcel of IOL was negotiated very hard. If the wildlife is not there, then at least our children can participate in economic development. Some people feel that they are not participating. People felt they were involved in Pond Inlet through the Co-op, which the community owns – providing catering, construction and employment.

One of the major concerns is the slowing down in communication. When writing papers like politicians [with reference to the Baffinland letter], then people get turned off as often only the good stuff is shown. There needs to be an open dialogue and honesty regarding economic development and socio-economic issues (i.e. shipping). The letter on the first page is encouraging some kind of commitment or interest group.

Mike:
Philip [Paneak] and David [Qamaniq] are negotiating on the Inuit Impact and Benefits Agreement (IIBA). One of the plans for the QIA is to set up a committee to understand and manage expectations – this hasn't been done yet. He has been coming for three years talking to Hamlet, CLARC. etc., with a total of ten public forums. We will try to have more meetings, but there is a need for more communication from existing structures. We are also working with Pisiksik and other groups.

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 5 references coded [19.58% Coverage]

Reference 1 - 2.31% Coverage

Colin spoke about how he understands that the feds are shy about building new mining towns. He suggested that we need to provide opportunities for people to work, but without destroying families. He mentioned a friend in an NWT native community were there is now only one person left working at the mine — all the others who tried it have quite because of stress on their families. Gord noted that Tumbler Ridge and Nanisivik were amongst the last new mining towns built in Canada. He mentioned that the NPC is not supportive of the idea of new town sites. Therefore, we need to consider how best to support families. Rotations are one way, and they have evolved from long periods away from home toward the current 2-2 arrangement.

Reference 2 - 5.48% Coverage

Nick [following many comments by others on other subjects] seconded Colin's comments related to impacts on families. He indicated that he'd be interested in seeing a mining community/camp located near the site where families could live. "Rotation is tough on families—what do we do to help if its not by allowing people to live near by? …Maybe it's a need for childcare. Set up daycares…?"

David Q noted the K…Society, an Inuit approach to providing support to couples, child rearing. They will be looking for operational funding support. Perhaps the establishment of shelters is an area where BIMC can help.

[In a brief private conversation with Nick back at the hotel: Nick said that what everyone is thinking but no one is talking about is the effect of absence on couple's relationships and jealousy. He has heard of families breaking up in the context of DEW line work. One of the partners goes with someone else and moves away. These break-ups are very hard on people and can lead to suicides. He also noted the association between income and drugs — not at the worksite but back in the community.]

Alcohol

Nick said that "we hear that around Nunavut, people whose income is growing may increase their use of alcohol and crack — are you going to do anything around this issue?" Len responded that this is a good point and "we will be working at this over the next few days." Nick noted that in CR we have the Ilisaqsivik Family Resources Centre. Its unique in Nunavut and one of the few in Canada. (He also noted the CR Heritage Resource Centre, climate change and resilience…). Sean followed on to say you see the income – drugs/alcohol link among some. It goes beyond the BIMC, "but we will explore with others where we fit."

Reference 3 - 1.01% Coverage

Jayko (HB) indicated that traditional knowledge around country food is based on sharing amongst family — that the foundation of our culture. That's why we run into problems with commercialization of country food. We need to learn from our Elders — they have experience but no formal education. Don't forget our Elders.

Reference 4 - 7.02% Coverage

David Q noted that the hamlet is bound to the Union rates/wage scale for our workers. “We can’t compete with higher wages at Mary River. Chris K noted that in C-Bay “we did job sharing with guys working at KitNuna (a contractor to mining company).

Nick [later in the morning] from Clyde River noted that the issue of loss of hamlet workers and other workers to MR will affect all five communities. This will create difficulties for all five communities. “Maybe BIMC could set up a training centre in Pond Inlet to serve as a hub training centre for all five communities.”

Business Opportunities

David Q asked Theresa what the experience was with respect to loss of hamlet employees when Voisey’s Bay opened in Labrador. Theresa said that initially they lost people, but that some of these came back again. The HEOs seem to stick around at the 2-2 rotation, but some of these people work at the hamlet during their time off.

Sam Anguratsiaq (Mayor, HB) said that they are concerned about losing their staff to the various industrial activities taking place in the region.

Nick indicated that there is lots of development activity taking place around CR and that is putting lots of pressure on their job pool. This creates a need and opportunity for training.

Local Research

Nick noted that the CR Research Centre, when researchers come in, they have to use our research centre.

Appitaq Enuraraq (EDT) suggested that numbers can be used for many purposes. E.g. “Consultants like Mr. Brubacher gather data and crunch numbers for a particular purpose…but your community might want to know some other things, like how many seamstresses are working out of their homes to earn some extra money.” That would take your own data-gathering effort. Information like that might lead you to conclude that you need some kind of services to support that activity.

Judah (HB) suggested that Elders are based in the oral tradition. As a result, maybe they have not documented some data.

Anna Q (EDO AB) [later on] noted that researchers “look at the numbers but don’t do anything with them.” “We in communities need to not just listen to the numbers, but we need to deal with these numbers — roll up our sleeves and start a plan to improve these numbers.”

Reference 5 - 3.77% Coverage

Family and Relationship

Chris noted that “In every mine I’ve seen, there are going to be guys dealing with jealousy and suspected infidelity.” This may be relevant to the workplace — If a guy has just split from his wife/partner over the phone, you want to know about that before you send him out to pack explosives into a blast hole.

David K (AB) noted that the[elder’s society] in Arctic Bay has a lot of very skilled Elders who can speak about life skills and knowledge on how to live. David Q followed on by indicating that here in PI we are forming a society to do this, based on traditional knowledge and skills. Family wellness. We are looking at this for the old health centre building. David K noted that in AB they need some funding to staff a position for an Elder to provide counselling services. Nick suggested that every community needs this.

David Q suggested that the government needs to see a plan to do this… “We need to take the initiative on Family & Wellness Centres work.”

Peter Paneak (Mayor CR) expressed that “we need to also think about the bade sides of mining — someone gets hurt, there are dangers involved. Not everything is positive. Need to have medical personnel at the site.”

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 1 reference coded [5.11% Coverage]

Reference 1 - 5.11% Coverage

Sipporah Peterloosie indicated that mining can bring social issues like more money, alcohol and drugs and asked if there are plans to address the social issues?

Michael Zurowski indicated Baffinland is starting negotiations with the QIA to start the IIBA, which will include these issues. He stated that any kind of development will brings both positive and negative impacts and these need to be addressed.

Sipporah Peterloosie replied that she works in the health centre and has seen an increase in psychotic behavior stemming from drugs over the last 3 years, corresponding with when Baffinland started its work in the region. Rod Cooper responded that socio-economic studies will look at some of these issues, and Sipporah Peterloosie responded that she was glad to hear this was being looked at.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 1 reference coded [0.94% Coverage]

Reference 1 - 0.94% Coverage

Colin – I've dealt with a lot of researchers, and there are researchers in Milne Inlet. In 2007 there were over 4000 narwhal counted. In 2008 there were almost no narwhal in Milne Inlet. Can you comment? Will you consider this research in the impact assessment. Also, socio-economic side includes caribou supply food.

Richard – Our researchers did not

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 1 reference coded [0.61% Coverage]

Reference 1 - 0.61% Coverage

Titus Alooloo – Are you also looking at socio-economic impacts in the environmental impact statement?

MZ – Yes, those will be included.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 1 reference coded [4.15% Coverage]

Reference 1 - 4.15% Coverage

Q2 (Ham Kadloo) – About caribou, they are delicious and good food. We talk about caribou because regarding the railway. The marine mammals, the seals, are secondary, but caribou are the primary discussions. The marine mammals, seals, narwhals, should be considered too. The real Inuit, we grew up from that and survived from the fat, and have ancestors who survived using the animals. When we speak of our concerns regarding caribou we mention our concerns. When we live in warm houses now we are not concerned about the fat from seals. I heard earlier about a ship to Milne Inlet being frozen in and Milne has seals and baby seals and these animals might disappear, because I know. What I am saying is that for so many years the ship broken engine was at Milne Inlet for quite a while and noise coming from the engines and the seal population went lower, and there was not much seals and I don't know how long that ship stayed there with a broken engine. For that reason, since they live in the ocean, and the sea is used for anything. Like say I went out tourist and they listen with a microphone and listen to marine mammals making sound. Even though you don't see them you can hear them. Anyone walking on the ice you can hear those. For that reason, water carries noise for a lot longer and stronger. For that reason, I am saying that they should be considered too. When we're gone we need assurance that if I say the proposal I saw, if I am trying to deal with them, they would mention the funding and money involved. Let's say, if there are any activity planned by Inuit, we look at the money side of it too, so I understand that the QIA and IQ need to work closely with IQ regarding animals or how to improve their activities. So these are my comments. We who have lived here, our store costs are getting high. I've been down to Ottawa a few times, the prices are so low! Cheap prices! I have children down there, the whole cart in the store, and I was worried when they loaded the cart it was going to cost a lot, but it was negligible. Also, as Inuit we were treated like Indians as if we are the same as Indians but now I heard now that Indians are getting stronger in terms of being outspoken and getting our way, and same with Inuit we need to be outspoken and more vocal. Thank you.

Mr. Chubb – Thank you for those comments. The marine environment is certainly important and part of the work we are doing. It is all at looking at that balance. Your comments are very well received.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 1 reference coded [0.33% Coverage]

Reference 1 - 0.33% Coverage

Question: George Qulaut/Igloolik – What about investing in our children? On the human side for example, Baffinland used to give computers to the schools. Will they still do this? Other mines have come and gone and there have been huge impacts regarding social issues. There have been issues with drugs and alcohol. What happens after 21 years?

MTP: I'm not sure we have a plan for dealing with this when we leave.

Socio–economic study should consider "what happens after" the mine closes down. ** As part of the IIBA's financial compensation measures, opportunities for resources to be set aside that will help with the transition from operations to closure should be presented.

SPILLS, CONTAMINATION, POLLUTION

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet Council - March 28, 2008> - § 2 references coded [24.63% Coverage]

Reference 1 - 17.96% Coverage

Senior Administrative Officer – I have a question, I don't know if it has been considered by QIA, NTI or government or environmental groups studying. We were touring the Mary River site, and the studies that are being done to make sure there are no hazardous spills along the railway. Have you considered during the real operation when you are hauling ore down the railway, have you considered the studies along the railway? Let's say for oil spill or when they are just traveling along, there may be a spill. Or used oil if it can be re-used and whether or not NTI can be included in that study?

Mr. Chubb – There are a few things I can offer. In designing the facilities, they need to be included in engineering controls to prevent spills. Sometimes spills happen, and if it does, we need to make sure we have the plans and equipment to respond to those spills. With the railway we need to make sure we have the plans in place. For example, for the current work at the Mary River Project, we have a spill plan in place and we have exercises on how to respond to spills. Last year was the first time fuel came by ship, and before the ship unloaded, we did a spill training exercise, so we knew how to respond if there is a spill. At that exercise, the QIA and government came and observed that training, to be sure we were all prepared. The other question you had was with respect to waste oil. There will be waste oil generated by camps and equipment. We'll be using some of that for heaters and buildings, but we will have to ship some offsite to be recycled.

Mr. Rod Cooper – I might add the plans are reviewed by the QIA and government agencies, so there are groups that have input into the plans.

Mr. John Amagoalik – Every month we put people on site to inspect. Right now there are two people on-site. The development proposal , if the mine started operating , we will monitor activity and station a QIA person onsite to report any accidents or anything else that needs action. Through the IIBA we'll outline what needs to be done.

Reference 2 - 6.68% Coverage

Councilor 1 – Thank you for your comments. From Nanisivik, we were told that there will be no hazardous material, but when they were starting, when it was closing down, there were a lot of hazardous materials dumped along the creek, so the creek changed to born to show chemicals going into the creek. We're always concerned about contaminants being in the creeks. There were a number of employees that were dumping barrels of hazardous materials into the tailings pond that they were not required to report dumping of the oil drums. We heard that they would dump contaminated materials. I am glad that you have a plan in place, and that it will be different than Nanisivik and people will be hired to work at Mary River and we are glad to be involved in the project.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - April 22, 2010> - § 4 references coded [19.92% Coverage]

Reference 1 - 3.92% Coverage

Levi – Tonight you are going to have to answer to allot of people. When there's an oil spill we hear it from CBC. We just learned from CLARC committee that there is an IQ agreement, but we don't hear feedback from Baffinland regarding the concerns we've raised.

Matthew – In late 2008, all work on the environmental assessment side was stopped. And that work only recommenced last month. The main reason you haven't heard how we've incorporated IQ into the study, is because we haven't done any work on the project like that since 2008.

Richard – We have a database of all the comments received and will present in the EIS.

Reference 2 - 5.61% Coverage

Levi – If we didn't have to search out there two years ago for my father, we wouldn't know what Baffinland put on the land, such s barrels on lakes that were melting in the spring. These are the issues that we don't hear from Baffinland – where they put their barrels, where there are oil spills, we don't hear these things. When we searched with a plane, people from IG and here we were finding things we don't even have a clue. The community had not been consulted. This affects the migration of our animals. Soon the helicopters will be flying around here. These are the things that are questioning to us by the community members. Why are we getting helicopters here? Can you tell us if you have barrels of fuel out there?

Matthew – I can't answer that. We've never had a helicopter up here in two years. As for fuel caches, I know we haven't cached any fuel except for the GN over the past two years.

Reference 3 - 2.50% Coverage

Levi – One of our concerns at Nanisivik – at the dock – until they put rubber on the conveyor. Is it still the plan to dump the ore from the rail cars to the ship?

Matthew – explained ore unloading and loading.

Levi – The reason I'm asking is we used to go to Nanisivik quite a bit, and dust were blowing all over and were affecting the fish, and the beluga consume the fish. That's why I'm asking.

Reference 4 - 7.90% Coverage

Member – the main concern is the equipment you'll be using. Accidents will be happening. We think about the Titanic, and it sank. For that reason, we will be seeking information on this item to be helping each other that way.

Member – When you are at the site, what will you do if you have an impact on wildlife? Do you have any plans for that issue?

Matthew – If there is a disaster?

Member - Yes

Matthew – First, is to make sure there isn't a disaster. But we will also have plans in place to deal with that. This includes seeking the assistance of the communities, who would be equipped with spill response material.

Member - No, caribou or marine mammals if they are affected.

Matthew – We would seek a different way to deal with that, if possible. Or compensate through the IIBA as a last resort.

Richard – NIRB requires us to develop wildlife monitoring and mitigation plans. These include monitoring plans to track wildlife such as caribou, and contingency plans to deal with wildlife. For example, if a large number of caribou were to move into the Mine Site one day, we would need a plan already established to manage that event, such as to shut down operations so that caribou are not harassed and chased away and so that they can leave on their own.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - April 22, 2010> - § 4 references coded [11.87% Coverage]

Reference 1 - 4.08% Coverage

Q5 – I want people to shorten their comments because we have a number of people who want to talk. I am hearing that we originally heard 100 years of operation, and we also heard 70 years, but now we are hearing 21 years. Now I hear that today. It seems like the Igloolik people don't want the project to proceed because of the railroad and shipping lane. So 21 years is very small if you look at the impact it will have. Inuit are starting to stand on their own, so Inuit are losing the opportunity to gain economically from that. Because who ever owns Baffinland is getting the benefit that Inuit should be getting, so I want the Inuit to be in control of the mine. So Inuit should take all the contracts. That's my comment. All that work, railway and shipping lane, only 21 years, it's not worth it to mess up the environment and go. There are too many ships – reduce those too.

Bill – You're right, there is a lot of infrastructure required for this project, and it costs $4.1B. When they ask for money from the bank, they set a timeline that is typically 20 or 30 years. For us to operate for that 20-30 year period, this is the open pit that will be mined. We are looking at a location as we mentioned to do drilling. So the expectation is that Baffinland will be hear from many decades, but it is hard for us to say that we'll be here more than what is for sure. What I can say is the iron ore mines in Labrador started in the 1950s and are still operating today.

Reference 2 - 2.37% Coverage

Q6 (HTO Vice-Chair) – Welcome. My question I'm glad to hear your presentation and thank you for it. Communication is important today, because we don't know updates on Mary River. It's been a while that we've heard anything, so I want a meeting all night go get updated. Mary River is very close to Arctic Bay, so we want to know what's going on there. My question – since Mary River started – have there been any spills or any wildlife issues or other environmental concerns or disasters?

Matthew – In 2009 there were only minor spills, all reported. In 2008 there was one larger release of diesel at Milne Inlet but contained within a berm. Our monitoring of all spills that have occurred show no impact. As for wildlife incidents, there have been no large animals injured. I believe there have been a couple of foxes killed on the road over the years.

Reference 3 - 4.63% Coverage

Q9 – I'm concerned about shutdown after 21 years – what are you going to do with materials. When we closed Nanisivik, we took about 60% underground, and 40% went offsite. With global warming… what are you going to do with contaminated materials?

Bill – Mary River is an open pit mine. We'll dismantle the rail line and transport offsite, along with the trains. Some material, which we call inert material, will be buried offsite. We won't have a mill onsite, so we don't have the typical types of contaminated materials you are mentioning. Hazardous materials like waste oil will be transported offsite each year. So at closure we shouldn't have much material to send offsite. The biggest concern at closure will be the pit water, and the stability of the waste rock piles. Those are the two key items for closure.

One thing to add, our intention before we submit the EIS is to come back and present our findings, so when you read the EIS you will have heard it before.

Q9 – Send everything offsite.

Bill – typically the inert material is buried. Most likely the mobile equipment will be moved offsite. Sometimes communities request things to be left in place. At one mine the community asked for the power line to remain. Typically closure plans are reviewed and revised and can consider local input.

Q9 – Thanks you answered my question. When we were cleaning Nanisivik we were going to sandblast things in the mill, then they decided just to put it underground.

Bill – The advantages of underground – and we don't have an underground mine, only an open pit – is that depending on the rock there can be very little water entering into the underground.

Reference 4 - 0.78% Coverage

Tommy – Will the ships be returning empty or with water?

Bill – Yes, the ships will be carrying water. One of the concerns is exotic species. When the ship comes across, it will exchange ballast water at sea in the North Atlantic so that it has local water coming into the port.

<Documents\Public Consultation\Arctic Bay\Arctic Bay Public Meeting - March 28, 2008> - § 4 references coded [11.78% Coverage]

Reference 1 - 4.56% Coverage

Q1 – Can you show the maps on the PowerPoint? I am concerned about this channel (Foxe Basin) and this channel (Hudson Strait). These islands that the ship lets say (near Rowley) if they have an accident, because the iron is heavy, what will happen to the bottom fish? Also, I lived here in this area before (Baffin – Steensby to Piling) and right now the caribou have moved south and the North Baffin have no caribou. The caribou goes through the area. Also, that dust will be created. If it is crushed it will turn into rust and it will turn into rust if it is left on the ground. I am not trying to stop the project, and that dock fuel and supplies, I am concerned if there is a spill in this Steensby Inlet it would be a concern that it needs to be cleaned up because they are dangerous to the environment. I know the communities, although they say we have Nunavut, that we won't be able to get direct benefits in terms of cash payments, so QIA needs to consider that Nunavut, let's say Igloolik, Hall Beach, Clyde River these communities need to have benefits negotiated. Also, my concern I know Baffinland themselves will use their own environmental studies, I want a separate independent environmental studies that are not contracted through Baffinland but through QIA or from the Inuit Beneficiaries organizations to do the environmental studies. If the company will be like Nanisivik they won't inform the communities. They can use their own environmental studies. When we didn't know it was contaminated. When I mentioned earlier the fuel, they spilled it everywhere and didn't report the spills. Those fuel bladders we saw, they used to – I am not against the project, I am just saying the environmental studies should be done by independent companies through QIA or QC. Thank you for coming here and if there is an accident in Igloolik's waters then walrus and migratory birds – these islands there are birds around those islands and are nesting grounds for birds, walrus, and bearded seals are also in the area.

Mr. Amagoalik – Since you mentioned QIA doing environmental studies, we are monitoring every month they go every month to check that there are no environmental concerns. During the operation, there will be a fulltime monitor onsite.

Mr. Chubb – Thank you for those comments, we've certainly taken notes on those and understand your comments.

Reference 2 - 2.80% Coverage

Q2 (elder woman) – I have a concern about the mining. We were in Nanisivik for 10 years. It is a concern where the contamination or hazardous materials were being ignored. If that iron ore if it is left alone that huge stockpile is going to blow dust, the wind will scatter the stockpiles and if it is a different size than Nanisivik it will be a bigger concern to leave the crushed iron in the open to leave it stored without barriers. Also, when Nanisivik closed down, there was nothing to show to the community – infrastructure and buildings – we couldn't even get that and during the mining they were available but when they closed they said no one will take those buildings or equipment. So my concern is that I heard that in Northern Quebec communities that I am envious of the community in Salluit they have a mining company there that they get paid once a year, including their children. So if you are going to just contaminate our land we need to be compensated. And Igloolik would be opposing the activity because it is their hunting ground, so they should be compensated for the loss of their animals. I want to be like the Northern Quebec communities. These are my concerns. My concern before the mine starts when they have the mine proposal they look for approval but since they are a business they need to look at the best way to make money so when they start operating they don't' worry about what was discussed before the start of the mine.

Reference 3 - 3.51% Coverage

Q4 – We are different from other communities like Hall Beach and Igloolik. We had Nanisivik before. Let's show on the presentation two things. First is something that was going to be loaded onto the ship. [Looking at artists sketch of bulk sample piles at Milne Inlet]. As women, we will be slow in the progress, during the construction of Nanisivik we wanted all the minerals to be cleaned up, so there was a question to cover the stockpiles, but since the gravel is lighter than the mineral, would it blow away and expose the iron underneath. If the wind blows the stockpile of iron away, what kind of contaminants are in the iron that we should worry about? When it was asked before [referring to Nanisivik materials] they said it would be very bad for the environment, and that the Nanisivik site will be monitored ever so often. If it is not too close to the beach. I feel it would be dangerous to leave too close to the beach. I know there was discussions in public meetings before I was born and we already heard some of the concerns before. We heard that the Steensby area has lots of arctic char, and that Koluktoo area the fish goes upstream from Milne Inlet and Steensby Inlet as well.

Now I am talking about the fish and the ship. Can you show the fuel tanker? I heard that there are lots of fish in the ocean in Milne Inlet. We are still concerned we have experience from Nanisivik. When you have arctic char here, it seems dangerous to have fuel tankers where arctic char are in the same area. the QIA representatives, have you heard how dangerous? I want the QIA to say the iron is not dangerous? Do you know about any concerns of the iron?

Mr. Philip Paneak – These are our first community visits and starting in May we will do our own community visits and will get more information at that time.

Reference 4 - 0.91% Coverage

Mr. Chubb – I'm getting behind on the questions. I think it is important for some of the questions to try to answer the best we can. The previous speaker spoke about the Nanisivik experience that this community has had. Some of the things that were discussed, chemicals and those time of things, there are two types of mines and they don't have the same types of issues. But as we continue to move forward and present our studies we'll present some of the possibilities.

<Documents\Public Consultation\Clyde River\April 2009 Working Group Minutes - Clyde River> - § 2 references coded [10.20% Coverage]

Reference 1 - 3.90% Coverage

Iga – Will Baffinland release pollutants?

Jason – The NIRB process helps ensure pollutants will be managed [describes NIRB process]. Also, the Mary River Project is different than many other mining operations, in that there will be no ore processing on site. It will be a 'blast, crush, screen, ship' operation.

Reference 2 - 6.30% Coverage

Nick – When I was in Pond Inlet, an elder and a young man came to see me to discuss the usage of salt at the mine. At night, when the drilling has stopped, the caribou come in and lick the rock for the salt. There are often pollutants in the salt (e.g. oil, gas) that the caribou ingest as a result.

Jason – Thanks for letting me know about this. I will pass on these comments to Baffinland.

- IQ study update
  a. Status of study (maps, transcripts, etc.)
  b. Mapping results
  c. Remaining tasks

<Documents\Public Consultation\Clyde River\Clyde River Hamlet - April 24, 2010> - § 1 reference coded [2.75% Coverage]

Reference 1 - 2.75% Coverage

Q6 – Don't want contaminants going into the ground – this has to be worked on very carefully. When you guys first started coming in, I had voiced this out before, that I had soapstone from Mary River, and that it was promised that this soapstone would be available to anyone who wants it.

Bill – I missed the part about soapstone – were we supposed to bring soapstone here?

<Documents\Public Consultation\Clyde River\Clyde River Hamlet Council - April 1, 2008> - § 1 reference coded [0.74% Coverage]

Reference 1 - 0.74% Coverage

If the ship somehow breaks down, it should sink right away. I think it might be dangerous if they are crushing the ore –there might be contaminants in the ore.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 1, 2008> - § 2 references coded [3.22% Coverage]

Reference 1 - 1.52% Coverage

Q14 – My question is the fuel barges that will be frozen in the ice in the ocean. Will they be heated, the machine running all winter? Especially the one with fuel in Milne Inlet and Steensby Inlet, will you keep the motor going? Because if you keep it running, it is going to contaminate the immediate area and water. I don't mind if you shut off the engine and through away the key, but if you keep it running I have a concern.

Mr. Chubb – The ships will be monitored over the winter. If it is a ship, there will be people living on the ship, but the ship itself will be frozen in and not on.

Reference 2 - 1.71% Coverage

Q15 – The ship, if it is going to be frozen, let's say if the ship broke down in winter, there is ice around it and current underneath. If there was oil spill in the ice and current, how will you deal with that?

Mr. Chubb - Good question. All ships need to have spill plans and equipment to respond. There are guidelines established for freezing ships into ice and we would be following these guidelines. They include things like where to store the ship over winter so you are sheltered and away from currents and in bays. The ships would be double-walled ships. The ships would be monitored to ensure they are secured well. We are storing fuel, it won't be taken off.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 1 reference coded [5.87% Coverage]

Reference 1 - 5.87% Coverage

Q5 – You've indicated the ship will be carrying ore from Steensby to Europe. When it's coming here, there was indication that the ship will need ballast which will be emptied at Steensby. I have concern with that. Crustaceans are part of the diet of sea mammals. This is why our walrus here and walrus of Europe are quite different. There is a possibility that you empty the ballast water in the arctic and it will have an impact on the sea mammals in the area. The water is not our garbage dump – we look for food in the water. Being concerned about this – I think you should look more into this ballast concept. The fish breeds in the water. We

from the arctic live in a cold climate, and when we go into the warm climate it has an effect on our system. Also, being a people who take the resources from the arctic, and the people in this immediate area are not compensated. For example, spread money equally among the affected communities. As unemployed people, it isn't a bitter battle, but it creates problems for people we are unemployed. He's speaking not so much from a position of opposition, but the young people in the future are going to be much more aggressive than we are. Young people today are more into money than people my age. It is not customary for people to want money, but now young people gang up on elders to get money.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 3 references coded [13.92% Coverage]

Reference 1 - 5.32% Coverage

Peter – If something bad happens to the ship in the winter, would there be contamination?

GM – If there was a spill?

Peter – When I was working at Nanisivik there was an ice breaker filled with ore that sank somewhere off Baffin Island. It looks like QIA has not been saying anything about that. Will the ship contaminate the water?

GM – Thank you for your comment. The ships used for this project will be built brand new. They will be double hulled and will be Polar Class 4. They will be able to handle any ice conditions that exist in Hudson Strait and Foxe Basin. In the event there was a spill, we have developed a spill contingency plan that describes the response we will take to deal with it. People will also have special training to be able to handle such an event. However, because the ships are so new we don't envision we will have those types of problems.

Reference 2 - 4.54% Coverage

NQ – What is the spill contingency plan for spills on ice? There's not much you can do with spills on ice.

MZ – The fuel on board the ships will be found in a bunker deep inside the ship. This will make spills unlikely. There will be contingency plans for each ship to deal with spills. You're right though; there is not much you can do for spills on ice. Fuel tankers will only come to site in the open water season.

MA – Ore carrying ships will still have 4 to 5 million litres of fuel on board.

MZ – The fuel bunkers and containment for the ship is not anywhere near the edges of the ship. It is kept close to the engines. Virtually all the spills that have ever happened have been from ships carrying fuel in their holds (containers).

Reference 3 - 4.06% Coverage

Q – It was mentioned there would be landfills and garbage. They would probably put the old oil barrels in the garbage. Last year at Cape Christian they left old barrels with oil in them. Will you consider the unemployed people? Will they be able to benefit from the mine?

GM – We certainly wouldn't dispose of any old barrels in the landfill. If we had any empty barrels they would be sent back south. In terms of employment, we will be looking for people who can fill the job requirements at Mary River. We will be conducting training programs and on-the-job training. We want people who can fill the job requirements and who want to come and work at Mary River.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - Sept 19, 2007> - § 1 reference coded [2.13% Coverage]

Reference 1 - 2.13% Coverage

Community Speaker 13 – I'm asking because it would be terrible for prices to drop and a lot of good jobs lost. We've seen it before with the mines up here. I have also seen residue left behind from blasting.

Mr. Cooper – We will use explosives but will be very careful to have minimal effect. It is important with explosives for runoff not to go into water. There won't be any water in the mine, and this shouldn't be an issue in their open pit.

<Documents\Public Consultation\Hall Beach\Hall Beach Hamlet Council Aug 17 2010> - § 1 reference coded [10.71% Coverage]

Reference 1 - 10.71% Coverage

Q7 – Would you have a plan in place for any potential spills of fuel or oil?
A – We currently have a spill contingency plan in place and that plan would be altered to cover any potential spills during the mining operation.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - March 26, 2008> - § 1 reference coded [5.30% Coverage]

Reference 1 - 5.30% Coverage

Q4 – I am Jonah, the airport maintainer currently. First question, that airstrip, is it going to be used or contracted to be maintained by anyone? And second, the shipping fuel tankers that you mentioned in Milne Inlet, will that fuel tanker be dangerous to the sea in case of spills? Third question, I think the shipping will go year round to Steensby Inlet so I am thinking about the seals, because they have lairs in the ice when they are breeding, and are there any comments or concerns mentioned, because I want the seals to be considered. Do you have plans to study the seal lairs?

Mr. Chubb – With respect to the airstrip, we'll have an airstrip built at Steensby and existing ones at Mary River and Milne Inlet already in place. The airstrip at Mary River will be upgraded so it can handle jets. Like all of the infrastructure required to support mining operations, these will be managed under large design-build contracts. Once built, the commercial arrangements for operations will be a different issue.

With respect to fueling in Milne Inlet, here is a photo from Milne Inlet and a fuel spill exercise that was conducted, to make sure that people on the ship and on shore are ready in case of a spill. One of the things in place is a plan dealing with just fuel planning.

With seals, we've been conducting many studies including seal studies, and when we submitted a project description, we also submitted information on a shipping study, and what should be considered in an environmental review. Seals, as well as other marine life, was included in the scope of what should be considered.

<Documents\Public Consultation\Hall Beach\Hall Beach Public Meeting - Sept 26, 2007> - § 1 reference coded [14.04% Coverage]

Reference 1 - 14.04% Coverage

Q7 – with beneficiaries for the land – will there be royalties? Also, environmental impact on caribou and fish, and shipping routes and marine mammals, if there is a disaster are there plans in place?

Mr. Bob Gorman – as part of the Environmental Impact Statement (EIS), a Shipping Plan will be produced, of which a major part will be marine emergency contingency plans to deal with all emergencies. The ships' main cargo is iron ore, which is biologically inert, and if spilled will sink to the bottom. There is no hazardous material associated with the iron ore. The biggest concern is with fuel oil used to run the ships. There will be very strong ice breakers with fuel contained inside so that if the hull is breached it won't reach the oil tank. They will still have a detailed plan and equipment on the ship to deal with a spill. The oil spill and countermeasure kits will also be placed at port and possibly at the communities of Hall Beach and Igloolik, so that land-based response is also possible. The benefit of this approach is that equipment would be available for use by everybody – not just project ships.

Mr. Cooper – the other question was regarding royalties payable to Inuit. There will be two royalties payable. The first is paid to the federal government and then they giver the royalty to NTI. The second royalty will be payable on profits and will go to the QIA.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 1 reference coded [5.04% Coverage]

Reference 1 - 5.04% Coverage

Mr. Awa – Yes, we are glad to see this kind of project because it will provide jobs for younger people who are unemployed. But with Foxe Basin is a very small area and it is very important. Yes, there are caribou and arctic char being affected on the land, but it is the sea mammals that are closest to our heart. It won't be just ore carriers but also tankers. What if there is an oil spill or grounding, are there contingency plans developed?

Mr. Chubb – There will be other ships but most of the fuel will come in on the ore carriers. Last year we had a tanker come into Milne Inlet. Those ships need to have established spill response plans, and before the fuel came to shore, we did an exercise to make sure that we are ready in the instance of a spill. The federal government and QIA were there when we did that exercise. A big

part of the job is to make sure we have the plans, equipment and training all ready. Refueling from tankers to shore is a common activity that goes on every day, but we agree, it is very important to have our plans in place.

Mr. Cooper – We'll also design the ships to be very modern, so the ore carriers will have two hulls.

Mr. Awa – It's not that we are totally trying to stop the project in the tracks, its just that we see big accidents in the news every day – ships, trucks, etc. and we see it as a possibility here.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 2 references coded [9.00% Coverage]

Reference 1 - 7.25% Coverage

I'm originally from Greenland. We had an accident in Lancaster Sound and the ship got stranded. There was no oil spillage. There was no response in place. If there was a spill it would have had big impacts especially after 3 days of response time. Who would be responsible for this project and any accident?

Greg - We have a spill contingency plan that discussed all scenarios of spills and our response plan. We need to have the proper equipment and people available to respond. It would be our responsibility to deal with the problem.

I am also concerned about the spillage. It's supposed to be a deep-sea port but Steensby Inlet is important for caribou and seals. Why can't you go lower down.

Greg - The smallest amounts of impacts will occur on land with the shorter rail line. Also, the deepest water is at Steensby Port. It is more shallow at Cape Jenson. Bathymetric surveys have been done along the route and we know this is the best option for marine shipping and the shortest rail line.

Reference 2 - 1.75% Coverage

Solomon - You mentioned that you have 9 ships that are very powerful. What do you do with all the waste oil? Will they be dumping in our waterways?

Mike Z. - There are very strong regulations against dumping oil or waste water in the ocean.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - December 6, 2010> - § 2 references coded [6.48% Coverage]

Reference 1 - 3.60% Coverage

George Qullaut – It's unfortunate the HTO is not here; I believe they are still in a public meeting. Have you studied the rivers around Mary River? Have you looked at contaminants? That lake close to here will also be contaminated by the mining project. If they are affected, how will be compensated?

GM – There's very little associated with this Project that would cause the contamination you speak about. There are no chemicals used in the processing of the iron ore. No tailings. We're building brand new ships that are very safe with very few risks associated with them. We will need to develop safe working procedures for dealing with fuel handling.

MZ – Trace element sampling for mercury has come back below detectable limits. One of the reasons we're excited about the Project is because it is very clean. It is an exceptional deposit.

Reference 2 - 2.88% Coverage

George Qullaut – Mary River will have many hazardous materials. Batteries, fuel, etc. There will be a number of work locations at the mine site and along the rail line and port sites. The mine will produce contaminants and emissions into the air. We need to understand the studies that were done on those.

GM – What you'll see in the DEIS is that all the potential effects of those things have been looked at and assessed. All hazardous materials will be stored properly at site before we haul them away to be disposed of in the south. We don't want that stuff at site for too long either. We'll do an annual haul out of the materials. We'll also report on these activities.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting Aug 16 10 Notes_revised> - § 1 reference coded [5.34% Coverage]

Reference 1 - 5.34% Coverage

Q8 – I am concerned about where ballast water is dumped from the ships. Does water from Europe get dumped in Steensby Inlet?
A – It is a rule for Ballast water to be dumped and refilled at International Water boundaries so that there is little risk of any potential contamination.

<Documents\Public Consultation\Kimmirut\Kimmirut HTA - April 26, 2010> - § 3 references coded [6.03% Coverage]

Reference 1 - 3.36% Coverage

Sandy – Once you load the ore in Mary River, they would traverse a long ways. The ballast from Europe is a concern. Can you explain if you would be emptying the ballast water from Europe?

Matthew – In Europe they will fill their ballast tanks, and on the way over, they would empty their ballast tanks and take on fresh seawater in the deep North Atlantic. The ships would come into Steensby Port and would empty all their ballast water there. By re-filling in a deep sea area. There are lots of international and Canadian requirements regarding this.

Sandy – It wouldn't be polluted?

Matthew – It would be the same water as here – taken from the North Atlantic.

Reference 2 - 1.81% Coverage

Chairman – Would there be any pollutants in the ore when it is being transported?

Matthew – It would only be ore, and the ore is extremely pure, so once it is in the ships it is contained. But during loading, we are designing to minimize the dust. And we'll also monitor the dust effects to see if there is any effect on the land or the water at the port.

Reference 3 - 0.86% Coverage

Matthew Akavak – The ballast tank is separate from the ore holding compartments?

Matthew - Yes

Matthew A - Because I think that is what people are worried about.

<Documents\Public Consultation\Kimmirut\Kimmirut Public - April 26, 2010> - § 3 references coded [31.47% Coverage]

Reference 1 - 10.44% Coverage

Q2 – Will the landfill you want to build be current and up to date to today's codes? Dust could also impact the wildlife in the region, although it was mentioned that there will be monitoring of wildlife, I am wondering if there will be constant assessment, or breakdowns regarding monitoring. At closure, what is the plan for infrastructure? Will there be reclamation and things put back in place?

Matthew - The landfill, yes, the landfill was designed to current standards, and was reviewed by the Nunavut Water Board and the QIA. Regarding dust, we will be carrying out dust monitoring. We wouldn't directly monitor wildlife unless there was significant dusting occurring. Regarding monitoring, we are currently required to have over 20 monitoring plans, some of which are simple monitoring plans and some are complicated, and there will be reporting for that and communications back to the communities. With respect to closure, we currently have provided more than $10 million financial assurance for the current operations, and QIA has been involved in that process. In order to move through the permitting process, we'll be required to complete a thorough closure plan, which would need to be approved by government agencies and the QIA. Baffinland would post the amount of financial assurance specified in the approved closure plan.

Reference 2 - 15.63% Coverage

Q6 (Woman, Naomi Akavak) – Thank you for coming back, and we are understanding more – information is being provided on the mining project. It was quite useful to have the visuals on the project. My first question is regarding the fact that there is no iron ore in southern regions elsewhere? Second question – regarding the large ships. I know for a fact there will be ballast dumped into the ocean – has there been a study of the impacts of dumping into our oceans? And any study on the impact to the water being dispersed to the ocean – from waste solids from overseas in the ballast water? And any study on the impacts to the environment from other places in Canada? And a long-term study on wildlife impacts?

Matthew – The first one – why would we want to mine this iron deposit – the Mary River deposit is one of the purest iron deposits in the world. Most iron deposits require processing prior to use. But Mary River iron ore is so pure it can go right into the steel miles. It's also one of the largest deposits in the world. So that's why we are focusing on the Mary River deposits. With respect to the size of the ships, I've shown them on the screen – they are very large powerful ships. They are large so we have fewer ship passages. With respect to ballast water from the ships, these ships would be built brand new, so they will include the newest technology on ballast water management. Essentially, any water picked up in the port in Europe would be exchanged for water from the same system half way through its trip back to Canada.

Richard – There are Canadian regulations that require ships to exchange ballast water in the high seas. These regulations exist because the couple of centuries of shipping in and out of the Great Lakes has resulted in invasive species taking over in the lakes. So the issue is well understood, and the regulations are protective to make sure this doesn't happen. It is now standard practice and law that ships exchange their ballast water at sea.

Reference 3 - 5.40% Coverage

Q6 - Are there studies on the impacts?

Richard – [provided more explanation]

[Noami was not totally satisfied with the answer received, but the meeting proceeded. Richard and Naomi spoke again after the meeting, and part of the concern was over the ballast water rinsing the contaminants from the ore. Richard clarified that the holds that will contain ore and the ballast water chambers were different, so there would be no rinsing, and that the iron ore did not contain elements of concern like heavy metals which some ore concentrations contain, like the lead-zinc concentrate from Nanisivik or nickel concentrate from Raglan. Naomi seemed to have her question answered satisfactorily.]

<Documents\Public Consultation\Kimmirut\Kimmirut Public Meeting - December 3, 2010> - § 1 reference coded [7.05% Coverage]

Reference 1 - 7.05% Coverage

Jeannie – Are you prepared if there is an accident? Are you properly equipped?

GM – Safety is important at all mine sites. Part of our environmental impact assessment submission will include a spill and emergency response plan. We are required to be able to handle most emergencies on site. We will also be required to have properly trained people and have the proper equipment at site to handle spills and accidents.

Jeannie – In case there was an accident, do you have money put aside to compensate our people?

GM – Yes. Any accidents that occurred will be the responsibility of the company to deal with and pay for. Insurance might cover this, or the company would pay directly. There are very strict rules mining companies have to follow in regards to accidents and spills.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 2 references coded [4.27% Coverage]

Reference 1 - 1.25% Coverage

Jesse:
Environment question; we all know there will be impacts - habitats there and we know about other mining projects impacts and global warming, are we looking at impacts of global warming on animals?

Reference 2 - 3.02% Coverage

Geesoonee:
Baffinland tricked Pond Inlet regarding construction. Joatamie, you asked him questions and he does not know anything, however we need communication so maybe you should talk to him.

National park will not be affected, but have researchers. Oil spill, tourists. Preparation needs to be scrutinized. No action plan for training etc. Start working with people and asking questions so we can work to a common goal. Some employees just say less, some people who oppose are the loudest.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 2 references coded [4.75% Coverage]

Reference 1 - 2.95% Coverage

Q – When we went to Site last summer for the Hamlet Tour, we could not get up the Mountain nor could we go to Milne Inlet. Are you hiding things from us ? There was a spill at Milne Inlet.
A – We have nothing to hide from our visitors. I am not sure what activities were taking place the day you visited the Site . The road up the mountain was shut down for construction purposes, due to washouts. We will try to arrange another flight so you can see all the activities.
Yes we had a release of fuel in a containment area. We have learned from this mistake and aim to abide by all the Environmental rules and regulations.
It was unfortunate that the perception was created that we were hiding something.

Reference 2 - 1.80% Coverage

Q – The Drillers use salt and other chemical . What will happen if they get into the water and the soil ? This will kill the fish and the animals.
A – We follow strict Environmental guidelines that our Environmental Departments monitors, inspects and samples , both the land and the water system.
We have put in a new salt mixing station to reduce the amount of salt that we use. I will be pleased to show this to you this summer.

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 2 references coded [1.42% Coverage]

Reference 1 - 0.86% Coverage

Judah Innualuk (Hall Beach EDO) noted the abundance of wildlife in Foxe Basin and, with a shipping route introduced nearby raised a concern about spills. He asked if there will be any mitigation plans for this. Sean indicated that FedNav, is developing contingency plans.

Reference 2 - 0.56% Coverage

David Q. mentioned that Inuit on site are not allowed to take pictures of spills. But the environment is important to us. We'll be here (after) but the mountain won't be there.

<Documents\Public Consultation\Pond Inlet\NB06-00978 September 6, 2006 Pond Inlet> - § 1 reference coded [3.03% Coverage]

Reference 1 - 3.03% Coverage

Roger Killiktee (CARS operator) said he heard that the buildings at Nanisivik were contaminated, and asked what caused the contamination. Michael Zurowski replied that zinc dust was the main issue. Richard Cook added that there was also asbestos on the pipes, and that the houses were built in 1978, before the environment was considered. He added that today's mines are "built for closure", so people think about the eventual closure of mines when in the planning stages.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Community Meeting - Mach 1, 2011> - § 1 reference coded [2.11% Coverage]

Reference 1 - 2.11% Coverage

Manasee – I worked at Mary River. They support training programs. If people of Pond are not included in labor force then the project will slow down. Metal contaminants can travel in the water. People at the mine were causing damage to the environment and contaminants were reaching the lake. IF you are more vigilant the environment will be better.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Hamlet Council - March 31, 2008> - § 4 references coded [12.24% Coverage]

Reference 1 - 2.91% Coverage

Councilor Mablick – I change my question. This winter there was a spill of the lagoon in Milne Inlet. This incident I heard through the grapevine, I didn't see it in the documents. The spills or anything you're not going to report the spills?

Mr. Chubb – Deputy Mayor I will start to answer the question and will ask Dave to follow up. Baffinland has spill plans and some…(didn't record). All spills are to be reported regardless of the size. We're looking to capture all spills to follow up. As you may recall, we look that for spills that do occur that those spills are reported and everyone needs to know about it. I am not personally aware of any spill at Milne Inlet – perhaps Mr. McCann can provide some additional information.

Mr. David McCann - There were no spills into Milne Inlet. There were a couple of spills at Milne Inlet – two sewage spills with pipes fail. There was some "significant" spills that occurred when 4 drums fell off a pallet. I believe spills are now being reported to the Mayor.

Reference 2 - 1.84% Coverage

Councilor - If there is a spill, even if double-walls, is there a contingency plan in the case of a spill?

Mr. Chubb – Just like for land, we need to have plans in place to respond. This is a practice that is often carried out, and a key thing is monitoring and ensured that it is moored well and be sure that during break-up it doesn't break from its moorings and get beached. In both of these locations, in Milne Inlet, we have a camp and at Steensby as well, so we have opportunities to makes sure that we are closely monitoring.

Mr. Cooper – There will be a crew on-board at all times, and they are trained to respond to oil spills.

Reference 3 - 6.49% Coverage

Councilor Kayak - My question, since I heard Mary River is the main migration route and we know that the arctic char, land locked in the area, for that reason we might have concern as Pond Inlet residents about being careful not to disrupt animals including the caribou migration. And a question, there was someone here from INAC environment, I want your assistance from the INAC federal regulations using that, the agreement between Pond Inlet, Igloolik, Arctic Bay – I think we need to come up with an agreement so Baffinland will agree with the communities. I know without a clear indication of what you want to do it will not be approved. My concern is that we need to have a good understanding and agreement in the future, perhaps 2015 I would think. And another question, in Milne Inlet the sewage lagoon was mentioned. I don't have a concern because it is winter but I have a concern that when melting it might go to water. At Mary River it is not a concern now, but to the VP I want recommendations to remove the spill before the land melts. Because there is arctic char there in the ocean and they might eat them. I have more, but I'll withhold them until later.

Mr. Chubb – Mr. Mayor there are two questions there and I am going to speak to them and let David [McCann] to speak to details. The councilor is right a good understanding is required to obtain approval of the project. Over the next several years we'll provide more and more information and ensure that there is a good understanding. In Nunavut before we can begin to build a mine we have to have an IIBA in place. That agreement is like what you're talking about. We began to discuss that agreement with the QIA in 2006, and those discussions will continue as we move forward. so I can't speak with reference to INAC but what I can say is that there will be an agreement, the QIA representing the communities and we know form the QIA that there is a lot of work to come.

The second question with respect to spills in winter, Mr. McCann can speak to existing spills. Dave, why don't you explain?

Mr. McCann – Sorry, I wasn't clear in my earlier response, we also clean up every spill right away and all have been cleaned up except one under a building that will be cleaned up this summer.

Reference 4 - 1.00% Coverage

Councilor 4 – Fuel was mentioned, and other chemical was mentioned. Batteries? They aren't good to leave on the land. Be sure the acids aren't left behind where they can be spilled. They need to be included in the plan. Do you have storage and disposal of hazardous materials planned?

Mr. Chubb – Yes, batteries are collected and sent off site.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - March 31, 2008> - § 4 references coded [9.76% Coverage]

Reference 1 - 1.24% Coverage

Mr. Alooloo – The reason for asking is it is a concern to me. Milne Inlet is important for arctic char. Sewage and so on – will it be dumped to the ocean? How will you control any discharges?

Mr. Chubb - There are guidelines for freezing in ship and what you can and can't do, so anything we do with the ships will follow those requirements.

Reference 2 - 2.45% Coverage

Mr. Alooloo – If you are going to freeze a boat, not in a current and not too close to the shore – you should be aware of that. The other sewage – I'll keep mentioning the sewage part, because the Mary River and Steensby plan – the sewage lagoon is not mentioned how you're going to treat waste. How will you deal with sewage and waste?

Mr. Chubb - at Steensby camp and Mary River camp we'll have sewage treatment facilities designed to treat the sewage to levels that don't cause impacts, much like the plants that we have today – engineered plants. We'll also have incinerators to burn garbage mostly from kitchen areas as a way to manage that waste and not attract wildlife.

Reference 3 - 0.93% Coverage

Mr. Alooloo - It is a concern for me today. We've already heard in Mary River and Milne Inlet the sewage lagoon being mismanaged that they are spilling all over. It affects the whole chain of sea animals. You need to consider seriously about keeping it clean.

Reference 4 - 5.13% Coverage

Mr. Qamaniq - Milne Inlet is already impacted since 2005, without any impact and benefits agreement. The hunters have already been impacted. You are rushing too much and too eager to get the mine going. Slow down and take your time. I don't think there is any good reason to freeze fuel ships during the operation for construction. Plan to use fuel storage and put that aside on land and there should be no ships or barges frozen in the ocean, so the hunting ground is not at risk at all. In 2005 you started and there's only 3 years now that you started the activities and in 2008, 2009 there are two more years you already decided to construct the mining, and in 2014 the first load will go overseas. These are all rushed plans. You don't have enough time in between. If you are Inuit – you have to eat char and feed your family from the land. It is not your concern to get food from the land. But here if our animals are damaged there is no way to replace them. If the Beneficiaries can agree that the fuel ships that we say you can freeze the ships – you are trying to save money – don't think of the dollar sign too much. You are in a hurry too much. We live by our animals and from them, whether by land or sea, and tonight during the community meeting, I will be there to listen to Pond Inlet residents. If you can respond, or if you want to?

Mr. Chubb – I think I'll just absorb that for a few minutes.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 6 references coded [18.71% Coverage]

Reference 1 - 0.70% Coverage

Q1 – John (Black Point Lodge) - What's a "laydown area" (storage)? You said no chemicals but there is ammonium nitrate shown on the drawings.

Matthew – There is no processing so no chemicals are used in processing. Ammonium nitrate is for manufacture of explosives.

Reference 2 - 10.50% Coverage

Q6 – Even though it is in the exploration stage and a drilling program going on, and you probably understand that salt kills lichen which is eaten by caribou. You're still in the exploration stage, and I believe a lot of salt is being used on the land. I am wondering if all the salt products are properly cleaned up. Salt damages everything in the environment. Will you be able to clean up everything in the environment?

Matthew – We use salt in almost every exploration drillhole through 2008, but in 2009 we started to cut back significantly on salt use, as we found that we could use less with the type of holes we were drilling. There is no salt placed on the surface.

Q6 – The IIBA agreement – the use of salt – if the lichen can no longer grow – would that have an impact on the IIBA agreement? Caribou seems to be bothered constantly by research, that's what I'm trying to say. Thank you.

Philip – Yes, in regards to your comments that if the salt is damaging – it should be included in the IIBA agreement, and compensation would come into play. So compensation would be required.

George – In regards to the concerns were from the residents of Igloolik – they didn't like the location of the port at Steensby, so they moved it from the proposed site. They don't like the proposed site, but they had a consultation meeting with Baffinland, and Nanisivik already has a dock – why don't they use the facility. Baffinland replied that it is too costly, and the size of the ship the sound is too narrow. And the residents of Cape Dorset had concerns about the proposed shipping route because it cut through their proposed hunting grounds. And they were wondering if Baffinland could travel closer to N. Quebec. Baffinland indicated that the shipping captain prefers this route. But CD requested they ship further into the ocean. Another question that kept being asked that whether or not a dock could be built between Pond Inlet and Clyde River, but Baffinland stated that the channels are too narrow so it would be impossible to turn the ship around, and the railway would be very very tough to build through the mountainous area. But sometimes they do not answer to all of the questions. But it appears that the proposed route will be used. That I wanted to answer to a question asked earlier. It appears that because of its economic benefits but they don't like the proposed shipping route. It appears that whatever the Inuit want will be implemented. The QIA will address the concerns of our beneficiaries to ensure there are economic spin-offs.

Philip – In addition to Harry's question, I also have concerns about exploration, so perhaps we should ask if they do drilling if they use salt, and where does it go. And if the government does not allow the mine to go, it will not go. I am wondering at this time why he did not mention the Nunavut government.

Bill – As I indicated the environmental process we are going through is mandated to the NIRB. And one of the questions we had in Cape Dorset was who is NIRB, and Stephen gave a very good answer, and perhaps he can share this. There are several decisions to be made – the QIA needs to issue a permit, among other groups.

Matthew – Regarding the salt, it is mixed into a brine. Most of it is re-circulated, and what isn't re-circulated is captured in a sump. The affected area by the salt is very small, and we make sure the salt doesn't run off into fisheries.

Stephen – We are here also discussing the environmental review process and NIRB. NIRB contains board members appointed from different organizations, including the regional Inuit associations and the GN. QIA has one appointed member, Archie. The current chairman is Lucasi …. from Saniqiluak. The board takes letters and submissions from various groups and government representatives, and they weigh this information when making their decision. When they make this decision, they forward this decision to the INAC minister who makes the final say on a project.

Reference 3 - 3.98% Coverage

Q9 – I am concerned about human waste – will there be a sewage lagoon or will it run off into the ocean?

Bill – The sewage plants that are currently designed are called RBCs – rotating biological contractors. What that means, there is typically primary, secondary and tertiary treatment of sewage. [Explained the different levels of treatment]. In this case, if you've seen the RBCs we currently have, the sewage goes through a settlement basin…. We have a water licence from the Nunavut Water Board which specifies effluent standards.

Q9 – Also, cigarette butts on the land. Maybe make ashtrays to hand out to people, just to say that it was metal made from Nunavut. I'm just thinking about cigarettes. And particulate dust – is that safe for humans and animals. I don't know about PM10 and PM2.5, can you tell me about this?

Bill – The desire is to curb smoking as much as possible [joking]. I think you're touching on the cleanliness of the camp. Sometimes safety becomes affected when cleanliness is not as good. The dust particles, there are three sizes. The dust that you can see.

And then PM10 and PM2.5 are measurements of dust that cannot be seen visually. When there is dust in the atmosphere, our noses will collect the larger pieces of dust. Further down in your throat is where the PM10 dust is picked up, and PM2.5. … We collect that information for worker health and safety. We monitor the small fractions, and if we measure those small fractions, we'll ask workers to wear safety protection

Reference 4 - 0.77% Coverage

Q10 – The fuel bladders – you continued to use the bladders even after you had a spill with one of them. Do you prefer steel tanks?

Bill – Good point, the bladders are OK for temporary storage but not for long-term storage. That is why David maintains staff at Milne Inlet through the winter.

Reference 5 - 2.39% Coverage

Elijah – We used to work for various companies. If there should be an accident on the ship, or a plane crash, of course you don't want to see these negative things happening, suppose something happened to the ship – do you have some kind of plan? With Pan-Arctic, there was a plane crash in mid-winter, which was extremely difficult to deal with.

Bill – A very good question, because we talked about frequency, duration, magnitude and duration with an impact. There is lots of ice breaking – not here – but other places – but you still need to be prepared for something happening. We have emergency response plans that will need to address a train derailment, plane crash, and ship accident. We will have a warehouse at Steensby port that will have equipment to respond to an accident. So we will have emergency and response plans for all aspects of the operations, and especially the ones you've mentioned.

Reference 6 - 0.36% Coverage

Dave – We are currently cleaning up some drums of ore from the 1960s, as well as some materials left behind in the first sealift in 2005.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 3 references coded [4.07% Coverage]

Reference 1 - 1.86% Coverage

Q5 (Mr. Moses Kayak – Hamlet Councilor) – I also have a concern. I saw the presentation about the oil spill exercise in Milne Inlet. They would clean up the surface of the water. after they clean it up, the bottom the fish live under the surface. Would you clean up under the surface too, not just on the surface?

Mr. Chubb – We did conduct an exercise last year and plan to again this year as well. Of course the first goal is to not have a spill. In the event of a spill the equipment and training needs to be in place, and the ships come with their own equipment and expertise. In the photo, Baffinland participated in the response, because Baffinland would be assisting. In response to a spill, the first priority is to contain that spill on the surface and keep it from moving towards sensitive areas on the shoreline. In that situation, you saw that they circled the boat to keep it around the boat. Because the oil, the fuel is lighter, it floats on top. The next priority is to recover the oil as fast as you can. In terms of getting below, that's a different job and I don't know that anyone would do that.

Reference 2 - 1.18% Coverage

Q6 – In drilling they use that chemical salt. It's dangerous to the plants. How much do you use of that calcium chloride?

Mr. Chubb – Its calcium chloride (CaCl) salt and we use it only for the exploration drilling. It's used to prevent the drills from freezing in the iron, because the holes go quite deep. It is made to a solution of 30% CaCl and I am told we use 1,500 tonnes per year.

Q6 – Thank you. The snow melts, and its runoff. You need to be aware not to spread that calcium chloride into the water.

Mr. Chubb – When we drill we use sumps to slow that water from running down the hill. We monitor water quality at the site in many locations. Did that answer your question?

Q6 - Yes.

Reference 3 - 1.04% Coverage

Q16 – Those big items the iron being shipped – it's a good quality iron – so whenever you have community meetings you have serious matters you are discussing. When you talk about the equipment, you mention them and seem to be very good. But when you spill, you don't clean up right away, so you need to be very serious when you are damaging the environment to mitigate it right away. And also there were 200 training jobs in Mary River, so I was thinking that each community should have 200 training positions, and there could be a training centre so our young people will have more jobs.

Mr. Chubb – thank you very much.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 1 reference coded [21.93% Coverage]

Reference 1 - 21.93% Coverage

Community Speaker 1 (Mr. Jayko Alooloo, Mittimatilik Hunters and Trappers Organization) – I didn't see any reference to the prevention of oil spills [referring to a photo and email], which raises concerns. I recommend that there be monthly inspections of fuel storage areas. Will there be continuity in Baffinland's representation to the community. I also have a concern about the impact of the operation on caribou in traditional hunting areas. There is less caribou now in the Pond Inlet area and the increased air traffic will bother the caribou even more. Maybe the mine could transport hunters to areas where there are more caribou, to hunt. I also have a concern about narwhal; a hunter has expressed concern that they have left the Milne Inlet area because of the increased ship and aircraft noise in the area. I want to bring up two comments about other Baffinland representatives: we were told Mary River wouldn't have jet service and no town site at the mine; only one side of the coin, the good side, is presented and only now they are hearing the other side. People of Pond Inlet are being treated like children. In summary, if people are going to make statements, they need to present all the facts. Thank you and one more question – I had not heard before about hydro.

Mr. Chubb – thank you for your comments. I am not sure about the first question and reference to a spill incident but I can speak to Baffinland's approach to spills. Baffinland has a spill management plan which is updated and submitted to government for approval. Fuel is stored properly in lined facilities, and the company continues to develop training materials and program to train staff to respond to spills – recently we held training on site and spill response training during fuel off-loading from the ship at Milne Inlet. I agree that regular inspections are necessary and the company has inspection forms for this purpose. If there are specific questions or issues, they can be discussed further. I hope that helps to describe how fuels are managed on-site.

Community Speaker 1 (Mr. Alooloo) – The particular incident I am referring to occurred at Steensby Inlet.

Mr. Chubb – perhaps we can take a look at those pictures. There was a comment regarding continuity of representation to Pond Inlet. We've been coming to Pond Inlet for several years and hope to continue to build relationship. We are doing several things to address representation: at the request of Council, Baffinland senior management are coming to meet with the Hamlet every two months; some of Council is going to Mary River tomorrow; the company is meeting others while in town. We have a full-time CLO available every day- so if there is ever a need for more information or questions, people can go to the office and if Jamie doesn't have the answer he can get it. Dave McCann, who is Assistant Operations Manager, is now based in Pond Inlet and his door is always open. Regarding caribou, we are continuing studies and we understand the concerns. As an example of studies underway, we were studying the movements of narwhal in relation to ship movements this summer. We will use this information and other information to assess operations. Two other comments were regarding jet service and hydro power.

Mr. Cooper – One concern he heard was with respect to jet service and a permanent settlement at Mary River. We've consulted the land use plan and the plan specifically states that mine townsites are not permitted, so we are proposing a camp and not a permanent settlement like Nanisivik. With respect to the jet strip at Pond Inlet, I believe we are considering their might be many possible benefits that come to Pond Inlet. Some benefits include direct employment and business; some indirect benefits are through government spending of the tax revenue in the communities. At the moment, Baffinland and the QIA are discussing these sorts of benefits as part of the IIBA negotiations. We hope over the next year to have an agreement in place to deal with impacts and benefits. Regarding power generation, they have reported in the community in the past that they are studying wind and hydro power. Last year and this year they installed a gauge in a stream near Steensby Inlet to measure flow to see if hydro is viable. We are installing a wind tower this month, and next year we will conduct a feasibility study on the wind and hydro; the study will be completed by 2009. The benefit of hydro and wind is using less diesel. Currently our thinking is to start with diesel, but if the alternative energies are feasible, they would be implemented later in the mine life. We hope these answers address your questions.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 2 references coded [10.02% Coverage]

Reference 1 - 8.25% Coverage

Ikey Milton – Looking at the shipping routes, I laughed – are these routes being chosen based on it being far from Baffin Island so that people will approve? You mentioned earlier that the ships make low sounds. Last year there was a ship at Milne Inlet and we people caribou hunting could hear them, and I believe the animals were disturbed by the sound of the ship running. Animals are our only means of survival, so compensation will have to be paid.
Suppose the ship were to have an accident – would you compensate the community? Have you considered this? What are the unforeseen dangers? What is the emergency plan?
Helicopters are also disturbing caribou. If the helicopters hadn't come, we would have harvested them, but they were scared away.
For the past three years, the people of Pond Inlet have been told nice things [about the project] but then the office was moved away to Iqaluit.
Negotiate WITH the people of Pond Inlet, don't just court them.

MZ – Explains the rationale of shipping along Greenland – based on ice conditions, environmental impacts, technical factors. Also emphasizes that Steensby Inlet is the main route under consideration.
Re: helicopters. I understand that there were issues regarding helicopters towards Borden Peninsula – these were not ours.
MZ – regarding Jayko's comments about wildlife – if there is an impact, compensation will be paid, but we first need to monitor and understand.

Ikey Milton – The helicopter was when we were hunting right around Nuluujaak.

MZ – When?

Ikey Milton – September

MZ – We used NNSI – the ones who do sealift for the Co-op, and it did break down. They do have an emergency plan.

Reference 2 - 1.77% Coverage

Jayko Alooloo – Your response about animal populations – in Toronto the Alaskans reported that all the mining companies in Alaska means that the waters there have no more animals. Eclipse Sound is very small and all the animals would be affected.
I want to look at the agreement with QC [Qiqiktaaluk Corp) – how long is it for, what's in it for Pond Inlet.

<Documents\Public Consultation\Workshops\Cape Dorset IQ Workshop Minutes (PC) - August 4, 2010> - § 3 references coded [2.21% Coverage]

Reference 1 - 1.41% Coverage

Q. There will be 8 million litres of fuel needed. What amount will the ships carry? There is an issue of clean-up capability. There could be a big spill if the ship got in trouble.

Q. Are there plans to have clean-up equipment placed along the route?

A. A spill response plan will be developed by the company. These plans are required for the company in order to obtain its operating permits and approvals. I believe the company is looking at opportunities for placing spill response kits along the shipping route.

Reference 2 - 0.44% Coverage

Q. What about the dumping of garbage in the ocean? We don't want that to happen.

A. There will be a Shipping Plan that includes rules that prohibit such actions.

Reference 3 - 0.37% Coverage

Q. What about an oil spill contingency plan?

A. This will be developed by the company as part of the Environmental Impact Statement.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 11 references coded [5.19% Coverage]

Reference 1 - 0.26% Coverage

David: I know that area quite well that's why I speak. Concerning land mammals –back in 1955 I got my first caribou in the Mary River area, so I am part owner of this area. Big lakes have fish and if there is a spill this is of concern. Are spills well thought out?

MTP: All fuel storage will have double containment. Steel tanks will be used with a containment berm underneath. Any release would be contained. Spill response equipment will also be available. There will be a spills procedure in the EIS for this subject .

Reference 2 - 0.29% Coverage

Question: Sam Pallituq/Clyde River – When I was young I travelled down south. There was a rail sitting on wooden beams where I observed the beams had oil spread on them and is the oil was going into the ground. The coloring of the ground where the beam was, was different than the ground. Will you put oil on the beams and will this endanger the hoofs of the caribou?

MTP: The substance they use in the south is called creosote and it makes the ties last longer. We will not be using creosote for this project. We are looking at using cement or steel ties with no chemicals. Good question.

Reference 3 - 1.25% Coverage

Question: George Qulaut/Igloolik - I will speak in English. My heart is beating now talking about the Project. DEW line sites have polluted the north. We've had lots of contaminants, like PCBs and chemicals that we are not even aware of. In Foxe Basin there were 6 DEW line sites. All their chemicals went into [unrecorded comments]. Shortly after, people living around the area had a great number of cases of cancer. Mary River has one focus, ore going out. We have not talked about the contaminants that will come in to the site from the outside. We have not talked about unseen pollution like chemicals. The train will cause air pollution and PCBs will be coming from train. Do you have any plans to clean this site up afterwards? Also what about a major derailing? What happens if there is a major spill, or ore, fuel, supplies, and chemicals?

MTP: Our iron ore requires no chemicals for processing, only ammonium nitrate for blasting. On the hill this is the only thing we will use other than heavy equipment. At Mary River we have small quantities of certain chemicals that we use like cleaning solvents, oils and lubricants, antifreeze and maybe some material to treat oil coming off the water. Steensby Inlet would be similar except for the railroad shop that would have small quantities of solvents. There would be no PCBs used anywhere.

Bill – Major chemicals that will be used include fuel, ammonium nitrate, and chemicals to settle the sludge in our sewage treated plant, called alum. We would also use some solvents. The chemical used most would be fuel, followed by ammonium nitrate.

MTP: We have budgeted more than $10 million for closure costs to cover the current site. In the EIS there will be an amount for closure presented, with financial assurance tied to it. If Baffinland disappears, the money will be there to clean up the site. Fuel and ammonium nitrate would be the largest quantity chemicals on site. A lot of effort has been focused on these two chemical. In the EIS there is a detailed Spill Management Plan that focuses on these.

George – This is my final question. We have had pollutants coming from different parts of the world and we believe 'what goes up must come down'. The mine will be an important contributor to global pollution. This pollution tends to fall in the north. We are getting impacted from all over the world. We should be able to find out how much pollution we are setting off so we know how best to work with mines in the future and what impact it is having. The Arctic is delicate.

Reference 4 - 0.76% Coverage

Levi//Arctic Bay - We haven't given anything in writing to the mining company. When they are not written in letter form they will not be acted upon. There are forms that can be filled out and they be seen. Speak whenever you feel you have to speak and what you say will be documented by NIRB. I am well aware there will be work for our youth. You are still using our land. For my children and grandchildren, some will see all the animals will be impacted. The land and sea mammals will all be impacted from this mining. For this reason we want this documented, as white man says it is not written in stone [meaning unclear]. It is in our brain and memory even if it is not written, like caribou migrations for example. There is nothing written about it but I believe it will happen. When we ask if you can stop your trains when migration is happening and stock pile your ore, please clarify and speak up while in the meeting. We have seen how Nanisivik went. Inuit employment was promised to be 60%. They never made it. There was a requirement to get training and certifications, but they only made it to 5%. For that reason we were left behind. Opinions were not written down during the meetings. Nanisivik was going to leave the site without a clean up and the Americans left tailings and contaminants. We want to be informed of potential dangers. We can work together if we are aware of these. It is not right if we are

only hearing the positive side of things. For that reason, let's work together. If there are potential negative impacts please mention them.

Reference 5 - 0.54% Coverage

James –I have heard the ship will only go into the inlet in summertime. If we want the number of ships reduced from three will you listen to the community when they ask for a reduction in ship numbers? Say there is an accident, because of fog. If we asked, could two boats ship together in a group?

MTP: This has been discussed. We could look at it as a mitigation issue. Right now we are only planning on having one boat at a time. Two ships together might be noisy.

James – [Unrecorded comments].

Bill - I think that you are saying that once you are in operations, if a community sees an effect would we be open to discuss the ships travelling in a convoy instead?

MTP: If we observed an impact, yes, we would work with the community to help remedy the impact. It is hard to say right now if we could reduce number of ships travelling. This would be a last resort. We would more likely consider ships travelling in a convoy, slowing down, using different ships, or changing our routing so we would only pass at certain times. We could look at all these options. We would pay attention to your concerns.

Reference 6 - 0.39% Coverage

James – There will probably be a public consultation meeting and I will bring this up again. Boats will go back and forth and we don't want to see any accidents, but they are having more accidents these days. If a ship has an accident close to Pond Inlet and the fuel leaks out, is there a contingency plan for cleaning it up? Where would I turn to if that happens?

MTP: Ships do have some level of responsibility to respond to an emergency. Baffinland would be prepared to respond with equipment and personnel but more importantly we would make sure that the communities can respond, as they are able to respond quicker. This is one place where we would help each other. Fednav has shipped for more than 50 years in the Arctic without an incident. This is one reason why we are using them.

Reference 7 - 0.42% Coverage

Question: Cornelius/Pond Inlet - When ships are loading there will have to be monitoring. There was a fuel spillage once and we were not told. We are thinking a third party could be present for loading and unloading. Thank you.

MTP: Gus or Leroy would you like to comment?

Leroy – There are two types of monitoring. One is for regulatory compliance, for things like water and sediments. There are limits set by the federal government and the Canadian Council of Ministers of the Environment that must be met. There may also be environmental monitors at the Project site who are independent of the company. In our case, they worked with the company environmental personnel and provided reports back to LIA. [Provided information on the types of monitoring that is done]. We will provide more information on this during our presentation tomorrow.

Reference 8 - 0.20% Coverage

Question: Koonoo/Arctic Bay – In regards to the road haulage option, we have heard about spillage and dangers with ports and from stuff being loaded onto ships. I would like to see safety features increased for the Project. Will there be a sea port right next to the tanker? Or will it be on land?

MTP: The ship will pull right up to a dock connected to land and attach to permanent mooring to hold it stable.

Reference 9 - 0.23% Coverage

Question: Levi//Arctic Bay – Can you explain why Sheardown Lake is not being used for water? I understand there are fish in there and sewage will be treated and dumped into that lake. I'm not sure if that is true or not. Is there water testing being done? Are there fish in there?

Jim: – We use Camp Lake for our water as it is closer to the Camp here. Sheardown Lake is several kilometers farther away.

Question: Levi – Do you continue to sample it?

Jim: - Yes.

Reference 10 - 0.67% Coverage

Ikey/Pond Inlet – Before I give thanks for everything, I have a question. There is a little lake by Sheardown Lake. That lake has fish and it is always where we drain our treated water.

MTP: Our activities will impact certain fish.

Bill: During operations will we be impacting Sheardown Lake?

Jim – We will make sure we treat the water to the level required. We will not have a significant impact on the lake.

Question: Ikey/Pond Inlet: What about the treatment from your sewage? Would it contaminate the lake?
Jim - If not treated properly, it could damage the fish.

Ikey: Before Baffinland mine came here, it used to be a camp for hunters. They used to ask if they could use it to drain their water? This is the first time we have heard this. Pond Inlet people are not aware of this and this is not right to me [meaning unclear].Thank you.

Bill - We are doing this now, but future options may involve Sheardown Lake or somewhere else. There may be other options included in the EIS.

MTP: For operations, the discharge point for treated water may not be Sheardown Lake. Right now it is, and it still may be. We did not discharge anything this year.

Jim – The amount of treated water to Sheardown Lake is very, very small compared to amount of water in the lake. The water quality is very good according to information that is available.

Reference 11 - 0.19% Coverage

Stephen Bathory/QIA – Wildlife compensation is a component of the land claim and, as such, the IIBA. We have asked Baffinland to work on contamination issues. Maybe you can explain exactly what you're working on.

MTP: Warren will cover some of this in his presentation. In regards to freshwater char, we have conducted baseline studies on them. We will also continue to monitor these fish.

TOWN SITE

<Documents\Public Consultation\Clyde River\April 2009 Working Group Minutes - Clyde River> - § 1 reference coded [6.32% Coverage]

Reference 1 - 6.32% Coverage

Isa – I believe this project will be approved. I also believe there will be a settlement at Mary River. There will be many benefits provided.

Jason – [clarifies there will be no company town site].

Isa – There are sovereignty issues at play. The government will want to keep the site and infrastructure. It will become a hub of activity in the future.

Ootoova – I've also heard there can be no settlement, but I believe we might eventually look at all the infrastructure and look to benefit from it.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - Sept 25, 2007> - § 1 reference coded [3.24% Coverage]

Reference 1 - 3.24% Coverage

Q9 – I have two comments. First, there are a lot of unemployed who want to work but don't want to leave their families behind. Will there be businesses or houses or schools built? Second, you will be traveling back and forth between communities and families are quite close and are spread between communities. When you travel between communities can people from the communities also travel?

Mr. Cooper – regarding the first question, there will be no houses, schools or permanent community built at Mary River. This is not allowed in the North Baffin Regional Land Use Plan. Governments will receive royalties and it is there job to provide community services. Regarding the second question, this is one of the things being discussed with the QIA – not sure how this will go.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - April 2, 2008> - § 1 reference coded [3.43% Coverage]

Reference 1 - 3.43% Coverage

Councilor John Little – Thank you mayor and thank you for coming. I am a little bit humbled and this must be a very exciting project, and it strikes me that you folks are going about this correct, and that the land claims people and review boards will do it right. You said 175 people employed in operations at Steensby Inlet? How many at Milne?

Mr. Chubb – At Milne it is currently 50 people and will continue through construction but there will be no one stationed there during operations.

Councilor Little - The total amount of people employed during operations?

Mr. Cooper – 760 on the payroll.

Councilor Little - What I am getting at – this is the potential for a community . You have jet service. You could have your own MLA – Pond Inlet wants a jet strip. Are you entertaining creating another Labrador City where you have a community based there?

Mr. Cooper – It is too difficult running a city. We can run a mine but not a city.

Mr. Chubb – It is planned as fly-in fly-out. Under the land use plan, town sites are not permitted.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - April 2, 2008> - § 2 references coded [2.11% Coverage]

Reference 1 - 1.30% Coverage

Q3 – My last question is regarding Inuit – when they were living on their own, there were people like missionaries who came in and started religion. Does that mean in Mary River you will provide some kind of worship centre? Because we were forced into believing

Christianity. Inuit are already into it now and don't have a choice now. Would you allow a service to be held or some kind of church at the site?

Mr. Kutchaw – This is the first time someone raised that question. We have time, so we will think about this. That's a great recommendation. Thank you.

Reference 2 - 0.80% Coverage

Q6 – It looks like during operation you're looking at something similar to the diamond mines – the rotational schedule. Has anyone looked at the situation of having arrangements at site for families?

Mr. Chubb – We are looking at a fly-in fly-out operation and the North Baffin Regional Land Use Plan does permit the establishment of town sites.

<Documents\Public Consultation\Kimmirut\Kimmirut Public - April 26, 2010> - § 1 reference coded [10.10% Coverage]

Reference 1 - 10.10% Coverage

Q5 – …Especially Steensby Inlet [Didn't record the full statement]. How do the people of Hall Beach and Igloolik feel about this? How are you going to aid the hunters in regard to the housing? When the mine is closed, what will you do with the infrastructure? Thank you.

Matthew – The first question is about how Igloolik and Hall Beach feel about the shipping. Second is what happens to infrastructure at closure. Unfortunately we didn't complete our meetings in Igloolik and Hall Beach in this tour, because of community requests due to deaths in the communities. We will be making a trip back there in the coming months. In general, there are still concerns regarding the proposed activities, and questions that we need to answer for Igloolik and Hall Beach. So we continue to talk to them and provide information. Generally though there is still support for the project, but still concerns. With respect to what happens to infrastructure when we close the mine, most things will be removed from the site and either landfilled or taken offsite. If there is a community request for infrastructure to remain, then that can be done as part of the closure. A good example of that is some cabins from the 1960s operation are utilized by the HTO in Pond Inlet, and those are still in place today.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 1 reference coded [0.53% Coverage]

Reference 1 - 0.53% Coverage

Q – Can we put a store in at the Mary River Site ?
A – Not this year . We can discuss this when we know about our future plans.

<Documents\Public Consultation\Pond Inlet\BIM Notes on GN Development Workshop - November 13, 2007> - § 1 reference coded [2.75% Coverage]

Reference 1 - 2.75% Coverage

- Question about building and operating a small store and arts and crafts shop for employees , run by the Inuit .

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 3 references coded [6.98% Coverage]

Reference 1 - 2.31% Coverage

Colin spoke about how he understands that the feds are shy about building new mining towns. He suggested that we need to provide opportunities for people to work, but without destroying families. He mentioned a friend in an NWT native community were there is now only one person left working at the mine — all the others who tried it have quite because of stress on their families. Gord noted that Tumbler Ridge and Nanisivik were amongst the last new mining towns built in Canada. He mentioned that the NPC is not supportive of the idea of new town sites. Therefore, we need to consider how best to support families. Rotations are one way, and they have evolved from long periods away from home toward the current 2-2 arrangement.

Reference 2 - 3.51% Coverage

Nick [following many comments by others on other subjects] seconded Colin's comments related to impacts on families. He indicated that he'd be interested in seeing a mining community/camp located near the site where families could live. "Rotation is tough on families—what do we do to help if its not by allowing people to live near by? …Maybe it's a need for childcare. Set up daycares…?"

David Q noted the K…Society, an Inuit approach to providing support to couples, child rearing. They will be looking for operational funding support. Perhaps the establishment of shelters is an area where BIMC can help.

[In a brief private conversation with Nick back at the hotel: Nick said that what everyone is thinking but no one is talking about is the effect of absence on couple's relationships and jealousy. He has heard of families breaking up in the context of DEW line work. One of the partners goes with someone else and moves away. These break-ups are very hard on people and can lead to suicides. He also noted the association between income and drugs — not at the worksite but back in the community.]

Reference 3 - 1.16% Coverage

Anna Qaunaq (AB EDO) mentioned that their CED committee talked about the possibility of setting up a store at the MR site. Sean responded that BIMC has talked about maybe an arts and crafts site where people could work on carvings etc during their time off. He said, though, that its too early to talk about a store, but it will be important to get your CLO involved.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - April 23, 2010> - § 1 reference coded [2.54% Coverage]

Reference 1 - 2.54% Coverage

Member – How long is the construction phase, and once the infrastructure is in place, are there families moving up to Mary River?

Matthew – The construction phase is 4 years long, and no, there will be no families moving up to Mary River. The site will operate as a fly-in / fly-out operation, and communities such as Pond Inlet would have direct fights.

Member – It's been voiced out that families shouldn't be moving out there.

Matthew - We agree.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - April 23, 2010> - § 3 references coded [8.16% Coverage]

Reference 1 - 0.29% Coverage

Q (Isreal Mablick) – Heard in the paper that Baffinland is proposing to build a school and town –

Bill - No.

Reference 2 - 7.18% Coverage

Q – On the last page of the presentation in Inuktitut, it says about employment that jobs during construction and during operations, heavy equipment operation, loaders, dozers, mining equipment, rotary drills, I don't understand…[listing careers] It appears that Mary River will become larger than Pond Inlet in the future. There are things that are not available in Pond Inlet that will be at the mine site. It will be a large community. There will be a town in Mary River. What will happen when it closes? There is too much activity around Baffin with regards to wildlife. There is a lot of activities going on. They want to look for oil in the Lancaster Sound area. IT is a grave situation. All because of economic issues, and everywhere our wildlife and environment is being destroyed. Will the communities of North Baffin be compensated? In the future my grandchildren and their children will need to rely on wildlife – they can't rely on white man's food – we always yearn for country food.

Bill – Our intention is not to have a townsite at Mary River. There will be an accommodation complex and the workers will fly in to work and then return to the communities. The infrastructure that is there – the jobs you mentined – you asked about technical services – these are the geologists – not like we have now which are exploration geologists – but mine designers. There will be environmental personnel who will continue the collection of data at the site and offsite to make sure that the habitat is protected for the land and marine mammals. We expect during operations there will be 670 people working at site, and only half of this at site at one time, so we will be much smaller than Pond Inlet's size of 1,500.

Regarding the protection of wildlife, we will be… We've already made two changes to the railroad already. We moved the railway to avoid an old wolf trap that is very old. And we also moved the rail line to avoid some willows which are very rare. Those are two examples of changes that have been made to the project. There will be others. But we still need to transport the ore to the coast, and then to Rotterdam. We believe we have the best proposal right now.

You asked about closure – we will have an open pit that measures 2.5 km by 1.2 km. After closure, the railway will be removed, equipment will be moved off site. There will be some inert garbage that will be disposed of in the landfill. We will remove all infrastructure that the community wants us to remove. One project – they asked for the port to remain and the accommodation complex to be kept. Those things will be taken into consideration. Regarding the tote road, we'll have to talk to QIA and INAC. We'll be estimating costs as well.

Reference 3 - 0.68% Coverage

John – Re: mine townsites, the paper (John Harper) talks about Graham F saying a townsite

Bill – Most governments don't want townsites. [talked about experience of mining townsites that have closed]

John - A townsite would be detrimental to Pond Inlet.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 1 reference coded [21.93% Coverage]

Reference 1 - 21.93% Coverage

Community Speaker 1 (Mr. Jayko Alooloo, Mittimatilik Hunters and Trappers Organization) – I didn't see any reference to the prevention of oil spills [referring to a photo and email], which raises concerns. I recommend that there be monthly inspections of fuel storage areas. Will there be continuity in Baffinland's representation to the community. I also have a concern about the impact of the operation on caribou in traditional hunting areas. There is less caribou now in the Pond Inlet area and the increased air traffic will bother the caribou even more. Maybe the mine could transport hunters to areas where there are more caribou, to hunt. I also have a concern about narwhal; a hunter has expressed concern that they have left the Milne Inlet area because of the increased ship and aircraft noise in the area. I want to bring up two comments about other Baffinland representatives: we were told Mary River wouldn't have jet service and no town site at the mine; only one side of the coin, the good side, is presented and only now they are hearing the other side. People of Pond Inlet are being treated like children. In summary, if people are going to make statements, they need to present all the facts. Thank you and one more question – I had not heard before about hydro.

Mr. Chubb – thank you for your comments. I am not sure about the first question and reference to a spill incident but I can speak to Baffinland's approach to spills. Baffinland has a spill management plan which is updated and submitted to government for approval. Fuel is stored properly in lined facilities, and the company continues to develop training materials and program to train staff to respond to spills – recently we held training on site and spill response training during fuel off-loading from the ship at Milne Inlet. I agree that regular inspections are necessary and the company has inspection forms for this purpose. If there are specific questions or issues, they can be discussed further. I hope that helps to describe how fuels are managed on-site.

Community Speaker 1 (Mr. Alooloo) – The particular incident I am referring to occurred at Steensby Inlet.

Mr. Chubb – perhaps we can take a look at those pictures. There was a comment regarding continuity of representation to Pond Inlet. We've been coming to Pond Inlet for several years and hope to continue to build relationship. We are doing several things to address representation: at the request of Council, Baffinland senior management are coming to meet with the Hamlet every two months; some of Council is going to Mary River tomorrow; the company is meeting others while in town. We have a full-time CLO available every day- so if there is ever a need for more information or questions, people can go to the office and if Jamie doesn't have the answer he can get it. Dave McCann, who is Assistant Operations Manager, is now based in Pond Inlet and his door is always open. Regarding caribou, we are continuing studies and we understand the concerns. As an example of studies underway, we were studying the movements of narwhal in relation to ship movements this summer. We will use this information and other information to assess operations. Two other comments were regarding jet service and hydro power.

Mr. Cooper – One concern he heard was with respect to jet service and a permanent settlement at Mary River. We've consulted the land use plan and the plan specifically states that mine townsites are not permitted, so we are proposing a camp and not a permanent settlement like Nanisivik. With respect to the jet strip at Pond Inlet, I believe we are considering their might be many possible benefits that come to Pond Inlet. Some benefits include direct employment and business; some indirect benefits are through government spending of the tax revenue in the communities. At the moment, Baffinland and the QIA are discussing these sorts of benefits as part of the IIBA negotiations. We hope over the next year to have an agreement in place to deal with impacts and benefits. Regarding power generation, they have reported in the community in the past that they are studying wind and hydro power. Last year and this year they installed a gauge in a stream near Steensby Inlet to measure flow to see if hydro is viable. We

are installing a wind tower this month, and next year we will conduct a feasibility study on the wind and hydro; the study will be completed by 2009. The benefit of hydro and wind is using less diesel. Currently our thinking is to start with diesel, but if the alternative energies are feasible, they would be implemented later in the mine life. We hope these answers address your questions.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 1 reference coded [0.32% Coverage]

Reference 1 - 0.32% Coverage

Question: James Atagootak/Pond Inlet – Have studies been conducted on the ocean floor? Would this be a family-oriented mine or just a mining camp? How will it be run? Will we bring families and wives or will there just be employees here? Would the employees live here? I would like an answer.

MTP: We've studied the ocean floor and continue to monitor it. Town sites are not permitted at mines in northern Baffin Island, under the North Baffin Land Use Plan. It will be a fly in / fly out mine only, likely with a 2 week in/2 week off out rotation. Family members will not be permitted to live here. They could perhaps visit though, once or twice a year.

TRADITIONAL USE OF MARY RIVER

<Documents\Public Consultation\Clyde River\April 2009 Working Group Minutes - Clyde River> - § 1 reference coded [5.35% Coverage]

Reference 1 - 5.35% Coverage

Ootoova – Long before there was a mine there, Mary River was a place of gathering and hunting and collecting soapstone. It is still a gathering place, but now they will be mining there. It was a place of gathering then, and it is a place of gathering now.

Iga – We used to get the material for our pots and pans at Mary River. Even now, because of the iron ore mining, we will still be getting our pots and pans from there!

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - December 9, 2010> - § 3 references coded [20.12% Coverage]

Reference 1 - 7.42% Coverage

Q – In Pond Inlet and Clyde River, we will keep hunting animals into the future and eating them. Mary River is an important area for caribou. Are the Inuit working there able to hunt caribou when they are working?

MZ – Safety rules state that no one can hunt within 1 km of any project infrastructure; the same as no one can hunt within 1 km of any community. Everyone will be working 12 hour shifts and we need to make sure they get 8 hours rest. We haven't restricted anyone from hunting in the IIBA, but from a practical point of view they probably won't be hunting in between shifts. There won't be any restrictions on hunting outside of the 1 km radius. Anyone who comes by the site to hunt will be provided with meals and fuel. Accommodation can be provided in an emergency.

Q – Your answer is very good; this is what we have been looking for. When Inuit are not allowed to hunt on their own land, it is not right. Inuit have fast skidoos; people will still go hunting down there. I want to thank you for visiting the communities and announcing your intentions and plans for us to hear.

NQ – Does the 1km hunting exclusion zone apply to Milne Inlet, Steensby Inlet, the rail road and tote road?

MZ – Yes.

Reference 2 - 7.66% Coverage

James – With the use of Steensby Inlet, the travel route from Clyde River to Igloolik will be blocked. How will you deal with that?

GM – Thank you for your question James. People traveling could come through the mine site area. We would have a special route for people coming through the mine. People would be welcome to fuel up and have a meal and, in special conditions, stay the night.

LB – The question referred to the ships cutting off the route. How will you manage people not being able to get across the shipping route?

GM – People would have to travel a bit off course and come to the mine site.

LB – What about the shipping route? The ship is going to be so huge they won't be able to cross. How will they get across the shipping lane?

GM – People traveling from Clyde River and Igloolik will have to travel to the Steensby Port. If they came to Steensby Port they would be able to travel around the shipping route.

Sam – I didn't understand.

GM – [Describes the detour around Steensby Port site].

Sam – I have travelled that route more than once. It takes almost all of our gas supply to get there. I want to make sure we will have enough gas.

GM – Thanks. We will let you fuel up at site to be able to continue on to Igloolik.

Reference 3 - 5.04% Coverage

James – We will have to take a long detour. We normally cross much farther south than the port site [crossing would normally occur near Nuvuit point]. It would be an extra day of travel. 5 or 6 people may travel that route every year.

Looseosie – In some years when there is a dog team race there could be many more people travelling that route. Close to 100 people would use that area sometimes.

MA – I would like them to talk more about the possible detour routes at Steensby Inlet.

GM – [Shows Steensby Inlet port slide and describes detour route]. Do you think it would be helpful if the Clyde Rive HTO knew when the ships were travelling, or if hunters who were travelling checked in with the HTO before they left?

Joesie – I think the best thing would be to let the Hamlet know of when the ships will be travelling.

<Documents\Public Consultation\Igloolik\Igloolik Community Meeting - February 28, 2011> - § 1 reference coded [2.43% Coverage]

Reference 1 - 2.43% Coverage

Solomon - I used to go hunting on roads that led nowhere at Nanasivik. If in the future people want to use decommissioned portions of this project would there be any restrictions.

Mike Z. - Other than safety concerns this is a public road under the NLCA. So our primary concern is safety but there would be no significant restrictions.

<Documents\Public Consultation\Igloolik\Igloolik Hamlet Council - March 27, 2008> - § 1 reference coded [5.33% Coverage]

Reference 1 - 5.33% Coverage

Mayor Quassa – maybe not but we have clear understanding, and I know we have different organizations that are working on it, and the QIA on their own matters and the Inuit knowledge working group doing their own part and they keep us informed. It is going to be a big project, and as Igloolik residents we expect and know we will be included in the project at Steensby – that area – Igloolik people know that area and use it at any time of year and know the land. For these hazards are being watched – we need to cooperate and work together and have good communication and we thank you for allowing us And our residents need workplace employment, there are lots of unemployment and it would benefit the community through employment but the animals are always our concern. The community and the other communities will continue to have those concerns. Baffinland – they will need to learn to eat Inuit country food. I think Igloolik is known to have traditional food like walrus – it is the main concern for both Hall Beach and Igloolik because it is their main diet, so you need to be careful in your studies and your project. I think Zechariah we went through that area and saw walrus even in shallow water. I don't think there are any other questions – we'll see you tonight and thank you for coming – we apologize about the meeting a little misunderstanding – someone needs to apologize.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting - March 27, 2008> - § 2 references coded [1.43% Coverage]

Reference 1 - 0.86% Coverage

Q14 – We used to leave in the Steensby Inlet and beyond. I used to live in that area. I have a concern – that is when we moved to Igloolik our children went to school and we were told we could be given houses and only be charged a $2 rental fee. Another question, I have a daughter who is not married that can't live in her own house. We were told they would be better off once they own their own home, but that is not the case. Just yesterday I learned that she has not had electricity for 3 days! If it was true that homeowners would have it easier, but it is not true. …..

Reference 2 - 0.57% Coverage

Q15 – the Steensby Inlet was occupied by my cousins – my own relatives lived in that area, and you didn't ask them if you could occupy that land. Their parents are gone now, but the children who grew up there are homesick for that area they don't want the land to be damaged, but you are so strong headed that you want to push on and damage the land. You need to understand that.

<Documents\Public Consultation\Iqaluit\Iqaluit City Council - Sept 27, 2007> - § 1 reference coded [12.14% Coverage]

Reference 1 - 12.14% Coverage

Councillor: He said that he had traveled through the area of Mary's River many times as a child. He supports hands-on training for local people. He knows there will be many challenges ahead on the regulatory front and he will likely be on the regulatory side at one point but he is supportive of the project.

Len: We have a training simulator on the job site to train people so they can go from the simulator directly to the equipment on the job site.

<Documents\Public Consultation\Pond Inlet\070525 Concerned Citizens Meeting May 25 2007> - § 1 reference coded [2.24% Coverage]

Reference 1 - 2.24% Coverage

Caleb Sanguya:
Ever since he was a kid, people have been hunting in the Mary River area; it is their "back yard". Right now our backyard is being looked at and we will be using the area in the future. He doesn't know the people who are at Mary River right now. If we cannot be involved then the project should not go ahead. He'll block the airstrip at Mary River.

<Documents\Public Consultation\Pond Inlet\BIM Mtgs Pond Inlet Hamlet HTO Radio - March 17, 2009> - § 2 references coded [2.40% Coverage]

Reference 1 - 1.16% Coverage

Q – Do the Hunter's get in the way ?
A – No, so far we have not had a lot of Hunter's in the area. We have always been notified about Hunter's wanting to use the road and this has worked out well. Hunters are welcome to come into the Camps for a meal when they are in the area.

Reference 2 - 1.24% Coverage

Q – How come hunter's have to get permission to hunt on Inuit land at Mary River ?
A – For safety reasons we ask that people hunting in the area notify the Site to ensure that we know that people will be on the Tote Road or on the land. We will not stop anyone from using the land to hunt or fish.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - December 8, 2010> - § 1 reference coded [6.44% Coverage]

Reference 1 - 6.44% Coverage

Michael Peterloosie – Thank you for remembering my late father [Jayko Peterloosie]. He was a valuable source of IQ. I do not want his words forgotten. How long will the sound travel? There are nine deposits on site? That would be almost 100 years of mining. As a hunter in that area, I would like to know when blasting will occur and how many times it will occur. We also need to know about the safety precautions hunters will need to take. Over a year, what kind of quantities are we talking about? How much dynamite will be used? If I go hunting at Mary River, I would like to know this. I don't want to be caught by a surprise explosion. The railroads in the south are also very loud. I would like to know what the level of sound will be for the railroad. Mary River won't be the only area that will require blasting. You will need to blast along the railroad. What will the decibels be?

MZ – In the mine environment blasting is a regular event. It only occurs when there are no people in the pit. It occurs either at the beginning or end of a shift. Yes, there are nine deposits on site, but we are only focusing on Deposit #1; the other deposits need more work done on them. Blasting will be heard several kilometres away. There might be some blasting needed for the quarry work, but we will try and use already broken rock wherever possible. It is less expensive for us this way. All the information on blasting will be included in the DEIS.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - March 31, 2008> - § 1 reference coded [1.74% Coverage]

Reference 1 - 1.74% Coverage

Q13 – In Pond Inlet, I want them to be considered for the Milne Inlet regarding the animals, to think of Pond Inlet people. I went twice caribou hunting in Mary River and first week we didn't see any caribou, and when my snowmobile broke down we left.

Another week saw and captured two. Helicopters everywhere and trucks. The railway will be a big issue because it's noisy and will affect the caribou. I know last summer at Milne Inlet I was part of a study of narwhal for two months, we traveled on the ice. There were a lot of marine mammals on the ice when I was young. But last winter didn't see hardly any animals. Because of the noise the animals tried to stay away. When I went where there wasn't any activity there were more noise. You need a lot of supplies to go longer distance. We need to be considered and to have back what we lost.

Mr. Chubb – Thank you for your comments. With our activities we conduct monitoring including narwhal in Milne Inlet, and we will do again this year. I just use that as an example, we do monitoring.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Public Meeting - Sept 20, 2007> - § 2 references coded [10.87% Coverage]

Reference 1 - 4.74% Coverage

Q5 (Mr. Caleb Sanguya) – I grew up using Milne Inlet and the area interior to Milne Inlet. What we have seen the last couple of years is the airstrip disturbing caribou. No harvests this year. The activities are also impacting narwhal. The biggest issue not discussed is harvest compensation because we are already losing now. For example, one family used to harvest 30 caribou each year. There have been promises that local businesses would be the main contractors, and overnight Iqaluit became the hub. If Iqaluit is the hub then Pond Inlet will not agree. Inuit knowledge is that caribou have always moved through the Mary River area. We have already noticed narwhal changed patterns to avoid noise. Promises were made to Pond Inlet that it would be the hub, but Pond Inlet has been pushed aside. There should be compensation to Pond Inlet businesses for this. There needs to be a better solution for the people of Pond Inlet.

Mr. Chubb – thanks for the comments, which we will take into consideration.

Reference 2 - 6.13% Coverage

Q8 – Regarding inter-community travel, we visit each other and use this corridor, especially in spring and usually traveling certain routes. On our return trip from Igloolik, we had to transect the road twice. When going between communities, we need to camp. Can we camp at Milne Inlet? Also, you mentioned earlier that ships will operate 12-months a year; will there be maps or information communicated?

Mr. Bob Gorman – Ice-breaking will take place only through Steensby Inlet. Even during construction, shipping to Milne Inlet will only be during open water. The ice breaking through Steensby Inlet will be through a well-established route, and a shipping plan will be prepared before shipping begins that describes clearly defined protocols for shipping activities, including how communities will be notified. FedNav, the company I represent, operate ships into Voisey's Bay in Labrador. We developed a shipping plan in consultation with the local communities that addresses how ships will operate within the 50 km of land fast ice that is used by Inuit. Part of the shipping plan is to have Inuit observers on the ship at their discretion to ensure all shipping protocols are followed.

Mr. Cooper - a map will be displayed in the Baffinland office for people to come in to mark their overland routes.

TRANSLATING

<Documents\Public Consultation\Arctic Bay\Arctic Bay Hamlet Council - March 28, 2008> - § 3 references coded [19.78% Coverage]

Reference 1 - 5.88% Coverage

Deputy Mayor Kalluk – Any more questions? These documents, are they being translated? There are some people, they won't understand by reading English, unless they are translated, then they will understand.

Sometimes when we are dealing with these documents with tabs, since they are not translated, once they are translated they get more questions, but it is always at the end of the review.

Mr. Chubb – we've provided a description of the project in Inuktitut, but we've heard the comment that perhaps more should be translated. That is one of the things we are looking at – are there more materials that should be translated – so it is a good comment. Thank you.

Reference 2 - 6.54% Coverage

Councilor 2 – Do you have your own hired translator? Lets' say for the Elders, they want to help, but when there are no Inuktitut documents. It would help the non-English people to understand and provide input. With the Nanisivik experience they have a bad experience. We want to work together unlike Nanisivik did.

Mr. Chubb – One of the things we've done with the project is to open offices in the communities, and in each of those offices we have a CLO to be a source of information, and to provide a contact for jobs and to work on translation. So Mishak, our CLO, is traveling with us right now visiting these communities and providing translation. Our CLO in Igloolik is also providing translation. So yes, we have in-house translation.

Reference 3 - 7.36% Coverage

Deputy Mayor Kalluk - These community consultations we are glad to see, and these important documents could be translated so we can have a clear understanding from our own reading of what is happening. We need you to provide those materials we so can provide input. We want to be partners. Thank you to QIA for being here too. I think we're out of questions? Thank you.

Mr. Philip Paneak - Tonight in the public meeting, John and himself will provide details on what they are doing.

Mr. Cooper – Workers right now – we've been hiring through Qikiqtaaluk Corporation and they've been providing bilingual supervisors as much as possible so beneficiaries can have Inuktitut in the workplace. We are also translating our site safety rules. It's not just English at Mary River; we are doing what we can to bring Inuktitut into the work place.

<Documents\Public Consultation\Arctic Bay\Arctic Bay HTO - March 28, 2008> - § 1 reference coded [11.93% Coverage]

Reference 1 - 11.93% Coverage

HTO Chair – These documents – are they translated or only in English? It's probably too technical to translate, and since you have presented this to Inuit to be read, and if a good translator can be found to translate technical words, the Inuit could read it in their own language and ask questions.

Derek – We've translated the summary but not the whole document.

HTO Chair – If the whole document is in Inuktitut, then we have the opportunity to see every document that is presented.

Mr. Chubb – We've been asked that question, and we're talking about what information would be practical and useful to be translated. We have people working for Baffinland such as Mishak who are available to translate and explain.

HTO Chair – The reason is I can read English but not everyone can. If we are going to negotiate with you, we need to know exactly what you are presenting to us, so we can operate with the same understanding so we can negotiate the IIBA and there won't be anything that we haven't read. It would be better for both of us to have the same level of understanding.

Mr. Chubb – We think there is more we can do.

Mr. Rod Cooper – A good starting point is the maps.

HTO Chair – If we don't understand, we might say you are trying to trick us. We need to understand.

<Documents\Public Consultation\Clyde River\Clyde River Public Meeting - April 24, 2010> - § 1 reference coded [10.36% Coverage]

Reference 1 - 10.36% Coverage

Q4 – It is my opinion that mining companies use mining jargon to hide what they are saying. I'll give an example – pg 10 of the presentation. If you look at the first slide on page 10, I know I have very good English, but I don't understand things such as bathymetric, effluent discharges from treatment systems. I don't know what bathymetric means, and what reports have you given to my people on the work you've done, in English and my language. When I look at the translation of the Inuktitut, you see typos everywhere. Who looks after those things? For example, "environmental assessment". The translation of this material is absolutely horrendous. Typos everywhere. I don't want you to explain bathymetric, but I would appreciate if jargon wasn't used so much. I know you can't avoid jargon sometimes, but you should do your best. The next question – is Baffinland a publicly traded company?

Bill - Yes.

Q4 - Who are the owners?

Bill - There are 350 million shares that have been issued, so many people own Baffinland.

Q4 - Who are the main owners?

Bill - One of the largest is RCF – Resource Capital Fund.

How is QC involved?

Stephen – QC is a contractor.

Does QC own any shares?

Stephen - No

Q4 - Do QC directors own shares?

Bill - We don't know – there is no easy way of telling.

Q4 - How can we find out? Because as an ordinary QIA member, that's what I hear is that some of the officers of QIA and QC are shareholders in the company. How can QIA be advocating on our behalf, when there's this cloud of dirty hands, perhaps? Maybe not dirty hands, but scratching each other's backs? How can I expect QIA to be acting on my behalf and that of my children? That is what ordinary Inuit from Baffin are hearing – that the QIA officers are looking out for themselves, and at the same time saying they are advocating for us.

Bill – The use of jargon in the presentation – you're right. We can work harder to simplify the language. With respect to the translation, we've decided we'll have one translator do the translation and another check on that. And to make a comment, we are a publicly traded company – we have not made any deals with anyone else. You know, if you're a lawyer, we need to follow stock exchange rules. We have to sign as officers of the company every quarter that we follow those regulations.

<Documents\Public Consultation\Igloolik\April 2009 Working Group Minutes - Igloolik> - § 1 reference coded [2.07% Coverage]

Reference 1 - 2.07% Coverage

Louis/Elisapee – Some of the translations are wrong on your maps.

Jason – We will have all the translations double-checked.

<Documents\Public Consultation\Igloolik\Igloolik CLARC & HTO - March 27, 2008> - § 3 references coded [9.97% Coverage]

Reference 1 - 4.31% Coverage

Mr. Jaipity Palluq – My first question to the board and that I will be asking Baffinland, the document you are providing, should the board of directors, especially from the board are unilingual, should we receive them? And absolutely not, so I would ask that you would translate them before you hand them to us. We cannot accept what we do not understand.

Mr. Chubb - We have provided a translation of the project description in the project.

Mr. Qulaut – the whole thing translated?

Mr. Chubb – no just the executive summary is translated. We hope that you will be able to accept the proposal – we have followed the guidelines of what is required for a submission.

Mr. Stephen Bathory – it is valuable to have as much translated about the project as possible. We translated some material. I understand that it might meet the requirements of the process, but it doesn't necessarily meet the needs of our members. And that was raised in Hall Beach yesterday as well.

Mr. Rod Cooper – our CLO in town is one of our best translators, maybe we can arrange to assist to work with your organization and these documents to translate as much as required.

Reference 2 - 1.20% Coverage

Mr. Jaipity Palluq – I want to thank you for coming and there is one thing I feel sort of uncomfortable with and that is you don't have a professional translator here today. I thought you would be providing one. The next meeting I would like to see an interpreter.

Mr. Chubb – It is our common practice and I apologize.

Reference 3 - 4.46% Coverage

Mr. Qulaut – I just want to say that we know we had an opening prayer, but I would like to have a closing prayer as well. I'd ask David Angutirjuaq to do a prayer. We've had a very successful meeting with all the parties involved, including CLARC, HTO, QIA Lands, QIA IIBA, and Baffinland. We'll be working together in the future and I'd like to see another meeting like this in the future with open minds and open hearts. I'd like Baffinland to provide that you do what you say and bring your own translator. The next document, please have the all words and documents translated in Inuktitut. You said you have a strong CLO for translation, please use him. We mentioned that we are Canadians and we are not the only ones concerned about Nunavut – we should listen to them as well. One remark my Grandfather asked me – what is Canada? What is a Canadian? Who is an Canadian? It struck me, as all the white people in this community were from Europe…where are the Canadians? We are taking a huge step forward and we are able to negotiate with Baffinland on the project and we are participating and our voice is being heard and we are grateful for this. We have our concerns and we hope we can address these.

<Documents\Public Consultation\Igloolik\Igloolik Public Meeting Aug 16 10 Notes_revised> - § 1 reference coded [8.60% Coverage]

Reference 1 - 8.60% Coverage

Q9 – The EIS is going to be a very technical document. Is there anyway that the EIS can be simplified so that local people can understand it?
A – Unfortunately, the EIS is required to be quite technical in many areas; however, there is a project description section at the front of the document that will have an executive summary which may be helpful and there will be various parts of the document that will be translated so that may also be helpful.

<Documents\Public Consultation\Iqaluit\Iqaluit Public Meeting - April 2, 2008> - § 1 reference coded [4.38% Coverage]

Reference 1 - 4.38% Coverage

Q7 (Inuk woman from before) – Inuit and also women have a traditional role and can be very skilled. The problem is Inuit are traditionally not proud of themselves. What they can do – they are not traditionally boasting about themselves. There needs to be some kind of employment counselor to recruit Inuit woman. They need to see an Inuit leader in the company to provide guidance to Inuit woman. They won't tell you they can do this or that – you have to ask if you can do this and that. I think it would be a good idea

for a role model for women to look at and see, he or she is Inuit and is in leadership. When they can have a role model, either way they can see that Inuit are able to do the leadership role, too.

What I am trying to say that sometimes Inuit and Qallunaat get misinterpretation. Someone can be the communicator between Inuit and Qallunaat. Us Inuit women – I am an elder – and on my resume – maybe I can say just a few words that I can do more. Us Inuit can't say "I can do that; I know I can do it". We don't do that. That's what I am trying to say. We need a communicator between Inuit and Qallunaat. Thank you.

Mr. Cooper – We couldn't agree with you more. We've been trying several things over the last 1.5 to 2 years. We've established CLO offices staffed by local people. We now have five translators, Mishak being one. That's one bridge. Another thing we've done with Qikiqtaaluk Logistics is ask them to provide front-line supervisors, and they struggled with this a bit but have been successful in finding us Inuit supervisors. The Inuit supervisors will meet the night before to discuss the next day's plans, and the next morning the workers have the option to speak and get instruction in either language. We have 5 CLO's translating, and are getting more translated materials at site all the time. Those are some of the early steps we are taking.

<Documents\Public Consultation\Pond Inlet\EDT SE Workshop - Pond Inlet - November 14, 2007> - § 1 reference coded [1.42% Coverage]

Reference 1 - 1.42% Coverage

Judah suggested that researchers need to translate surveys and other documents into Inuktitut. Doug continued this thought by suggesting that, for really important surveys, its probably a good idea that if the researcher doesn't speak Inuktitut, then you may want to translate the material from the researcher's English into Inuktitut and then have this translated by someone else into English — so it is clear what the meaning of the questions is.

<Documents\Public Consultation\Pond Inlet\Pond Inlet Community Meeting - Mach 1, 2011> - § 1 reference coded [0.87% Coverage]

Reference 1 - 0.87% Coverage

Pond Inlet Mayor (Jaykolassie) – We all have a much better understanding of everyone's concerns. Make sure documentation is correctly translated.

<Documents\Public Consultation\Pond Inlet\Pond Inlet HTO - March 31, 2008> - § 3 references coded [4.56% Coverage]

Reference 1 - 2.76% Coverage

Mr. David Qamaniq – Is there an Inuktitut map?

Mr. Chubb – The maps we have are English – it is our plans to continue to increase the amount of materials that will be translated. The first area is exactly that – the maps. It's been suggested to us and is a good start. We'll start with the maps and continue with other materials. With this first map there are three large dots. Middle is Mary River mine site is located. At the top is Milne Inlet, where materials and supplies by sealift have so far come into Mary River, and this year by winter road or by plane. Today we are working to improve the road to be used all summer long.

Mr. Paneak – The elders need to see and understand the documents because they are the ones who need to approve the project.

Reference 2 - 1.19% Coverage

The documents I got from Knight Piesold, he gave me a document – there are only 2 pages translated. In Pond Inlet not a lot of us can read English. We need summarized versions in Inuktitut if we are going to participate fully. I don't want to be told that there are no translators because there are people capable of translating.

Reference 3 - 0.61% Coverage

CLARC Member - Thank you for the meeting, and these plans, the next time you do a presentation, have the maps etc translated so you get more support and less criticism.

<Documents\Public Consultation\Pond Inlet\Public Meeting Pond Inlet April 26 2007> - § 1 reference coded [2.83% Coverage]

Reference 1 - 2.83% Coverage

Elijah Panipakachoo – Is the translation of English and Inuktitut the same in these documents? [Refers to handout / slide show] [Malachi runs through it with him, to his satisfaction]
If you benefit the people of Pond Inlet, we will not look elsewhere, but if you don't, we will look to other mining companies.

MZ - We believe that the greatest impact to the caribou will be during construction, but that the operation of the rail line should not affect caribou migration. In other places, caribou follow the rail lines, and the trains don't go fast enough to hit them.

<Documents\Public Consultation\Workshops\Full Week Merged Workshop Meeting Minutes> - § 2 references coded [0.53% Coverage]

Reference 1 - 0.39% Coverage

Question: Mikidjuk Kolola/Kimmirut – Where did the definitions for Valued Ecosystem Components and Valued Socio-Economic Components come from?

MTP: The Nunavut Impact Review Board. They prepared a guidance document for Baffinland to follow.

Mikidjuk Kolola – I would like to have a copy of this.

Stephen Bathory/QIA – Unfortunately, the Nunavut Impact Review Board did not translate this document. We will ask them again to translate it. It explains all that Baffinland is required to do.

MTP: Translation is always an important issue. NIRB has said that certain portions of the EIS must be translated. After discussing this with QIA, Baffinland agreed to translate more than they are required. However, the entire EIS will not be translated. The Draft EIS will be around 5000 pages long.

Reference 2 - 0.14% Coverage

Question: Stephen Bathory – There was a question earlier about having the NIRB letters translated?

MTP: Yes, we are having those translated currently. They will be distributed later.

Stephen Bathory – Table 1 would also be useful to translate.

MTP: Good point. Thank you.