

APPENDIX 2A-3

QIA COMMUNITY CONSULTATION DATABASE

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EMPLOYMENT - ALCOHOL AND DRUG TESTING

<Documents\Hall Beach\HallBeachProjectCommittee_August 3, 2011> - § 1 reference coded [3.11% Coverage]

Reference 1 - 3.11% Coverage

a person who is going to work should go take a pee test before they go to work.

<Documents\Hall Beach\HallBeachProjectCommittee_September 13, 2011> - § 1 reference coded [1.28% Coverage]

Reference 1 - 1.28% Coverage

Member – from the start they have mention that zero tolerance alcohol, and when it involves no seconded chances. We will have to represent them since we can change.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 1 reference coded [5.15% Coverage]

Reference 1 - 5.15% Coverage

Topic	Questions Posed	Main Comments
Economic aspects (employment, training, contracting, economic development, community services, royalties)	<p>If someone is fired for alcohol or drugs can they be hired back later?</p> <p>Can couples working at the mine live together?</p> <p>What is involved in the 'employment and family assistance program'?</p> <p>How can we be more educated regarding mines?</p> <p>Will there be support for Hamlets who lose workers?</p> <p>How will the government and QIA decide how to spend the money?</p>	<p>It must be decided how the money going to governments will be spent.</p> <p>Jobs are not always benefits. Families break apart.</p> <p>People need to be able to learn from their mistakes. Even if they have a criminal record or get fired for drugs, they should have the opportunity to be hired back. They need help and should be able to learn from their mistakes.</p> <p>Education must be a priority. Drop-outs are high. Youth need counseling.</p> <p>Compensation is needed. Older people will not stop hunting.</p> <p>Shift work affects the whole family schedule on a regular basis.</p> <p>It is unrealistic that Inuit are going to do shift work for a 100 years.</p> <p>Unilingual Inuktitut speakers should be able to work on site.</p> <p>Many Inuit have unrecognized skills. They can work better than most people.</p> <p>There should be a very strict policy for discrimination with real penalties. This is our homeland. Everyone else is a visitor. Just because the Company owns the mine they don't own the land.</p> <p>When people make money they are no longer eligible for social housing. But there is nowhere to move. It will become a choice between a job and a house. We need to work with the GN to create some flexibility in the rules and with the housing corporation.</p> <p>We have to educate our children to take the good jobs, otherwise they will go to southerners and this will create frustration and tension.</p>

<Documents\Pond Inlet\PondInletProjectCommittee_July 17, 2011> - § 2 references coded [15.89% Coverage]

Reference 1 - 6.68% Coverage

Member: notes concerns on 3d) workplace conditions and raises his concerns on drug testing on site.

QIA: stated it is normal for mining companies to implement ZERO TOLERANCE policies regarding the use of DRUGS Because of the nature of the industry and wishes to put emphasis on 3e) support for communities and list that as first priority.

Reference 2 - 9.21% Coverage

Member: Discusses the issue of the ZERO TOLERANCE POLICY ON DRUGS and feels that drug testing on site is too harsh. Also the fact that that Inuit might be targets, when it comes to racism. Someone from the south can actually plant drugs on someone

without them knowing it. There was one incident at Mary River when a very good mechanic was fired because someone planted drugs in his personal belongs, this guy didn't even do drugs. Inuit should be given a second chance.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.59% Coverage]

Reference 1 - 0.59% Coverage

Zero tolerance policy on drugs and alcohol a major concern.

- healing programs high recommendation
- counselling services should be available

<Documents\Pond Inlet\PondInletProjectCommittee_September 12, 2011> - § 1 reference coded [2.47% Coverage]

Reference 1 - 2.47% Coverage

Past employees who had been dismissed due to drug and/or alcohol offences should be given a second opportunity at least after six months as any person can make changes in their lives.

EMPLOYMENT - BENEFITS

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.29% Coverage]

Reference 1 - 0.29% Coverage

Economic
Jobs
Training and education
Training – management, apprenticeships
Contracts
Financial stake

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.61% Coverage]

Reference 1 - 0.61% Coverage

- Benefit/ Economics
- Economic
- Jobs
- Training- Management
 - Apprenticeship
- Education
- Contracts
- Financial stake

<Documents\Pond Inlet\PondInletProjectCommittee_September 14, 2011> - § 2 references coded [8.36% Coverage]

Reference 1 - 4.99% Coverage

From the previous years since the start up of the mine, the local Hamlet had experienced a shortage of qualified heavy equipment operators for short of time but they usually returned to the usual operations for the municipal services. This short-term problem may be eliminated as the number of pool of qualified operators increase from the training either with the mine or elsewhere.

Reference 2 - 3.37% Coverage

Number of pool of heavy equipment operators should also be monitored at all times, in order for the community to be able to have qualified operators on hand for municipal services and for the capacity building measures for training requirements in the future.

EMPLOYMENT - CHANGING CONTRACTOR AND SUPERVISORS

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.25% Coverage]

Reference 1 - 0.25% Coverage

Nuna Logistics was hiring from Yellowknife and Edmonton, and not enough from Baffin region.

<Documents\Pond Inlet\PondInletProjectCommittee_September 13, 2011> - § 1 reference coded [5.81% Coverage]

Reference 1 - 5.81% Coverage

Presently, hardly any businesses in Pond inlet have relations with BIMC, because most service contracts are awarded to Iqaluit business and other larger centres in Nunavut. Although, the company enjoy awarding contracts to whomever they wish, they should recognize and support businesses in Pond Inlet if they wish to do their mining in Mary River since Pond Inlet beneficairees are landowners.

<Documents\Pond Inlet\PondInletProjectCommittee_September 14, 2011> - § 1 reference coded [3.57% Coverage]

Reference 1 - 3.57% Coverage

In the previous years, the Toonoonik Sahoounik Co-op was awarded catering contract but before the year end, it was taken away from them and given to the Baffin Inuit organization business (QC). This should not happened again as it degraded the integrity of the community.

EMPLOYMENT - COUNTRY FOOD AT MINE

<Documents\Arctic Bay\ArcticBayProjectCommittee_July, 28, 2011> - § 1 reference coded [7.99% Coverage]

Reference 1 - 7.99% Coverage

Q: In regards to Country food if Baffinland were to start purchasing Country food, the Co-op's and Local HTO's can look after the food within their Communities, who would be a good contact for this?

A: To my understanding, QIA seems to want to look after this issue. Currently, it is a matter of a health issue but people employed by Baffinland can be sent or can take over Country food with them when they go to Mary River.

<Documents\Igloodik\IgloodikProjectCommittee_September 15-21, 2011> - § 2 references coded [3.99% Coverage]

Reference 1 - 2.03% Coverage

Country food:

Would not prepare the traditional way and cooks would prepare the country food the southern way.

Reference 2 - 1.96% Coverage

Inuit do not want road kill – they don't want to eat caribou that have been hit and killed by the rail.

<Documents\Igloodik\IgloodikSiteTour_July 11, 2011> - § 1 reference coded [10.49% Coverage]

Reference 1 - 10.49% Coverage

Committee: Will community members be allowed to hunt at camp?

BIM: Community members who are at camp to work will not be allowed to hunt or fish. If they are here on their time off, then yes they can hunt and fish.

Committee: Why can't they hunt or fish? Community members may be hungry for their country food.

BIM: It is an environmental and safety policy at all large exploration, construction or mining camps. It will be an item within the IIBA for the company to provide country food at camps.

Committee: Can the community members bring their own country food if they want?

BIM: Yes.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 2 references coded [0.58% Coverage]

Reference 1 - 0.18% Coverage

We do not want to eat caribou that have been killed by the train.

Reference 2 - 0.41% Coverage

Country food should be available on site. We don't want country food cooked the southern way. The company should buy country food from the HTO.

<Documents\Pond Inlet\PondInletProjectCommittee_July 17, 2011> - § 1 reference coded [2.92% Coverage]

Reference 1 - 2.92% Coverage

Member: also asked if sale of country food will be allowed at the Mine site? For example if fish can be caught near site can be sold to Mine employees

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 2 references coded [0.54% Coverage]

Reference 1 - 0.25% Coverage

-Provisions for availability of Inuit country food at mine site

Reference 2 - 0.29% Coverage

Catering contracts to mine camps to include provisions for country food

<Documents\Pond Inlet\PondInletProjectCommittee_September 12, 2011> - § 1 reference coded [5.08% Coverage]

Reference 1 - 5.08% Coverage

Caribou struck by a train will not be suitable for food as it may be damaged and the skin may not be suitable and spoiled for clothing and/mattress. BIM has and will enforce a policy that all foods will be required to be inspected, why are they willing to give a caribou meat that has been spoiled to Inuit? The meat may be already contaminated with dust from the train loads.

<Documents\Pond Inlet\PondInletProjectCommittee_September 15, 2011> - § 1 reference coded [2.56% Coverage]

Reference 1 - 2.56% Coverage

Inuit should not be given spoiled meat of caribou if it has been exposed to raw material and transported unprotected.

<Documents\Pond Inlet\PondInletProjectCommittee_September 22, 2011> - § 1 reference coded [5.66% Coverage]

Reference 1 - 5.66% Coverage

We do not want the caribou carcasses from the company from the animals that are hit by vehicles and the trains. They are contaminated and we do not want road kill.

EMPLOYMENT - EDUCATION REQUIREMENTS

<Documents\Arctic Bay\ArcticBayProjectCommittee_July, 28, 2011> - § 1 reference coded [14.20% Coverage]

Reference 1 - 14.20% Coverage

Q: This is in regards to Education? Where and when will this take place?

A: It can start now either through Mary River or through Nunavut Arctic College.

Q: Who will fund them? Baffinland or Nunavut Arctic College?

A: This will be another question to ask at the workshop.

Q: Baffinland must have an agreement with the Nunavut Government regarding education and what is the status with the agreement?

A: Yes there is an agreement for Deposit 1 but they will have to do up other MOU's with the other deposits, this question will also have to be asked at the workshop when they start dealing with IIBA.

Q: Asked about learning on the job – Is it open now and where do they apply?

A: Yes this is available and should be discussed at the workshop.

<Documents\Clyde River\ClydeRiverProjectCommittee_September 21, 2011> - § 1 reference coded [3.45% Coverage]

Reference 1 - 3.45% Coverage

Also people who do not have an education – people need to be given opportunities.

<Documents\Hall Beach\HallBeachProjectCommittee_September 13, 2011> - § 1 reference coded [12.29% Coverage]

Reference 1 - 12.29% Coverage

Member – Here in Hall Beach Education is very low even graduates cannot even read in English. They get diploma saying they are graduate and yet they don't meet the qualification. I think our teachers are not doing a great job on this.

Member – it's both language they cannot even do Inuktitut I am an Inuktitut and I know they speak it very well they cannot even write and read. We have to teach them how to read now as a parent even the bibles at least if they learn something.

Member – Contract in English is not good too we Inuit don't know English and we are going to be left out because we cannot speak English or write. I so thought I can make 76,000.00 per year for the job was open I tried it but it was already taken. We Inuit don't read much and I did not know until the job was filled. So I lost that job over French men. We can now think about the employees who are going to work for so long. If it's not going to be a community and be just a work place my kids, grand kids right to my spouse will be impact. If it's possible it will be great for the full time employees if the family can go there. Me and Abraham has a spouse who is spoiled, and if we smile at someone there are going to be jealous and some people are beyond this over time. And there are a lot of people who has a brain damage from smoking drugs. Our drug users get really mad at over little things and make it a big deal. And they think this is now life and they don't even do it privately. And they just leave it because our ladies sometime want to be the only one to be looked at.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 4 references coded [1.34% Coverage]

Reference 1 - 0.38% Coverage

Education and training is important now. Our culture was destroyed by education, but now we need it so that we are not stuck unemployed.

Reference 2 - 0.20% Coverage

The Company should work with schools to create incentives for education.

Reference 3 - 0.20% Coverage

Grade 12 students often are not proficient in either English or Inuktitut.

Reference 4 - 0.55% Coverage

We need to be thinking about grade 7 and 8 students now, getting them to prepare to make sure they have the education and skills to get jobs. GN and the schools should cooperate with the company.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.16% Coverage]

Reference 1 - 0.16% Coverage

Education issues remain a major concern.

EMPLOYMENT - GENERAL COMMENTS

<Documents\Arctic Bay\ArcticBayProjectCommittee_July, 28, 2011> - § 2 references coded [12.11% Coverage]

Reference 1 - 5.11% Coverage

Q: If any Inuk wishes to have a contract and does not have a business, can they do so without a business?

A: Inuit would have to submit to any of the contracts made available by Baffinland and then Baffinland would have to consider who they wish to award the contract to.

Reference 2 - 7.00% Coverage

Q: In regards to working conditions, will there be counselors available for Employees made available in Mary River? And will Baffinland ask for counselors to be flown in when required?

A: Baffinland mentioned it and we have to request for it through the IIBA.

C: Some of the Mary River Project Committee members do have certification in this field and could be utilized.

<Documents\Arctic Bay\ArcticBaySiteTour_QIANotes_July 9, 2011> - § 1 reference coded [4.98% Coverage]

Reference 1 - 4.98% Coverage

Committee: When will jobs start?

BIM: Some work will start with the construction of the fuel tank at Milne Inlet. During pre-development staging, there will be a window of time for training opportunities.

<Documents\Clyde River\ClydeRiverProjectCommittee_August 23, 2011> - § 1 reference coded [3.57% Coverage]

Reference 1 - 3.57% Coverage

Training and employment issues with Baffinland.

<Documents\Clyde River\ClydeRiverProjectCommittee_June 10, 2011> - § 1 reference coded [6.18% Coverage]

Reference 1 - 6.18% Coverage

There was a mention about support needed to families whose spouses are employed at the mine since they will be out for some periods of time. QIA will look into this and see if a worker is needed.

<Documents\Clyde River\ClydeRiverProjectCommittee_September 21, 2011> - § 4 references coded [25.79% Coverage]

Reference 1 - 4.49% Coverage

We will need to ensure that if this project goes ahead, employment and training for our people are provided.

Reference 2 - 13.91% Coverage

Why can't couples work together at the site? This would make it easier on marriages if they were allowed to be at camps together. People with criminal records will not be employed. We don't agree with this – people need to be given second chances. Also people who do not have an education – people need to be given opportunities.

Reference 3 - 4.65% Coverage

It appears that only employees and businesses will benefit. How will the rest of us in the communities benefit?

Reference 4 - 2.74% Coverage

Employment is great but what about those that cannot work at site?

<Documents\Hall Beach\HallBeachProjectCommittee_August 3, 2011> - § 1 reference coded [6.76% Coverage]

Reference 1 - 6.76% Coverage

when the employees start, the families will be left behind and the employees will leave their hunting. We sure will lose a lot of hunters. And there will be a lot of changes.

<Documents\Hall Beach\HallBeachProjectCommittee_July 26, 2011> - § 1 reference coded [2.34% Coverage]

Reference 1 - 2.34% Coverage

It was mentioned that they have told Arctic College what the jobs will be. They have to use the government and college.

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 2 references coded [1.40% Coverage]

Reference 1 - 1.13% Coverage

it says to work you have to be 18 and up. School kids from high school 10, 11, 12 they have jobs on summer time, and it says you have to be 18 to work. I think we can ask the arctic college if they can start the course on explosive, and other things that are not in Nunavut.

Reference 2 - 0.27% Coverage

We can get the ones for air breaks and heavy equipment operators.

<Documents\Hall Beach\HallBeachProjectCommittee_September 13, 2011> - § 11 references coded [22.65% Coverage]

Reference 1 - 0.94% Coverage

Member – Since it's going to be a no alcohol they're going to gamble using cards and some of them will go home broke.

Reference 2 - 2.48% Coverage

Member – Social is not easy once you understand it, it is easier. We all can change, in Mary River there has to be an Inuk who will be inspecting the employee. Also for second chances that has to be in the book because that person is a bad person but can work really well. And all of us can change to a better person.

Reference 3 - 3.34% Coverage

Member – If Mary River is going to be just a work place they will live like white people.

Member – Just being a work place it's going to make a lot of money and for youth they will keep showing up they will bring only good things.

Member – Since we Inuit have no money by contracting we will lose a lot. And there would be an Inuk who can do this but since White people have more paper knowledge it will be white people.

Reference 4 - 1.28% Coverage

Member – Employee's family will have to be notified that they will live alone for a long time looking after kids and all. And the impact will be less if we do this.

Reference 5 - 1.75% Coverage

Member – how can government plan for this and be part of it on training and social? Now a days there are a lot of mining going on. And looking at the impact are not going to be small. We now have to plan for this big time.

Reference 6 - 0.70% Coverage

hamlet employees are not saying if it's going to be a better pay I am going to move there.

Reference 7 - 2.32% Coverage

Member – they are trying to get better things for our community. there are a lot of people who cannot speak English and my grand kids don't want to go to school now. my question is how can we improve this? How can we make this important? We should try and give the white people to learn Inuktitut.

Reference 8 - 1.84% Coverage

Member – Here in Hall Beach Education is very low even graduates cannot even read in English. They get diploma saying they are graduate and yet they don't meet the qualification. I think our teachers are not doing a great job on this.

Reference 9 - 1.92% Coverage

Member – it's both language they cannot even do Inuktitut I am an Inuktitut and I know they speak it very well they cannot even write and read. We have to teach them how to read now as a parent even the bibles at least if they learn something.

Reference 10 - 1.86% Coverage

Contract will have to be notified more in Inuktitut and keep it in Baffinland, Nunavut, Canada. We just heard that one of our Inuit lost the job over French. In Nunavut 30,000 people, we like to know who is going to be the first to know?

Reference 11 - 4.22% Coverage

Member – we can still get more information on this by radio, and internet. We live in arctic and sometime we don't have enough information given out. How can we inform more information to our communities. When we don't have communication it is not good. How can we make our communications stronger by giving Nunavut more job? But we have a person from Igloolik who is looking after Igloolik and Hall Beach and here we don't have radio that is active and we don't get the information that we need. We need a CLO for Baffinland in Hall Beach.

<Documents\Hall Beach\HallBeachProjectCommittee_September 27, 2011> - § 1 reference coded [2.37% Coverage]

Reference 1 - 2.37% Coverage

We have to think of something and more importantly the employees will leave their family and that is one of the concerns from the community.

<Documents\Hall Beach\HallBeachProjectCommitteeCLARCMeting_August 3, 2011> - § 2 references coded [16.44% Coverage]

Reference 1 - 3.39% Coverage

Member - Did you guys get CLO?

BIMC – I am new to this and I am still trying to get CLO's from Clyde, Arctic Bay, and Hall Beach.

Reference 2 - 13.05% Coverage

BIMC – what do you guys want to see in Hall Beach?

Member – We like to be notified more so we can know what you guys are doing. That way we can be part of it.

Member – when Baffinland started a few of our local people were working and when it stop no one from Hall Beach has worked. It's been two years and no one from Hall Beach. Why are we even accepting what you want when you guys are not even hiring locals from here for 2 years. We can just disapprove everything since you guys are not even helping our locals.

<Documents\Hall Beach\HallBeachSiteTour_QIANotes_July 27, 2011> - § 1 reference coded [10.94% Coverage]

Reference 1 - 10.94% Coverage

A committee member thanked BIM for the opportunity to see the proposed sites as they have never done this before. The member knows that their children need to live in modern society that includes making money and realizes that younger generations need work.

The BIM representative stated that the Company would like to hire from all North Baffin communities and if it were possible they would run the entire mine using employees from North Baffin as it makes logistical sense. The Company needs to work on training and employment opportunities.

<Documents\Igloolik\IgloolikProjectCommittee_May 18 2011> - § 1 reference coded [4.56% Coverage]

Reference 1 - 4.56% Coverage

The elders know that the youth need work but we can't sacrifice our environment for this.

<Documents\Igloolik\IgloolikProjectCommittee_September 15-21, 2011> - § 2 references coded [3.68% Coverage]

Reference 1 - 2.42% Coverage

Concerning life Do you think it be best for the employees to come home and go back to work and not have Mary River as a community?

Reference 2 - 1.26% Coverage

Support QC and QL with employment for contracts and projects on site.

<Documents\Other Meetings\Interagency_BIMCWorkshop_July 12-14, 2011> - § 1 reference coded [3.17% Coverage]

Reference 1 - 3.17% Coverage

Community representatives noted specific concerns about impact prediction in the areas of wildlife and associated effects on Inuit harvesting, food security and proactive efforts to assist Inuit in receiving employment and money management. They also stated that the communities would want to know as soon as possible the details of monitoring and management plans to gain a comfort level that preventative measures will be in place. Further the community representatives raised the issue of GN redirecting new revenues generated by the project into programs and infrastructure to assist the affected communities to mitigate impacts.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 11 references coded [18.64% Coverage]

Reference 1 - 5.15% Coverage

Topic	Questions Posed	Main Comments
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Reference 2 - 0.28% Coverage

If all Inuit work at the mine our way of life will be lost. There are more jobs than there are Inuit.

Reference 3 - 0.43% Coverage

There needs to be cultural sensitivity training, and concessions for Inuit who are not familiar with the workplace. There will be prejudice against Inuit.

Reference 4 - 0.21% Coverage

Employees should be allowed to go home when there is a death in the family.

Reference 5 - 0.22% Coverage

There should be co-op jobs for students (3 months in school, 3 months working).

Reference 6 - 7.90% Coverage

Topic	Questions Posed	Main Comments
Contracting employment, Financial participation and	<p>How will QIA distribute the money it gets from the mine?</p> <p>How will GN allocate money? We want to hear from the GN to know what they are planning.</p> <p>What will be the best use for this money?</p> <p>Will there be monitoring to ensure that policies and best practices will be implemented?</p> <p>How will the IIBA be enforced? Will there be monetary penalties and if so who will receive them?</p> <p>Will there be equal job opportunities for women?</p> <p>What training opportunities are being offered in the near future?</p> <p>Will there be training for jobs like helicopter and airplane pilots, ship captains?</p>	<p>General principle: maximize Inuit benefits at every possible point, and over time.</p> <p>Targets for Inuit employment will be based on labour force availability, and set each year (i.e. Maximum Inuit Employment Goal—MIEG). Contractors are obliged to comply.</p> <p>The most affected communities should receive priority for all benefit – training, financial, employment and contracting.</p> <p>Makivik distributed money directly to communities [Raglan Mine]. QIA should do the same.</p> <p>It must be ensured that BIM meets obligations for Inuit employment and contracting. There has to be monitoring for training and employment.</p> <p>There is a special provision in the IIBA to encourage and support female employees.</p> <p>The IIBA also needs to support hunters. Not everyone wants a job at the mine.</p> <p>Training fund: training available for Inuit for any of the 400 to 450 jobs on site. Also, a management training program. Efforts will be made to offer training in Inuktitut.</p> <p>A training partnership has been formed, consisting of BIM, QIA, the federal government, and training institutions (e.g., Kakivak).</p> <p>Scholarships will be offered each year.</p> <p>Other incentives for young people to stay in school should be developed so they can get the good jobs at the mine.</p> <p>There must be recognition of skills and experience of Inuit without formal certification.</p> <p>All contracts are open to Inuit and give advantage to Inuit firms. (Preference for letting contracts: Baffin Inuit firms, Nunavut Inuit firms, non-Inuit firms.) There will be a business development fund, and assistance offered for the contract bidding process.</p> <p>Language use policy: signs and reading materials will be in Inuktitut and English. The use of Inuktitut on site is encouraged, as long as it does not impair safety; use of Inuktitut should increase over time. How the language policy works in practice needs to be monitored.</p> <p>Testing should be in offered in Inuktitut, and some people need oral tests.</p> <p>Country food needs to be offered at work sites.</p> <p>Managers need to understand Inuit culture.</p> <p>A review committee will be established to meet annually and review compliance with obligations and commitments in the IIBA and to discuss any issues.</p>

Reference 7 - 0.73% Coverage

Participants commented on experiences from the Bulk Sample Program, and noted issues that will need to be improved. For example:

Currently signs are not translated. Inuktitut speaking was not allowed on the radio.

Contract offers need to be in both languages.

Reference 8 - 1.81% Coverage

We have to emphasize Inuit educational upgrading, apprenticeships and advancement.

QL (hiring contractor) had to even out employment between communities and, therefore, sometimes qualified people applied from one community but didn't get jobs (e.g., polar bear monitors from Pond Inlet); this caused some tension between communities.

There are issues with Inuit owned businesses and unfairness with NNI registration; companies create joint ventures and use family, friends or spouses to increase Inuit content. Contractors find ways to get around Inuit content rules. This issue has to be examined closely.

Inuit are able and capable of employment.

Reference 9 - 0.55% Coverage

It is important to find out why students quit school or why employees quit their jobs.
We need to challenge the stereotype of women in the workforce (e.g., women can be heavy equipment operators).

Reference 10 - 0.26% Coverage

There should be assistance with childcare and other barriers to school attendance or employment

Reference 11 - 1.10% Coverage

We need to know what jobs are available and the skills required for those jobs. Also we need information on the products and services that could be provided by contractors. We need this information so we can plan now for training and education.
We need to encourage our children to take advantage of the jobs and take the money home. Otherwise people from the south will come and take the jobs.

<Documents\Pond Inlet\PondInletProjectCommittee_August 25, 2011> - § 1 reference coded [3.32% Coverage]

Reference 1 - 3.32% Coverage

Member: states his concerns strongly about a certain Baffinland employee noting that the employee never wants to hire Pond Inlet people.

<Documents\Pond Inlet\PondInletProjectCommittee_August 3, 2011> - § 1 reference coded [2.62% Coverage]

Reference 1 - 2.62% Coverage

Member emphasizes review of topic and states CONCERN over WHOLLY OWNED FIRMS (INUIT), INUIT BUSINESSES, INUIT BENEFITS and INUIT PARTICIPATION.

<Documents\Pond Inlet\PondInletProjectCommittee_July 17, 2011> - § 3 references coded [11.82% Coverage]

Reference 1 - 1.79% Coverage

Member: also asked exactly how the IQ provisions will be implemented and used at the camp?

Reference 2 - 3.84% Coverage

Member: also forwards his concerns regarding 3c) contracting and sub-contracting and requests clarification of the 100% participation by eligible Inuit firms and what constitutes a 100% Inuit firm?

Reference 3 - 6.19% Coverage

Member: touches on the issue of cross-cultural preparedness and discrimination based on race or sex; and asks why economic or compensation issues are not included in the IIBA; and the issue of artifacts and how to deal with the processes.

QIA: states the traditional uses are included under Inuit Qaujimagatuqangit.

<Documents\Pond Inlet\PondInletProjectCommittee_June 23, 2011> - § 1 reference coded [7.37% Coverage]

Reference 1 - 7.37% Coverage

Social issues: there will be a lot of affects on family unit such as;

Jobs,

Being away from their family.

Pond Inlet residence may have experienced two weeks (2) in and two (2) weeks out rotation when some residents of Pond Inlet and Arctic Bay worked for Pan Arctic Oils Ltd. People who have worked for Pan Arctic in the past would know what it's like to work in rotational jobs.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 15 references coded [6.09% Coverage]

Reference 1 - 0.45% Coverage

It is expected that there will be 4,200 jobs available prior to operations.

-600 expected jobs at full operation.

Reference 2 - 0.57% Coverage

Baffinland is stating that there will be minimal negative effects on the livelihood and employment of Inuit and suggests effects will be positive

Reference 3 - 0.19% Coverage

-Positive and Negative effects of mine employment

Reference 4 - 0.23% Coverage

-Employment conditions
-issues relating to discrimination

Reference 5 - 0.75% Coverage

-Baffinland and QIA support the use of the Inuktitut language in the workplace documentation will be available in Inuktitut.

-Publications and notices will also be available in Inuktitut.

Reference 6 - 0.28% Coverage

Baffin Inuit firms will receive advantage over Nunavut wide Inuit firms

Reference 7 - 0.24% Coverage

Job benefits should be maximized to most affected communities

Reference 8 - 0.20% Coverage

Contracting- Inuit involvement should be encouraged.

Reference 9 - 0.27% Coverage

-IIBA issues; Inuit participation in contracting should be increased.

Reference 10 - 0.26% Coverage

Increased levels of woman employed encouraged for all job levels.

Reference 11 - 0.22% Coverage

More senior level management positions required for Inuit

Reference 12 - 0.56% Coverage

-Timelines for monitoring of Inuit involvement in contracting 90 days in review of contracts to determine compliance with Inuit target levels.

Reference 13 - 0.61% Coverage

- Benefit/ Economics
 - Economic
 - Jobs
 - Training- Management
 - Apprenticeship
- Education
- Contracts
- Financial stake

Reference 14 - 0.25% Coverage

Different types of contracts/contracting
-sub-contracting

Reference 15 - 1.00% Coverage

QC is the business development arm of QIA with Qikiqtaaluk logistics expediting the distribution of jobs.

QC partnering with Kakivak Association with Qikiqtaaluk Environmental specializing in environmental clean-up, helping into hiring Inuit employees

<Documents\Pond Inlet\PondInletProjectCommittee_September 12, 2011> - § 3 references coded [7.72% Coverage]

Reference 1 - 2.47% Coverage

Past employees who had been dismissed due to drug and/or alcohol offences should be given a second opportunity at least after six months as any person can make changes in their lives.

Reference 2 - 2.71% Coverage

There should always be a counselor or mentor on site for employees to have a place for counseling and be able to discuss employment issues that may be hindering their employment or social life at home.

Reference 3 - 2.54% Coverage

Government of Nunavut, Arctic college should be involved in training and further education issues and they should be planning for this mine exploration now. The mine and the Arctic College

<Documents\Pond Inlet\PondInletProjectCommittee_September 13, 2011> - § 2 references coded [7.97% Coverage]

Reference 1 - 3.22% Coverage

For leisure times and off-shift times employees can and will have access to gymnasium equipment and other entertainment equipment and should also be allowed to go hunting for small game; ie: ptarmigan, rabbit and foxes.

Reference 2 - 4.75% Coverage

The age requirement should not hinder youth when entering summer student jobs, at the age of 13, 14 and so forth, they should be given an opportunity to enter the labour force at the mine. It is known that when a youth is given a summer job that s/he have interest they usually pursue that career for long period of time.

<Documents\Pond Inlet\PondInletProjectCommittee_September 14, 2011> - § 2 references coded [6.48% Coverage]

Reference 1 - 3.37% Coverage

Number of pool of heavy equipment operators should also be monitored at all times, in order for the community to be able to have qualified operators on hand for municipal services and for the capacity building measures for training requirements in the future.

Reference 2 - 3.11% Coverage

Newly created businesses by Inuit should be supported and entertained by the BIMC because Inuit business are hindered by the bigger and more rich corporations and ventures with more experience, but this will encourage the Inuit businesses.

<Documents\Pond Inlet\PondInletProjectCommittee_September 22, 2011> - § 2 references coded [6.90% Coverage]

Reference 1 - 4.66% Coverage

Are we going to be able to speak Inuktitut at the site? We need to ensure that Inuktitut is not lost for those working at the sites.

Reference 2 - 2.24% Coverage

Language should not be a barrier to gaining employment on site.

EMPLOYMENT - HIRING PRACTICES

<Documents\Arctic Bay\ArcticBayProjectCommittee_July, 28, 2011> - § 1 reference coded [3.29% Coverage]

Reference 1 - 3.29% Coverage

Q: QIA, QC and QL have a contract with Baffinland but Inuit up here aren't being really used, has this issue been looked into?

A: This issue can be asked during the workshop.

<Documents\Hall Beach\HallBeachProjectCommittee_July 26, 2011> - § 1 reference coded [5.69% Coverage]

Reference 1 - 5.69% Coverage

contracting and get involved in community before it is starting and look for someone who can do the work instead of getting workers from the south. If Baffinland is going to plan alone, they should work with the Community Economic Development Officer. And not wait start with this sooner.

<Documents\Hall Beach\HallBeachProjectCommittee_September 13, 2011> - § 1 reference coded [4.53% Coverage]

Reference 1 - 4.53% Coverage

Member – If they are going to start with Criminal Record Check and hire only non-criminals that will stop eventually since Frantic start with that and they don't use it any more.

Member – when we had a meeting in Iqaluit they said they will not have second chance and just let it go for good.

Member – we tried to convince them to give the person second chance even if they have criminal record and ask the family members about the person's history since they were once a good person they just have so much in their life. They have a chance to make changes in their life.

<Documents\Hall Beach\HallBeachSiteTour_QIANotes_July 27, 2011> - § 1 reference coded [10.94% Coverage]

Reference 1 - 10.94% Coverage

A committee member thanked BIM for the opportunity to see the proposed sites as they have never done this before. The member knows that their children need to live in modern society that includes making money and realizes that younger generations need work.

The BIM representative stated that the Company would like to hire from all North Baffin communities and if it were possible they would run the entire mine using employees from North Baffin as it makes logistical sense. The Company needs to work on training and employment opportunities.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 2 references coded [0.61% Coverage]

Reference 1 - 0.10% Coverage

Minimum age limit should be 16 not 18

Reference 2 - 0.50% Coverage

It is important to have Inuit working at all levels of employment. At Nanisivik there was only one Inuk in management. Hiring priority is given to the most affected communities.

<Documents\Pond Inlet\PondInletProjectCommittee_July 17, 2011> - § 1 reference coded [3.84% Coverage]

Reference 1 - 3.84% Coverage

Member: also forwards his concerns regarding 3c) contracting and sub-contracting and requests clarification of the 100% participation by eligible Inuit firms and what constitutes a 100% Inuit firm?

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 3 references coded [1.95% Coverage]

Reference 1 - 0.26% Coverage

-Subcontractors also required to hire Inuit workers as Baffinland

Reference 2 - 1.49% Coverage

-Employment- Inuit employment currently no limits at all job levels and Inuit employment practiced,

- Company is committed to hiring Inuit coordinators
- Contracting- target levels to maximize Inuit employment for the life of the mine.
- Provisions also include maximizing woman employment in the mine.
- Inuit firms have a substantial advantage over bidding 25%

Reference 3 - 0.20% Coverage

Contracting- Inuit involvement should be encouraged.

<Documents\Pond Inlet\PondInletProjectCommittee_September 12, 2011> - § 1 reference coded [3.78% Coverage]

Reference 1 - 3.78% Coverage

Summer students on summer employment do not need to be 18 years of age as it is a policy or known practice of the BIMC that they should have reached the age of 18 in order to work at the mine. Summer Students under the age of 18 should be given an opportunity to gain experience.

<Documents\Pond Inlet\PondInletProjectCommittee_September 13, 2011> - § 1 reference coded [4.75% Coverage]

Reference 1 - 4.75% Coverage

The age requirement should not hinder youth when entering summer student jobs, at the age of 13, 14 and so forth, they should be given an opportunity to enter the labour force at the mine. It is known that when a youth is given a summer job that s/he have interest they usually pursue that career for long period of time.

<Documents\Pond Inlet\PondInletProjectCommittee_September 22, 2011> - § 1 reference coded [2.45% Coverage]

Reference 1 - 2.45% Coverage

The IIBA needs to ensure that employees also come from the communities.

EMPLOYMENT - INUIT (#) WORKING AT MINE

<Documents\Arctic Bay\ArcticBayProjectCommittee_July, 28, 2011> - § 3 references coded [12.97% Coverage]

Reference 1 - 3.29% Coverage

Q: QIA, QC and QL have a contract with Baffinland but Inuit up here aren't being really used, has this issue been looked into?

A: This issue can be asked during the workshop.

Reference 2 - 6.37% Coverage

Q: When we had Nanisivik, they had indicated a target level of Inuit Employment of 60% and this was never met by the Company. It would be good if Baffinland does not have any of this seeing as I'm sure they would not meet any of the targets that they make.

A: This will be another issue that would need to be brought up at the workshop.

Reference 3 - 3.31% Coverage

Q: 10 people took the drilling course in Igloolik and it makes me wonder if any of the people that took that course are working.

A: We can ask Baffinland regarding this issue.

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 1 reference coded [1.45% Coverage]

Reference 1 - 1.45% Coverage

We are going to start right at the bottom and it says we will go up while we are working, and I can see for sure at the end 90% of Inuit will be working it says they will do a training on the job and Inuit will be going up. I like to know who is going to look after this? QIA will have to start thinking about this and talk about the social issues.

<Documents\Hall Beach\HallBeachProjectCommitteeCLARCMeting_August 3, 2011> - § 2 references coded [26.82% Coverage]

Reference 1 - 13.77% Coverage

Member – When Baffinland started it said that locals from Hall Beach were going to work there too and when it first started a few people worked. And when the people who worked there tried to apply there to work again but no one hired them. There are no Hall Beach local people working there.

BIMC – once IIBA starts we are going to hire more local people, its in the agreement. We are just planning stage, once we started we are going to hire more of the local people from Hall Beach, Igloolik, Pond Inlet, and other communities that are affected.

Reference 2 - 13.05% Coverage

BIMC – what do you guys want to see in Hall Beach?

Member – We like to be notified more so we can know what you guys are doing. That way we can be part of it.

Member – when Baffinland started a few of our local people were working and when it stop no one from Hall Beach has worked. It's been two years and no one from Hall Beach. Why are we even accepting what you want when you guys are not even hiring locals from here for 2 years. We can just disapprove everything since you guys are not even helping our locals.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.27% Coverage]

Reference 1 - 0.27% Coverage

Inuit employment statistics never seem to be filled. Money should be put aside for that purpose.

<Documents\Pond Inlet\PondInletProjectCommittee_July 17, 2011> - § 1 reference coded [3.84% Coverage]

Reference 1 - 3.84% Coverage

Member: also forwards his concerns regarding 3c) contracting and sub-contracting and requests clarification of the 100% participation by eligible Inuit firms and what constitutes a 100% Inuit firm?

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 1 reference coded [1.49% Coverage]

Reference 1 - 1.49% Coverage

-Employment- Inuit employment currently no limits at all job levels and Inuit employment practiced,

- Company is committed to hiring Inuit coordinators
- Contracting- target levels to maximize Inuit employment for the life of the mine.
- Provisions also include maximizing woman employment in the mine.
- Inuit firms have a substantial advantage over bidding 25%

EMPLOYMENT - OTHER IMPACTS FROM EMPLOYMENT

<Documents\Clyde River\ClydeRiverProjectCommittee_June 10, 2011> - § 1 reference coded [6.18% Coverage]

Reference 1 - 6.18% Coverage

There was a mention about support needed to families whose spouses are employed at the mine since they will be out for some periods of time. QIA will look into this and see if a worker is needed.

<Documents\Clyde River\ClydeRiverProjectCommittee_September 21, 2011> - § 1 reference coded [3.78% Coverage]

Reference 1 - 3.78% Coverage

We will need assistance in teaching about money management – will BIMC assist us with this?

<Documents\Hall Beach\HallBeachProjectCommittee_September 13, 2011> - § 2 references coded [9.20% Coverage]

Reference 1 - 8.38% Coverage

Member – Leaving your family for work. I am working at the Frantic for so many years and a lot of white people break up with their spouse that has kids too. This will be the issue for Mary River since they just want to be a work place.

Member – Families will fall apart and there are going to be some issues and how are we going to make this better? There will have to be a social worker here for them to go to. No one will ever say when they work for so long and when they come back and say here is the money I have been working you can go get some. That will never happen. 2 weeks in 2 weeks out is ok but they will want to work longer and that will be an issue. They will eventually live like white people and separated families.

Member – Things are expensive and when we want things we tend to work more to get that thing.

Member – The family will have to know the consequences that the employee will work this much and go back and forth and when families are like that there are some family issue. And they will have to understand that there will be issues.

Reference 2 - 0.82% Coverage

Member – If it's going to be just a work place Inuit will live like white people and lose their culture.

<Documents\Hall Beach\HallBeachProjectCommittee_September 27, 2011> - § 1 reference coded [2.37% Coverage]

Reference 1 - 2.37% Coverage

We have to think of something and more importantly the employees will leave their family and that is one of the concerns from the community.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 2 references coded [5.84% Coverage]

Reference 1 - 5.15% Coverage

Topic	Questions Posed	Main Comments
Economic aspects (employment, training, contracting, economic development, community services, royalties)	If someone is fired for alcohol or drugs can they be hired back later? Can couples working at the mine live together? What is involved in the 'employment and family assistance program'? How can we be more educated regarding mines? Will there be support for Hamlets who lose workers? How will the government and QIA decide how to spend the money?	It must be decided how the money going to governments will be spent. Jobs are not always benefits. Families break apart. People need to be able to learn from their mistakes. Even if they have a criminal record or get fired for drugs, they should have the opportunity to be hired back. They need help and should be able to learn from their mistakes. Education must be a priority. Drop-outs are high. Youth need counseling. Compensation is needed. Older people will not stop hunting. Shift work affects the whole family schedule on a regular basis. It is unrealistic that Inuit are going to do shift work for a 100 years. Unilingual Inuktitut speakers should be able to work on site. Many Inuit have unrecognized skills. They can work better than most people. There should be a very strict policy for discrimination with real penalties. This is our homeland. Everyone else is a visitor. Just because the Company owns the mine they don't own the land. When people make money they are no longer eligible for social housing. But there is nowhere to move. It will become a choice between a job and a house. We need to work with the GN to create some flexibility in the rules and with the housing corporation. We have to educate our children to take the good jobs, otherwise they will go to southerners and this will create frustration and tension.

Reference 2 - 0.69% Coverage

Jobs are not always a benefit. Jobs also create difficulties. There will be impacts such as relationship and family problems, drunkenness, fighting, domestic violence, and all the consequences. There has to be support for families in the community.

<Documents\Pond Inlet\PondInletProjectCommittee_June 23, 2011> - § 1 reference coded [7.37% Coverage]

Reference 1 - 7.37% Coverage

Social issues: there will be a lot of affects on family unit such as;
Jobs,
Being away from their family.
Pond Inlet residence may have experienced two weeks (2) in and two (2) weeks out rotation when some residents of Pond Inlet and Arctic Bay worked for Pan Arctic Oils Ltd. People who have worked for Pan Arctic in the past would know what it's like to work in rotational jobs.

<Documents\Pond Inlet\PondInletProjectCommittee_May 30, 2011> - § 1 reference coded [2.71% Coverage]

Reference 1 - 2.71% Coverage

Communities will be affected by the Mary River project, such as employment, and it will be harder to do traditional activities.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.20% Coverage]

Reference 1 - 0.20% Coverage

-Family problems with shift work
-extra money

<Documents\Pond Inlet\PondInletProjectCommittee_September 12, 2011> - § 2 references coded [14.66% Coverage]

Reference 1 - 9.75% Coverage

Employees in the mine should be returned back to their respective community instead of going to bigger centres like Iqaluit for shopping. Since the start-up of Mary River, employees were allowed to go any place where they want to go and this practice had seen increased in drug and alcohol related accidents and social problems because when a mine employee finishes his/her shift they go to Iqaluit to shop for alcohol and drugs then go back to their community with supplies, this has created social problems. The Health centre has experienced increased social problem. We were ensured that this practice is no longer allowed, mine employees are now restricted to go any other place other than their respective community.

Reference 2 - 4.91% Coverage

The creation of new jobs and healthier live style will be welcomed and enjoyed, however, an employee may have funds to purchase gas, grub and other necessities for hunting, the environment especially in the rail road area, there'll be nothing to hunt as there will be people working on the mine. This scenario is the most saddening experience for any Inuit hunter.

<Documents\Pond Inlet\PondInletProjectCommittee_September 13, 2011> - § 2 references coded [9.56% Coverage]

Reference 1 - 2.74% Coverage

Families left by working parents will be impacted greatly, they will have no food and other essentials and may/will be affected by alcohol problems and drug abuse within the community.

Reference 2 - 6.82% Coverage

The word being used "minimize" 'the effects to the land or to harvesting....' In the short-term period it may be true, however, in the longer term, the employees working at the mine may be wealthier and have ability to purchase hunting equipment and supplies, but the area (Mary River area) will not be suitable for hunting as it will have railroad and people working with their humongous equipment. Plus there will be restrictions that the hunters may be abide by.

<Documents\Pond Inlet\PondInletProjectCommittee_September 14, 2011> - § 1 reference coded [4.17% Coverage]

Reference 1 - 4.17% Coverage

Long term employees when being absent from home may result in experience of hunger by the youth and the children of employees, which in term will result in vandals and break/enter looking for food. Such infrastructures in the community may be the target of vandals, thus creating expensive and undesirable replacements.

EMPLOYMENT - SAFETY

<Documents\Pond Inlet\PondInletProjectCommittee_September 13, 2011> - § 1 reference coded [4.75% Coverage]

Reference 1 - 4.75% Coverage

Employees' working clothes should also be carefully maintained in safe and contained rooms as they may spread dust and other invisible gases being transferred to their clothes and exposed body area. There is potential spread of contaminants if they do not clean-up before entering cafeteria and other camp living quarters.

EMPLOYMENT - TRAINING

<Documents\Arctic Bay\ArcticBayProjectCommittee_July, 28, 2011> - § 1 reference coded [2.73% Coverage]

Reference 1 - 2.73% Coverage

Q: Asked about learning on the job – Is it open now and where do they apply?

A: Yes this is available and should be discussed at the workshop.

<Documents\Arctic Bay\ArcticBaySiteTour_QIANotes_July 9, 2011> - § 1 reference coded [5.46% Coverage]

Reference 1 - 5.46% Coverage

Committee: Can we partner with NAC to develop training programs?

BIM: Yes that is what we need to do. For example – carpenter's helper courses within the communities. The IIBA will address training and working partnerships.

<Documents\Hall Beach\HallBeachProjectCommittee_July 26, 2011> - § 2 references coded [8.48% Coverage]

Reference 1 - 5.90% Coverage

training on the job and training for mining, about 500 jobs, 106 different jobs, 1500 jobs for about 20 to 30 years, if they can get a promotion for what they are doing up to management it would be a good opportunity to further themselves. Example when they are working for 2 to 3 years, get further.

Reference 2 - 2.58% Coverage

Igloolik has had training on drilling course, why did Hall Beach not have any drilling course. We don't want to be just labourers.

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 1 reference coded [1.45% Coverage]

Reference 1 - 1.45% Coverage

We are going to start right at the bottom and it says we will go up while we are working, and I can see for sure at the end 90% of Inuit will be working it says they will do a training on the job and Inuit will be going up. I like to know who is going to look after this? QIA will have to start thinking about this and talk about the social issues.

<Documents\Hall Beach\HallBeachProjectCommittee_September 13, 2011> - § 1 reference coded [5.22% Coverage]

Reference 1 - 5.22% Coverage

Member – Training our Economic Development Officer should work on this. I think it's better if QIA looks after this, I think CLO can do this since our EDO is not doing anything. Or even if our GLO looks after this. We now have to plan for this

Member – In our community we now have to do some training I don't want to see just laborer who just pick up garbage.

Member – they are trying to get better things for our community. there are a lot of people who cannot speak English and my grand kids don't want to go to school now. my question is how can we improve this? How can we make this important? We should try and give the white people to learn Inuktitut.

<Documents\Igloolik\IgloolikProjectCommittee_September 15-21, 2011> - § 2 references coded [5.51% Coverage]

Reference 1 - 2.20% Coverage

It can be best if we can have training in Igloolik for Heavy Equipment Operators that way they would have more students.

Reference 2 - 3.32% Coverage

Conduct training in communities instead of sending people south for programs.

Training of Inuit Supervisors – set up a plan

Training of Environmental/Wildlife/Marine Inspectors.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.31% Coverage]

Reference 1 - 0.31% Coverage

There should be internships and apprenticeships at the mine. Inuit need to be trained for career advancement.

<Documents\Pond Inlet\PondInletProjectCommittee_July 17, 2011> - § 2 references coded [3.31% Coverage]

Reference 1 - 0.92% Coverage

Member: asks about the driller training camp?

Reference 2 - 2.40% Coverage

It is suggested that all questions be documented and brought by the delegates attending the workshops in August in Iqaluit.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 5 references coded [1.43% Coverage]

Reference 1 - 0.14% Coverage

-Employment and training initiatives.

Reference 2 - 0.37% Coverage

-Training;
-Inuit benefits to be maximized
-106 job classifications, 450 available jobs

Reference 3 - 0.54% Coverage

-One million dollars annually for training

-3 to 4 million for training Inuit

-Company is committed to adult training all job levels

Reference 4 - 0.23% Coverage

On the job training issues remain a high priority for Inuit

Reference 5 - 0.14% Coverage

Apprenticeship programs recommended.

<Documents\Pond Inlet\PondInletProjectCommittee_September 12, 2011> - § 2 references coded [10.71% Coverage]

Reference 1 - 8.17% Coverage

Training-on-the-job should be carefully listed and kept for future reference that are not related to trades. The list of trainees and pool of certified workers should be adamantly used and kept, maintaining a list of employees certified on specific occupations can be used for future use.

The people of the community should be made aware of this set-up and participate voluntarily to ensure the list is kept safely and appropriately.

Long-term training should be sought in any component/or sector of the mine all the way to the end of the project as the types of trainings can be or are transferable.

Reference 2 - 2.54% Coverage

Government of Nunavut, Arctic college should be involved in training and further education issues and they should be planning for this mine exploration now. The mine and the Arctic College

<Documents\Pond Inlet\PondInletProjectCommittee_September 14, 2011> - § 1 reference coded [4.99% Coverage]

Reference 1 - 4.99% Coverage

From the previous years since the start up of the mine, the local Hamlet had experienced a shortage of qualified heavy equipment operators for short of time but they usually returned to the usual operations for the municipal services. This short-term problem may be eliminated as the number of pool of qualified operators increase from the training either with the mine or elsewhere.

<Documents\Pond Inlet\PondInletSiteTour_QIANotes_July 8, 2011> - § 1 reference coded [10.20% Coverage]

Reference 1 - 10.20% Coverage

Committee: There was a discussion on training and building, for example, community freezers. Trainees were sent to a manufacturing plant, where they worked on actual trailers going to site and then were hired to install trailers. Such programs lead to full time employment once people complete their training.

Committee: A lot of people weren't employed as they didn't have basic training in WHMIS, first aid, and fire extinguishing.

OTHER MINES & OPERATIONS - COMPARISONS TO OTHER MINES

<Documents\Hall Beach\HallBeachProjectCommittee_July 26, 2011> - § 1 reference coded [3.78% Coverage]

Reference 1 - 3.78% Coverage

I have seen on TV Indian People are millionaires at the Labrador area. We can get more information from them since they have completed their mine and we can get more ideas what they did before.

<Documents\Igloodik\IgloodikSiteTour_July 11, 2011> - § 1 reference coded [3.06% Coverage]

Reference 1 - 3.06% Coverage

It would be beneficial for some people on this Committee to visit Diavik and Voisey's Bay to see how a large scale mine (Diavik) and shipping operations work (Voisey's Bay).

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.36% Coverage]

Reference 1 - 0.36% Coverage

At Red Dog in Alaska, the hunters were affected because marine mammals moved away. We need to compare impacts and research studies.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_July 13-14, 2011> - § 3 references coded [3.50% Coverage]

Reference 1 - 0.81% Coverage

Member asks about the caribou situation around Baker Lake Uranium mine? It is believed that caribou in that area have also started moving?

Reference 2 - 1.02% Coverage

Member: replies to the inquiry concerning Baker Lake caribou herds. It is indicated that caribou have moved away from the mine site and are now seen more within the community.

Reference 3 - 1.67% Coverage

Reference to Prudhoe Bay Alaska pipeline was brought forward and research has shown that the caribou generally avoid the pipeline and it has had an impact in their herds. It is argued that caribou have habituated while others think it isn't so. Will caribou in this area respond similarly?

<Documents\Pond Inlet\PondInletProjectCommittee_June 23, 2011> - § 1 reference coded [5.27% Coverage]

Reference 1 - 5.27% Coverage

Pond Inlet residence may have experienced two weeks (2) in and two (2) weeks out rotation when some residents of Pond Inlet and Arctic Bay worked for Pan Arctic Oils Ltd. People who have worked for Pan Arctic in the past would know what it's like to work in rotational jobs.

OTHER MINES & OPERATIONS - GENERAL COMMENTS

<Documents\Arctic Bay\ArcticBaySiteTour_QIANotes_July 9, 2011> - § 1 reference coded [4.86% Coverage]

Reference 1 - 4.86% Coverage

It would be beneficial for some people on the Mary River Project Committee to visit Diavik and Voisey's Bay projects to see how a large scale mine (Diavik) and Shipping Operations work (Voisey's Bay).

<Documents\Other Meetings\Interagency_BIMCWorkshop_July 12-14, 2011> - § 1 reference coded [1.50% Coverage]

Reference 1 - 1.50% Coverage

BIM will review the experience from Nanisivik and Jericho mines for additional insight and possible areas meriting further analysis with regards to relevant VSECs for inclusion in the FEIS. BIM anticipates including a discussion of effects on households as a Subject Of Note in Volume 4, Section 6.6.

OTHER MINES & OPERATIONS - MARY RIVER OPERATIONS

<Documents\Arctic Bay\ArcticBayProjectCommittee_June 9, 2011> - § 1 reference coded [13.37% Coverage]

Reference 1 - 13.37% Coverage

Q: Why are the number of years the mine will be opened declining? When they first announced it, they had said it would be open for a hundred years and how it's down to 21 years. Also why will the Committee only be in function during the start of the mining process; the Committee should run throughout the mining process.

A: Each of the deposits have a certain number of years in which they will be worked on. Deposit 1 has a projected life of 21 years, the other deposits will be worked on in the future. This Committee is set to be in function only in the beginning, however maybe there will be other committees that will look after it once the Mine is up and running.

OTHER MINES & OPERATIONS - NANISIVIK - COMPARISON TO MARY RIVER

<Documents\Arctic Bay\ArcticBayProjectCommittee_July, 28, 2011> - § 1 reference coded [6.37% Coverage]

Reference 1 - 6.37% Coverage

Q: When we had Nanisivik, they had indicated a target level of Inuit Employment of 60% and this was never met by the Company. It would be good if Baffinland does not have any of this seeing as I'm sure they would not meet any of the targets that they make.

A: This will be another issue that would need to be brought up at the workshop.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.40% Coverage]

Reference 1 - 0.40% Coverage

We do not want to make the same mistakes as at Nanisivik. Also, it would still be a community if Inuit had been involved in closure planning.

<Documents\Pond Inlet\PondInletProjectCommittee_June 23, 2011> - § 1 reference coded [3.69% Coverage]

Reference 1 - 3.69% Coverage

Member: There was a mine near Arctic Bay, called Nanisivik. Arctic Bay delegates have already have experience in having a mine near their community, their input will be very helpful/useful.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.84% Coverage]

Reference 1 - 0.84% Coverage

Comparisons of the Nanisivik Mine and animal populations referred and noted. It is stated that animals will invariably relocate to different areas and the timelines for those animals returning to the area explained.

<Documents\Pond Inlet\PondInletProjectCommittee_September 13, 2011> - § 1 reference coded [6.31% Coverage]

Reference 1 - 6.31% Coverage

Loading dock and the conveyor belt should have covering shelter to prevent the dust, and other contaminant gases to escape to the environment and the seawater especially. From the Nanisivik Mine experience, ring, harp and bearded seals have been contaminated as the cods were feeding on the dust from the docking facility which the seals feed on. Seals were contaminated on their liver and kidneys, thus not suitable for food.

OTHER MINES & OPERATIONS - NANISIVIK - IMPACTS FROM NANISIVIK

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 1 reference coded [3.05% Coverage]

Reference 1 - 3.05% Coverage

Topic	Questions Posed	Main Comments
Project timelines, Pre-construction staging	Do we have support for the Project if the port site is moved to Nuvuiit? What effects will ammonium nitrate have on the environment and how will it be monitored? Where will the skidoo crossings be, and how many will there be? Can changes still be made to the project plans and designs? Will the security amount be enough if the mine is approved? Will the allocation of harvest quotas be affected by the Project?	Reference was made to Nanisivik and the impacts it had on the ecosystem (animals left area, contaminants found in marine mammals; also travel concerns, skidoos lost) There is concern about the use of ammonium nitrate. It was expressed by some that the Project development should be based on what QIA/Inuit want and not dictated by Baffinland. Concerns were expressed that everything seemed approved without community involvement, particularly the selection of the Steensby port site. Monitoring of wildlife before, during and after construction of the mine camps remains an important requirement.

<Documents\Pond Inlet\PondInletProjectCommittee_September 13, 2011> - § 1 reference coded [6.31% Coverage]

Reference 1 - 6.31% Coverage

Loading dock and the conveyor belt should have covering shelter to prevent the dust, and other contaminant gases to escape to the environment and the seawater especially. From the Nanisivik Mine experience, ring, harp and bearded seals have been contaminated as the cods were feeding on the dust from the docking facility which the seals feed on. Seals were contaminated on their liver and kidneys, thus not suitable for food.

TRANSPORTATION - AIR - AIR STRIPS

<Documents\Igloolik\IgloolikSiteTour_July 11, 2011> - § 1 reference coded [1.77% Coverage]

Reference 1 - 1.77% Coverage

Mary River's airstrip will be expanded during pre-staging (2012) to 6000 feet to allow for a 737 jet.

TRANSPORTATION - AIR - AIRCRAFT

<Documents\Arctic Bay\ArcticBayProjectCommittee_July, 28, 2011> - § 1 reference coded [5.53% Coverage]

Reference 1 - 5.53% Coverage

Q: This is in regards to low flying of aircraft, if this continues animals will be impacted. He also wonders if the flights that go from Mary River to the other Communities can be utilized by bringing in Country food from the other Communities.

A: This issue can be brought up at the workshop.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_July 13-14, 2011> - § 1 reference coded [0.57% Coverage]

Reference 1 - 0.57% Coverage

Concerns are also raised in regards to low level flying within the mine site and surrounding areas.

TRANSPORTATION - RAIL - CARIBOU MIGRATION

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 1 reference coded [5.14% Coverage]

Reference 1 - 5.14% Coverage

Member – they are saying they can stop if they saw a lot of caribou and how many is a lot it might be few for them but to us it would be a lot since we don't have a lot of caribou. And if they say there are not enough and it will just cost them to stop. And once they started they have to keep going non-stop. We have to set how many for them to stop the train once they start we will not have a say stopping them.

Member – In Qikiqtaluk tajuat (pack of caribou) they use the same track when they start walking, we can watch them all day up to two days. And once they stop for eat and start walking again you can even feel the vibration.

Member – Caribou are very sensitive (scared easily) when we have not much caribou. I am asking how many is a lot when we have not much caribou? I went to Agmaluqtu by Honda this summer and since we have helicopters all summer long we cannot even see the caribou there. So if you see how many caribou can you guys stop? Since the train is right on the tulit (caribou track).

Member – how long can you wait? How many hours can they wait? How long do they have patience if they are more ahead from the ships for a week worth of stocks it would take much income with the ship for unplanned stoppage.

<Documents\Hall Beach\HallBeachProjectCommittee_September 27, 2011> - § 1 reference coded [5.32% Coverage]

Reference 1 - 5.32% Coverage

Before we get a lot of Caribou we are going to be blocked from the railroad. We will have to get them advice to do more studies, we are not just saying because caribou is our food and the store bought are very expensive. We have to talk with them about the land. On fox 3 there was caribou but they never came here.

<Documents\Igloodik\IgloodikProjectCommittee_September 15-21, 2011> - § 1 reference coded [1.56% Coverage]

Reference 1 - 1.56% Coverage

Concern – caribou crossings – can we build the rail above the known caribou trails.

<Documents\Other Meetings\Interagency_BIMCWorkshop_July 12-14, 2011> - § 1 reference coded [2.25% Coverage]

Reference 1 - 2.25% Coverage

There was discussion and clarification of materials to be used to construct the rail bed and at planned caribou crossings. Only the crossings will be 'caribou friendly'. IQ was used to determine appropriate crossing areas. Otherwise the rail bed will be constructed with larger materials which could present a danger to caribou attempting to cross at those points. The effect of drifting snow as a potential barrier in the winter was also discussed.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 1 reference coded [4.49% Coverage]

Reference 1 - 4.49% Coverage

Topic	Questions Posed	Main Comments
Caribou	Will the mining site impact caribou migration? What impact will the railway have on caribou crossing, and on general caribou movement and migration? Is IQ being incorporated in considering impacts and solutions? How long does it take for the train to stop?	There is concern with the decline of country food and the increasing reliance of Inuit on expensive store-bought food. It is important to work with the GN in regards to caribou management and research. Access to existing GN data is important. Impacts to and forced relocation of calving grounds is a major concern. Mitigation measures do not consider calving grounds. Migratory routes should not be disturbed. The length of the railway is a major concern. The proposed railway borders migratory routes and this should be considered. There is concern about increased human population in the area and the impact that increased hunting will have on caribou and caribou numbers, particularly because herd populations are at the low end of the cycle at present. Caribou populations and calving grounds have already been impacted from the Tote Road construction. Noise and dust levels should be considered. Food sources for caribou will be impacted. There are issues related to the frequency of helicopters and actual and potential impacts to caribou remain of concern. Calving and mating seasons for caribou should be considered and development should be carried out accordingly to minimize potential impacts on caribou populations. Monitoring is required over the long-term in local and regional areas.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_July 13-14, 2011> - § 3 references coded [3.12% Coverage]

Reference 1 - 0.76% Coverage

Member: wishes to try and change the railway line as it is directly in the caribou country and wants committee to look into this.

Reference 2 - 0.87% Coverage

Member: also notes that caribou migration routes have changed due to climate change and is concerned that the railway will impact migration routes.

Reference 3 - 1.49% Coverage

Member: raises concerns re: caribou on the railway track around slopes and alongside rock walls where there is potential for caribou to be run over by the trains.

Concerns are also raised that railroad tracks will hinder caribou in their migration routes.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_QIANotes_July 13-14, 2011> - § 2 references coded [22.79% Coverage]

Reference 1 - 6.30% Coverage

Migration will be affected by the project, and has already changed as a result of project activities;
The Steensby Inlet area has more migration through it (and thus more potential to be impacted) than the mine, Tote Road, and northern portion of the rail line areas;
Migration is generally not mass migration (dispersal as I would define), but more back and forth regular migration;

Reference 2 - 16.49% Coverage

There was concern whether the train would be able to stop in time if caribou are migrating through or are on the tracks; Blasting in the cliff area along Cockburn Lake will chase away the caribou; Caribou can travel in rugged conditions, but members worry about mortalities that could be caused by the trains (and also what would happen to the carcasses if mortalities did occur); There were differing opinions on whether the rail bed would make caribou turn back/deflect, or whether they would just cross over; there was consensus that the leader in a group had to cross over for the rest of the caribou to follow; Committee members preferred the thaw-sensitive rail bed design (wider more gentle slopes) compared with the regular ground rail bed (steeper, shorter slopes); I explained that most of the bed would be constructed of the regular bed (steeper slopes; large rock/boulder material), and only 10% of the bed would have "caribou-friendly" slopes (more gentle and with finer material top cover);

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 3 references coded [1.69% Coverage]

Reference 1 - 0.77% Coverage

-Amount of railway traffic; these include Mortality rates/caribou around developed areas.

-Potential impacts around caribou migratory routes in a high concern
-disruption of migratory routes

Reference 2 - 0.71% Coverage

Proposed railway location borders on migratory routes and should be considered.

-Mitigation measures by Baffinland include provisions for caribou crossings along migratory routes.

Reference 3 - 0.21% Coverage

Migratory routes remain a high concern for all tables

<Documents\Pond Inlet\PondInletProjectCommittee_September 14, 2011> - § 1 reference coded [5.72% Coverage]

Reference 1 - 5.72% Coverage

The caribou in the region has already been impacted and the company should do more to protect the migration of caribou.

"The risk for collisions along the railroad with caribou is minor....." this statement is not true mainly because there has never been a railroad in the region, nobody knows if it will or not. There may be many caribou being struck by rail because the caribou do not live in farms and are not capable of reading signs.

<Documents\Pond Inlet\PondInletProjectCommittee_September 15, 2011> - § 2 references coded [17.83% Coverage]

Reference 1 - 14.49% Coverage

Project will impact caribou migration and movement drastically in the area between Steensby and Mary River, will block caribou migrating to and from Milne Inlet and Borden Peninsula.

Caribou in south and north are different herd where southern caribou migrate in circle in southern part of Baffin.

IQ on caribou migration and movement of caribou should be recognized and used as tool to mitigate the migration potential problem. Inuit in each of the Baffin communities know the land and they know where the caribou migrates and calve, they should be contacted and use their knowledge instead of relying on classroom education and the date that was used ten years ago.

Reference 2 - 3.34% Coverage

If the train struck a caribou, the operator should be treated as any car driver down south, penalized and convicted, thus losing their license to operate.

<Documents\Pond Inlet\PondInletProjectCommittee_September 22, 2011> - § 2 references coded [15.46% Coverage]

Reference 1 - 8.80% Coverage

Ever since the Mary River Project has started, the caribou's migratory and behavior have changed. Areas between Clyde River, Pond Inlet and Mary River are not seeing any caribou. The impacts from the project have started already due to the bulk sample.

Reference 2 - 6.66% Coverage

How will the railway impact the caribou? How will they move around the railway? Their migration will be disturbed. We have already been impacted by the activity at Mary River on our caribou.

TRANSPORTATION - RAIL - CONSTRUCTION

<Documents\Clyde River\ClydeRiverProjectCommittee_August 23, 2011> - § 1 reference coded [2.35% Coverage]

Reference 1 - 2.35% Coverage

Construction of the railroad.

<Documents\Hall Beach\HallBeachProjectCommittee_July 4, 2011> - § 1 reference coded [2.79% Coverage]

Reference 1 - 2.79% Coverage

Also they are making a tunnel and when they make a tunnel they will have to use the explosives

<Documents\Pond Inlet\PondInletProjectCommittee_September 15, 2011> - § 1 reference coded [1.81% Coverage]

Reference 1 - 1.81% Coverage

Railroad tracks, how would they be installed? Need clear visualization of the track.

TRANSPORTATION - RAIL - CROSSING RAILWAY

<Documents\Igloodik\IgloodikProjectCommittee_September 15-21, 2011> - § 1 reference coded [1.56% Coverage]

Reference 1 - 1.56% Coverage

Concern – caribou crossings – can we build the rail above the known caribou trails.

<Documents\Other Meetings\Interagency_BIMCWorkshop_July 12-14, 2011> - § 2 references coded [4.96% Coverage]

Reference 1 - 2.25% Coverage

There was discussion and clarification of materials to be used to construct the rail bed and at planned caribou crossings. Only the crossings will be 'caribou friendly'. IQ was used to determine appropriate crossing areas. Otherwise the rail bed will be constructed with larger materials which could present a danger to caribou attempting to cross at those points. The effect of drifting snow as a potential barrier in the winter was also discussed.

Reference 2 - 2.70% Coverage

Further it was noted that during the winter, it is very difficult to predict crossings and whether caribou will use the rail line as a trail during the winter. It will take a train approximately 14 minutes to cross a point and this will occur every 6 hours. It would take 2 km to stop a train traveling at 60 km/hr. Information from experiences with diamond mines in the western Arctic suggest that caribou will avoid disturbed areas. Community representatives noted that once leaders begin to cross, others will follow despite the danger.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 3 references coded [1.63% Coverage]

Reference 1 - 0.36% Coverage

If the leader of a group of caribou crosses the tracks, the rest will follow even if there is a train coming. Will the train stop?

Reference 2 - 0.42% Coverage

Mitigation measures by Baffinland include provisions for caribou crossings along migratory routes. There are 6 crossings over the length of the railway.

Reference 3 - 0.84% Coverage

The 6 crossings for snowmobiles are not enough. If there is a caribou on the other side, I don't want to drive all the way down to a crossing. The caribou will be gone. There should be wooden crossings, each 500 m or so, to facilitate hunting. Hunters should decide how many crossings, not the company.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_QIANotes_July 13-14, 2011> - § 1 reference coded [16.49% Coverage]

Reference 1 - 16.49% Coverage

There was concern whether the train would be able to stop in time if caribou are migrating through or are on the tracks; Blasting in the cliff area along Cockburn Lake will chase away the caribou; Caribou can travel in rugged conditions, but members worry about mortalities that could be caused by the trains (and also what would happen to the carcasses if mortalities did occur); There were differing opinions on whether the rail bed would make caribou turn back/deflect, or whether they would just cross over; there was consensus that the leader in a group had to cross over for the rest of the caribou to follow; Committee members preferred the thaw-sensitive rail bed design (wider more gentle slopes) compared with the regular ground rail bed (steeper, shorter slopes); I explained that most of the bed would be constructed of the regular bed (steeper slopes; large rock/boulder material), and only 10% of the bed would have "caribou-friendly" slopes (more gentle and with finer material top cover);

<Documents\Pond Inlet\PondInletProjectCommittee_September 14, 2011> - § 1 reference coded [5.72% Coverage]

Reference 1 - 5.72% Coverage

The caribou in the region has already been impacted and the company should do more to protect the migration of caribou.

"The risk for collisions along the railroad with caribou is minor...." this statement is not true mainly because there has never been a railroad in the region, nobody knows if it will or not. There may be many caribou being struck by rail because the caribou do not live in farms and are not capable of reading signs.

<Documents\Pond Inlet\PondInletProjectCommittee_September 15, 2011> - § 2 references coded [11.31% Coverage]

Reference 1 - 3.34% Coverage

If the train struck a caribou, the operator should be treated as any car driver down south, penalized and convicted, thus losing their license to operate.

Reference 2 - 7.97% Coverage

How are the railroads be equipped when a hunter wants to cross the railroad, would there be stop signs or button if they want to cross it and wait for the train? How would they be required to do it.

Railroad tracks, how would they be installed? Need clear visualization of the track. Crossing spots – how are they operated, what or how distance should the train be.

<Documents\Pond Inlet\PondInletProjectCommittee_September 22, 2011> - § 2 references coded [8.94% Coverage]

Reference 1 - 6.66% Coverage

How will the railway impact the caribou? How will they move around the railway? Their migration will be disturbed. We have already been impacted by the activity at Mary River on our caribou.

Reference 2 - 2.28% Coverage

How will the crossings for caribou and snowmobiles be constructed?

TRANSPORTATION - RAIL - GENERAL COMMENTS

<Documents\Clyde River\ClydeRiverProjectCommittee_May 30, 2011> - § 1 reference coded [15.53% Coverage]

Reference 1 - 15.53% Coverage

Information from Igloodik meetings: Issues with wildlife and sea mammals have been a concern to the people of Igloodik along with the proposed railroad. Wildlife migration routes will be affected and the people are concerned with the safety of animals. But, overall, the community is keen to the proposed mine as long as the safety concerns are met.

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 1 reference coded [3.20% Coverage]

Reference 1 - 3.20% Coverage

For lakes train rail will keep dropping dust and they say it will not much impact for little dust but it's going to keep going back and forth for 21 years and it's going to pile up and that is why they will have to monitor the lake and fish to make sure how much iron is in the lake or fishes.

Member – They will impact a lot of things and I don't want to see the fish flowing.

QIA – The fishes will definitely flow on the lakes.

QIA – I have a question, we have concern on this too and kept saying this. Iron dust will it kill the fish from too much iron on the ice will they die from not breathing due to too much iron on the lakes. They have gills and breathe from the water. One time I shot a 22 to the lake and few of them died from it and flow on the water.

<Documents\Igloodik\IgloodikProjectCommittee_July 4, 2011> - § 1 reference coded [5.23% Coverage]

Reference 1 - 5.23% Coverage

Terrestrial mammals will be impacted by the train, its habitat and there should be more consideration to reduce the dust spreading from the ore.

<Documents\Other Meetings\Interagency_BIMCWorkshop_July 12-14, 2011> - § 1 reference coded [2.74% Coverage]

Reference 1 - 2.74% Coverage

Action:

The potential effects of the railway will be built into the monitoring program.

It is agreed that monitoring and mitigation plans need to be updated and become more robust as the project advances so that issues are not left to the end. Monitoring and mitigation sessions need to commence prior to potential impacts. QIA suggests a workshop after the technical review of the DEIS is complete to focus on monitoring. PC identifies that the management decisions need to be included for the threshold at which mitigation needs to begin.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 2 references coded [3.42% Coverage]

Reference 1 - 3.21% Coverage

Topic	Questions Posed	Main Comments
Future operations	<p>Will there be caps on the railcars to prevent dust release?</p> <p>What will the depth and total footprint of the mine pit?</p> <p>Will the water quality be affected?</p> <p>Where will the bridges be and how long will they be?</p> <p>What is being done for landfill closure?</p> <p>Will animals be prevented from entering the pit and tunnels?</p>	<p>The current footprint of project operations at Mary River, Milne and Steensby was outlined.</p> <p>Communities wanted more information about the Nuvuiit Port site.</p> <p>Concerns were expressed about wildlife being killed, and payment for any polar bear deaths.</p> <p>Careful monitoring is important.</p> <p>Communities do not want ships going into Steensby during the winter</p> <p>Concerns were expressed about mine runoff contaminating lakes and rivers.</p> <p>Concerns were raised over the safety of people and animals travelling on the ice after the ships have passed by, or going across the tracks.</p> <p>Communities want the chance to negotiate for the infrastructure left by Baffinland (e.g. rail and road).</p> <p>More snowmobile crossings were requested.</p> <p>Railway cars should be covered to prevent additional dust release.</p>

Reference 2 - 0.21% Coverage

There will be a total of 24 bridges and up to 200 culverts along the railway.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_July 13-14, 2011> - § 1 reference coded [1.10% Coverage]

Reference 1 - 1.10% Coverage

Issues such as caribou carcasses found on railroad tracks need to be addressed and this committee can request full community consultation on measures regarding removal of caribou carcasses.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_QIANotes_July 13-14, 2011> - § 1 reference coded [16.49% Coverage]

Reference 1 - 16.49% Coverage

There was concern whether the train would be able to stop in time if caribou are migrating through or are on the tracks; Blasting in the cliff area along Cockburn Lake will chase away the caribou; Caribou can travel in rugged conditions, but members worry about mortalities that could be caused by the trains (and also what would happen to the carcasses if mortalities did occur); There were differing opinions on whether the rail bed would make caribou turn back/deflect, or whether they would just cross over; there was consensus that the leader in a group had to cross over for the rest of the caribou to follow; Committee members preferred the thaw-sensitive rail bed design (wider more gentle slopes) compared with the regular ground rail bed (steeper, shorter slopes); I explained that most of the bed would be constructed of the regular bed (steeper slopes; large rock/boulder material), and only 10% of the bed would have "caribou-friendly" slopes (more gentle and with finer material top cover);

<Documents\Pond Inlet\PondInletProjectCommittee_August 3, 2011> - § 1 reference coded [2.35% Coverage]

Reference 1 - 2.35% Coverage

Member raises his CONCERNS over RAILROAD TRAFFIC and SAFETY. He wishes this be INCLUDED IN THE CLOSING COMMENTS at the WORKSHOP.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 4 references coded [1.82% Coverage]

Reference 1 - 0.40% Coverage

Amount of Railway traffic anticipated generation of vibrations may impact surrounding lakes and rivers.

Reference 2 - 0.16% Coverage

Length of the railway is a major concern

Reference 3 - 0.88% Coverage

Railway alignment/location other concerns include how harvesting quotas will be allowed to each surrounding community and who will be affected should animals be destroyed during the development and construction of the railway.

Reference 4 - 0.37% Coverage

Total of 24 bridges have been identified and approximately up to 200 culverts along the roads.

TRANSPORTATION - RAIL - OPERATION

<Documents\Igloodik\IgloodikProjectCommittee_September 15-21, 2011> - § 2 references coded [3.72% Coverage]

Reference 1 - 1.52% Coverage

We would like to see the train that is going to carry the Iron Ore to have a cover.

Reference 2 - 2.20% Coverage

The train that is going to carry the Iron Ore to the port should have cover that way it have less impact on all animals.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 1 reference coded [3.21% Coverage]

Reference 1 - 3.21% Coverage

Topic	Questions Posed	Main Comments
Future operations	<p>Will there be caps on the railcars to prevent dust release?</p> <p>What will the depth and total footprint of the mine pit?</p> <p>Will the water quality be affected?</p> <p>Where will the bridges be and how long will they be?</p> <p>What is being done for landfill closure?</p> <p>Will animals be prevented from entering the pit and tunnels?</p>	<p>The current footprint of project operations at Mary River, Milne and Steensby was outlined.</p> <p>Communities wanted more information about the Nuvuiit Port site.</p> <p>Concerns were expressed about wildlife being killed, and payment for any polar bear deaths.</p> <p>Careful monitoring is important.</p> <p>Communities do not want ships going into Steensby during the winter</p> <p>Concerns were expressed about mine runoff contaminating lakes and rivers.</p> <p>Concerns were raised over the safety of people and animals travelling on the ice after the ships have passed by, or going across the tracks.</p> <p>Communities want the chance to negotiate for the infrastructure left by Baffinland (e.g. rail and road).</p> <p>More snowmobile crossings were requested.</p> <p>Railway cars should be covered to prevent additional dust release.</p>

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_July 13-14, 2011> - § 1 reference coded [0.76% Coverage]

Reference 1 - 0.76% Coverage

Member: wishes to try and change the railway line as it is directly in the caribou country and wants committee to look into this.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 2 references coded [0.93% Coverage]

Reference 1 - 0.53% Coverage

-Amount of railway traffic is a high concern, recovery times for animal species prior to and during construction of railroad discussed.

Reference 2 - 0.40% Coverage

Amount of Railway traffic anticipated generation of vibrations may impact surrounding lakes and rivers.

TRANSPORTATION - RAIL - ROUTING

<Documents\Arctic Bay\ArcticBaySiteTour_QIANotes_July 9, 2011> - § 1 reference coded [3.02% Coverage]

Reference 1 - 3.02% Coverage

Committee: Where is the location of the railway? Is it in the Mary River Valley?
BIM: Not right in the valley but near it.

<Documents\Clyde River\ClydeRiverProjectCommittee_June 10, 2011> - § 1 reference coded [16.62% Coverage]

Reference 1 - 16.62% Coverage

Concerns from Igloodik: Concerns about the proposed railroad route at Ipikituqjaq has been a concern to the community since it will affect the animals, birds and sea mammals around the area. It's was also a concern for this community (Clyde River) since people travel through that same route from Clyde River to Igloodik by snowmobile. An overall concern from this community was that people don't mind if the mine does not open for the sake of the animals but would be willing to abide if the safety of wildlife concerns are met.

<Documents\Hall Beach\HallBeachProjectCommittee_August 3, 2011> - § 2 references coded [19.18% Coverage]

Reference 1 - 11.57% Coverage

They are planning and they really want to start the railroad to ikpikituqjuk, we have to think of a way to let them know our concerns and how we can get our concerns heard. It would be great if we had the map for the ice for the whole year it would be great in the meeting we will have in Iqaluit.

Reference 2 - 7.61% Coverage

If we cannot get them to move the railroad we will have to try harder. And if they don't like what we want just tell them to leave. And we should get money from them every year for using our land.

<Documents\Hall Beach\HallBeachProjectCommittee_July 4, 2011> - § 1 reference coded [3.36% Coverage]

Reference 1 - 3.36% Coverage

We will have to try and change the railroad and if we can't change it we have to get rebate from them every year.

<Documents\Igloodik\IgloodikProjectCommittee_September 15-21, 2011> - § 1 reference coded [2.55% Coverage]

Reference 1 - 2.55% Coverage

We would like to see the train go through the thicker soils for safety purposes, since there is climate change it would be safer to travel.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_July 13-14, 2011> - § 1 reference coded [1.28% Coverage]

Reference 1 - 1.28% Coverage

Location and route of the proposed railroad was presented to committee, explaining railway features that will include approximately ten percent (10%) for caribou crossings and where people, snowmobiles or ATVs can cross.

<Documents\Pond Inlet\PondInletProjectCommittee_August 25, 2011> - § 1 reference coded [5.62% Coverage]

Reference 1 - 5.62% Coverage

Member: suggests that North Baffin communities should work together and collectively agree to the opposition of the location of the proposed railway and to suggest alternative locations in less sensitive areas of animal habitat.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 2 references coded [0.51% Coverage]

Reference 1 - 0.12% Coverage

Possible re-routing of railway

Reference 2 - 0.39% Coverage

Our position remains to relocate, move the rail line and port from Steensby Inlet to Nuvuiit Point.

TRANSPORTATION - ROAD

<Documents\Hall Beach\HallBeachProjectCommittee_May 31, 2011> - § 1 reference coded [8.33% Coverage]

Reference 1 - 8.33% Coverage

They are saying we will use less money if we use the road that is close to Pond Inlet, but also saying they will have to make holes of 2 mountains. Fishes die easily so they say they can move the fishes. They don't even worry about our animals. We will have to try and get them to use a different road, if not we will have to know that we have to try harder.

<Documents\Igloodik\IgloodikSiteTour_July 11, 2011> - § 1 reference coded [3.34% Coverage]

Reference 1 - 3.34% Coverage

The tote road has been removed from the mining operations plan, and this change required the submission of an Addendum to the DEIS reflecting the resulting differences in impact assessment.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.37% Coverage]

Reference 1 - 0.37% Coverage

Total of 24 bridges have been identified and approximately up to 200 culverts along the roads.

<Documents\Pond Inlet\PondInletProjectCommittee_September 14, 2011> - § 1 reference coded [2.24% Coverage]

Reference 1 - 2.24% Coverage

The Milne Inlet tote road should be build permanently even after the project as the people and hunters in particular will be able to use it as well as the docking facility.

TRANSPORTATION - SHIPPING - ACCIDENTS

<Documents\Cape Dorset\CapeDorsetConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [5.24% Coverage]

Reference 1 - 5.24% Coverage

The Committee expressed strong concern that ship accidents might cause spills that affect the marine environment. They were concerned in particular that local birds might be affected by oil if a spill occurred, and that a spill might affect the organisms that birds and mammals eat. There are strong currents in the Cape Dorset area that may spread oil quickly if there is a major spill. They wanted communities along the shipping route to be provided with cleaning equipment and training in its operation so clean-up operations could begin immediately in the event of a spill. They did not want to have to wait for equipment to arrive from other areas, and wondered whom to contact if they find oiled birds.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.55% Coverage]

Reference 1 - 0.55% Coverage

Cape Dorset raises concerns regarding the close proximity of the proposed shipping through Cape Dorset, possible fuel spills issues discussed.

TRANSPORTATION - SHIPPING - ALTERNATE PORTS

<Documents\Arctic Bay\ArcticBayProjectCommittee_June 9, 2011> - § 1 reference coded [15.78% Coverage]

Reference 1 - 15.78% Coverage

It was explained that Igloolik had concerns regarding the docking area for the ship and that Baffinland does not wish to move the docking area. However, People of Igloolik wish to change the docking area from Ikpikiturjuaq to Nuvuiit. The Committees of Pond Inlet, Clyde River and Hall Beach have all supported Igloolik's request. The Arctic Bay Mary River Project Committee moved to support Igloolik's request as well.

A member stated that if Baffinland does not wish to change the docking area then the ships would have to pick up ore from Ikpikiturjuaq once every two weeks. Ikpikiturjuaq is the route of char, it is also calving ground for caribou and also geese and other birds lay eggs in the Ikpikiturjuaq area. There are caribou and the waters in that area are calving grounds for walrus.

<Documents\Clyde River\ClydeRiverProjectCommittee_August 18, 2011> - § 1 reference coded [14.23% Coverage]

Reference 1 - 14.23% Coverage

Statements were read regarding the request of support from Igloolik, Hall Beach and Pond Inlet about the location of the proposed port.

<Documents\Clyde River\ClydeRiverProjectCommittee_August 23, 2011> - § 1 reference coded [6.37% Coverage]

Reference 1 - 6.37% Coverage

The following areas of concern were mentioned:

Proposed ship docking port area.

<Documents\Hall Beach\HallBeach_IgloolikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [2.82% Coverage]

Reference 1 - 2.82% Coverage

From the very start the communities did not want Steensby Inlet used as the port, they wanted shipping to stay on the east side of Rowley Island and not use Steensby Inlet. If they go to Steensby, all the sea mammals are going to be affected, and all the bottom creatures and other animals. Moving it is better for the mammals, moving the port south would reduce mortality for seals and other mammals, things like direct collisions or crushing them with the ship

Steensby will be cheaper to start-up, but there will be more impact. Moving the port would cost more initially but would be better for our decedents and for the environment and animals. In the community our minds are made up – we do not want the port in Steensby Inlet. The Steensby port will affect everything, fish, marine mammals, the bottom creatures.

<Documents\Hall Beach\HallBeachProjectCommittee_July 4, 2011> - § 4 references coded [44.04% Coverage]

Reference 1 - 20.09% Coverage

If they say Steensby is only option will we have to stop the mining. There are 3 mountains of Iron ore. And we are giving them 2 choices, to go Nuvuiit and they don't even want to look at it because it costs too much. In the future it's going to be very big, and we tried even to lower the ships schedule, we are trying to help each other. They have to see a letter saying we want the railroad to go Nuvuiit. In the south there are very big railroads. We want the railroad to go Nuvuiit instead, they have to check it. If you kill all the fish is Steensby what are you guys doing? This is Igloolik and Hall Beach food. We live for our animals and we are going to fight for it.

Reference 2 - 17.50% Coverage

If they are going to use the explosive they sure will use money. And if they try and move the fish they will break 2 things. We sure will have to fight for this. We have to convince them to move to Nuvuiit, they have not started the Steensby. They don't want Nuvuiit because it is a large railroad and it would cost more and it is closer to the ship. This is just a first deposit that they want for 21 years and there is more. We have to move them no matter what for our future generations. Inuit are thinking right to move railroad to Nuvuiit we have to fight hard for our generations.

Reference 3 - 1.87% Coverage

we will work with Igloolik to convince them to move to Nuvuiit.

Reference 4 - 4.58% Coverage

We have to get them to check the Nuvuiit for our generations. When there is change to our animals, if there's going to be money set a side for us to use.

<Documents\Hall Beach\HallBeachProjectCommittee_June 14, 2011> - § 1 reference coded [8.74% Coverage]

Reference 1 - 8.74% Coverage

A letter is read saying that Igloodik invites Baffinland to a meeting about the alternative port site at NUVUIIT. Everyone wants to go to the meeting in Igloodik.

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 1 reference coded [2.87% Coverage]

Reference 1 - 2.87% Coverage

When QIA executive went to Mary River to meet about the change to the port they found out that there was not even a study on the Railroad that they been trying to use. That is why two from here has to go there on the 17, 18, 19 to talk about this.

Member – Does Baffinland want to argue with only one from the community? It would show that if we all go we are more concerned on the railroad, all of the community has concern. And we are not going to back off.

QIA – that is why you will have to appoint one for Hall Beach and trust that person. It is really important. Same with Pond Inlet and Igloodik. QIA staff has approved that you guys can meet every night to complete this booklet.

<Documents\Hall Beach\HallBeachProjectCommitteeCLARCMeting_August 3, 2011> - § 2 references coded [22.39% Coverage]

Reference 1 - 6.15% Coverage

Member – Port, are you guys going to look at the port? We do not like the plan that is going to be a ship port.

BIMC – We just had a letter from Okalik, also from the Mayors from Hall Beach, Igloodik, and Pond Inlet. We have to talk about this.

Reference 2 - 16.24% Coverage

Member – what would you do if your pigs were going to be impacted? That is my question what would you do if your food is going to be damaged? If Mary River mine starts its not stopping and they are going to be there for long. Also we don't get to hear anything, just last minute, you guys need a CLO. On new things when we start things we don't know each other we have to get to know each other. We don't want it to be at the port that you guys are planning and we can protest.

Member – If you guys start and the port is not good enough you guys will have to make another one. If we are working together work with the Inuit we can plan this well.

<Documents\Igloodik\Igloodik BIMC Consulation_June 17, 2010> - § 7 references coded [64.17% Coverage]

Reference 1 - 12.56% Coverage

BIMC started by stating that Baffinland is looking for clarity on the concerns of Igloodik with respect to the proposed Steensby port, and how the company can best prepare for the proposed trip to Igloodik the first week of July.

QIA – The community still needs more information on how the Steensby port was proposed. Igloodik are still looking at the Nuvuiit site and want to understand how it is possible, and if not then why not. They want to look at the maps – is there too much permafrost between the Steensby and Nuvuiit site? They are still thinking about the Nuvuiit site. There was a mis-communication between Baffinland and the elder's committee.

Reference 2 - 7.93% Coverage

QIA – Has a field study of the Nuvuiit site been done, or can it be done?

BIMC – A desktop study of a railway alignment to the Nuvuiit site was completed by the railway engineer – this was presented during the previous meeting the company held in Igloodik.

QIA – OK. We would like the railway engineer to attend the meeting.

BIMC – Not sure if this will be possible, but we will see if she is available.

Reference 3 - 7.01% Coverage

BIMC – What is the main concern about locating the port at Steensby Inlet?

QIA – There are three main concerns. First is seal pupping on landfast ice. Second is that the railway goes along the Cockburn Lake which has been identified as a commercial fishery. Third is that during summer marine mammals including walrus, beluga and bowhead go into Steensby Inlet.

Reference 4 - 9.24% Coverage

BIMC – QIA's letter asked for a full impact assessment on all options for rail and port, but the concern in Igloolik seems to focus on Steensby and Nuvit, is that right?

Committee – Yes, the main concern is Steensby, Cockburn Lake fisheries, and blasting alongside the lake for the tunnels.

BIMC – Can we look at comparing the effects of Steensby versus Nuvit?

Committee – A very good question to ask. We'd like to have a discussion comparing the impact on the two places.

Reference 5 - 9.62% Coverage

QIA – Baffinland is going to Igloolik to work on the Nuvit site, but it is important that the other port sites be addressed. There is still a lot of pressure from the communities on the other port sites, so they can't be excluded.

Committee – The main issue on the Igloolik side is Steensby and Nuvit. The other sites – we haven't heard from the other communities. If the other communities raise concern on the other sites it would need to be looked at.

BIMC – Thanks, very helpful to understand.

Reference 6 - 15.19% Coverage

Committee – If Baffinland can bring a huge map to Igloolik?

BIMC – Yes, we'll have maps and IQ information prepared and will bring with us.

Committee – It is unfortunate that most of the committee are not available right now due to other commitments like Rangers and being out on the ice for the last couple of weeks of ice.

BIMC – We'll communicate regarding dates. BIMC can work on the meeting location, refreshments, translators, etc. We'll need at least two translators.

QIA – Can I suggest an interpreter from Hall Beach?

BIMC – Is it [name of interpreter]?

QIA – Yes.

BIMC – We agree, it would be good to have the interpreter there. BIMC can coordinate to make arrangements to have the interpreter there, if he is available.

QIA – Likely one of us will be there.

Reference 7 - 2.61% Coverage

QIA – The Hall Beach committee can come? They would like to attend.

BIMC – Oh, I didn't know. That would be fine if we can coordinate.

<Documents\Igloolik\IgloolikProjectCommittee May 16, 2011> - § 1 reference coded [17.80% Coverage]

Reference 1 - 17.80% Coverage

The port in Mary River was discussed and members talked about their concerns for tomorrow's meeting with the Baffinland people at HTO building. They gathered questions and answers for the meeting.

<Documents\Igloolik\IgloolikProjectCommittee_May 18 2011> - § 1 reference coded [6.05% Coverage]

Reference 1 - 6.05% Coverage

We are not in agreement with the port site location. We have been saying this for years now but nobody is hearing us.

<Documents\Igloolik\IgloolikProjectCommittee_September 15-21, 2011> - § 1 reference coded [2.77% Coverage]

Reference 1 - 2.77% Coverage

If BIMC keep try and go to Steensby Inlet for port site the impact will be much larger, but if they will go to Nuvuiit the impact will be much smaller.

<Documents\Igloolik\IgloolikSiteTour_July 11, 2011> - § 2 references coded [12.76% Coverage]

Reference 1 - 4.74% Coverage

BIM is aware that Igloolik has concerns with the Steensby Port site so a map has been included with the alternate routes. The Company would like to fly those routes with this Committee. BIM realizes that decisions cannot be made here, but open discussion is required.

Reference 2 - 8.02% Coverage

Committee: I know that the company will be unlikely to use the Nuvuiit alternate route due to it being very hilly; I know that it can't be used. But the Community of Igloolik does not want the Port at Steensby. They need to see the second alternate route with their own eyes. Did the Company representative see the 30 walrus on the ice?
BIM: Yes we are going to attempt to fly the second alternate route if weather permits. No, I did not see the walrus.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 6 references coded [5.79% Coverage]

Reference 1 - 0.65% Coverage

There was an overwhelming response regarding concerns about the impacts to marine life and Inuit for the port site location in Steensby Inlet. There was strong support from representatives of all communities to seek an alternative site.

Reference 2 - 0.21% Coverage

Reinforcement that communities do not want the port site at Steensby Inlet.

Reference 3 - 3.05% Coverage

Topic	Questions Posed	Main Comments
Project timelines, Pre-construction staging	Do we have support for the Project if the port site is moved to Nuvuiit? What effects will ammonium nitrate have on the environment and how will it be monitored? Where will the skidoo crossings be, and how many will there be? Can changes still be made to the project plans and designs? Will the security amount be enough if the mine is approved? Will the allocation of harvest quotas be affected by the Project?	Reference was made to Nanasivik and the impacts it had on the ecosystem (animals left area, contaminants found in marine mammals; also travel concerns, skidoos lost) There is concern about the use of ammonium nitrate. It was expressed by some that the Project development should be based on what QIA/Inuit want and not dictated by Baffinland. Concerns were expressed that everything seemed approved without community involvement, particularly the selection of the Steensby port site. Monitoring of wildlife before, during and after construction of the mine camps remains an important requirement.

Reference 4 - 0.44% Coverage

Discussions centred around the Steensby port site and whether the site would be acceptable to QIA/Inuit and the preference of an alternate site, namely Nuvuiit.

Reference 5 - 0.46% Coverage

The position by the communities of Hall Beach and Igloolik was that the port should not be at Steensby was reiterated. Three other communities expressed their support.

Reference 6 - 0.97% Coverage

The port site should be moved. We want the port moved to protect the animals and it shouldn't matter how much it will cost. The Company is doing all its calculations on 1 deposit and 20 years of mining. We all know there are more deposits and they will make a lot more money. The cost of moving the port gets smaller when you look at it this way.

<Documents\Pond Inlet\PondInletProjectCommittee_August 25, 2011> - § 2 references coded [19.85% Coverage]

Reference 1 - 10.35% Coverage

Member: urges community support for the opposition of the Steensby port location.

Member: informs committee that NIRB has extend it's deadline for submissions for comments after receiving letters from Hamlets of Hall Beach, Igloolik and Pond Inlet.

Member: takes opportunity to briefly outline concerns relating to the location of the Steensby port by the Hamlet of Igloolik, stating Igloolik has full support from QIA.

Reference 2 - 9.50% Coverage

Member: stresses the importance of forwarding all of our relevant concerns to BIMC in suggesting alternate locations for less sensitive areas despite the company's concerns on cost. It is acknowledged that affected communities and the land is more important to the Inuit and all preventative and mitigation measures be fully utilized to ensure maximum preservation of local animal habitat.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 6 references coded [3.33% Coverage]

Reference 1 - 0.23% Coverage

Recommendations include relocation of port in Steensby Inlet

Reference 2 - 0.36% Coverage

Pond Inlet and Hall Beach supports Igloolik's opposition for construction at Steensby Inlet.

Reference 3 - 0.28% Coverage

Arctic Bay supports Igloolik's position to relocate Steensby mine Camp.

Reference 4 - 1.07% Coverage

-Igloolik urges outlying communities to support their opposition of the Steensby camp and their wish to move it further away from sensitive areas of wildlife habitat. Ask each review committees to provide supporting letters advising their position to move the Steensby camp.

Reference 5 - 0.39% Coverage

Our position remains to relocate, move the rail line and port from Steensby Inlet to Nuvuiit Point.

Reference 6 - 1.00% Coverage

Igloolik's position to move the port location from Steensby Inlet to Nuvuiit remains unchanged-Igloolik feels the relocation of the port will be beneficial to the company in terms of operating costs and suggests receiving less, IIBA as a project trade off.

<Documents\Pond Inlet\PondInletProjectCommittee_September 14, 2011> - § 2 references coded [8.58% Coverage]

Reference 1 - 3.23% Coverage

Communities should be given an opportunity to voice their preference on the docking facility other than Steensby Inlet and/or Milne Inlet as there are other potential areas within the Cambridge Sound vicinity (between Clyde River and Pond Inlet).

Reference 2 - 5.35% Coverage

The committee feels that they need to meet with Igloolik MRP Committee face-to-face to discuss the Steensby Inlet port, although, the committee (PIMRPC) feels they (Igloolik MRP) have legitimate reason for NOT wanting the Steensby Inlet to be the port. This way both Committees can strategize and plan for better port that is acceptable to both communities, in which the BIMC may be able to support and pursue.

<Documents\Pond Inlet\PondInletProjectCommittee_September 22, 2011> - § 2 references coded [12.18% Coverage]

Reference 1 - 6.63% Coverage

We want to support the Foxe Basin people and have to Port moved from Steensby Inlet. People travel back and forth between Clyde River and Igloolik so we need to support the Foxe Basin people.

Reference 2 - 5.56% Coverage

The port site is a major issue for all the communities on Baffin Island – we need to ensure that everyone is comfortable with the project before this goes ahead.

TRANSPORTATION - SHIPPING - BALLAST

<Documents\Clyde River\ClydeRiverProjectCommittee_September 21, 2011> - § 1 reference coded [3.95% Coverage]

Reference 1 - 3.95% Coverage

We are very concerned with the ballast water and how it will impact and contaminate our waters.

<Documents\Hall Beach\HallBeach_IgloodikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 2 references coded [5.79% Coverage]

Reference 1 - 0.26% Coverage

Ballast water was also a significant point of discussion and a major concern.

Reference 2 - 5.53% Coverage

Ballast water

We are really concerned with the ballast water being drained in this region. What kind of safety precautions are Baffinland taking to reduce these impacts?

There's fish, clams, lots of bottom dwellers in Steensby. There's lots of char, and the fish there are better, they are a delicacy for other regions. The Rankin fish plant says Baffin Island fish are the best, they are ones they like the best.

Before the ballast water is dumped they have to test it to make sure it is safe to pour. We have to be mindful of the food web impacts to the smaller animals. They have to make sure that the ballast water is decontaminated before they dump it out, to make sure there is no contamination from the different regions.

They could use a mesh or filters to see exactly what type of creatures are being introduced to this region. They can work to find ways to improve their operations. Can they do something to deter the introduction of new species?

It is not going to be a small ship; there will be a sizable amount of water for ballast. If DFO can say it is not going to be dangerous, then we could feel better about it. This is an important issue that will have to be discussed more, we will not forget about it. Even if they have procedures in place to reduce contaminants, with that amount of water there will still be a chance.

The ships will need cleansers, or filters, something for sediments and any foreign species. They need something to trap those animals.

Filters would be great, but I am in favour of treatment of some kind.

Ballast water would dissipate better at Nuvuiit area.

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 1 reference coded [13.24% Coverage]

Reference 1 - 13.24% Coverage

QIA – how are they going to impact the marine habitat and biota, Ssteensby ports how is it going to be impacted since they are going to discharge the ballast water from supply vessels, and its going to change the ballast water overseas, and there will be 9 ships and they will be one and a half day apart and lineup, they will dump the ballast water right in Steensby. We are going to have different fish from overseas.

Member – microscopy bugs are different from our bugs and those will be dumped in our ocean.

Member – They will eat each other and its going everywhere here. And they will exchange ballast water in the natulas which is the most suruniquaatauluni. And in imaviu qitiani and dump in New Found Land and the ballast water will be 200,000 cubic metres, total 21 million cubic metres.

Member – The ocean is different from our ocean we can call it ikiq, and this has been in all the comments the micro bugs and that is the only way they can get the money and it is kind a hard trying to figure this out to fix this.

QIA - And they are saying that they will have a clean water treating it but if they do they would kill our micro bugs, that is why they will have to dump the exchange ballast water not treating it. If they make an impact how are they going to replace it? They have kept saying they are going to give us money. This is in progress but how should they replace the marine.

Member – They are thinking of money. Through QIA we can make investment freezing meat for 25 years and show them, this is how you make our food different and then they can give us food money. This is our chance to make things happen.

Member – We cannot make a difference to ballast water, we will have to agree on something from each other. This has been in all the comments about the impact of our ocean.

Member – Ships propellers will make the water dam and it will kill all the micro bugs and it will make impact right away and the micro bugs will die right away and the ones who eat micro will eventually die due to lack of food. They might have more food but it will make an impact on our food like seal will have different fur from the impact. They will be something that we don't even think of will have an impact.

Member – In Canada when St. Lawrence River was first a main ship area they had fish now it has no fish and there are a lot of zebra mussels. We know when new marine species are new in the area their population increase fast. And that is scary. Since we live here we don't want them here. For sure they will make a big impact. And it's not even in this how they will make impact. And if they try cleaning it will be full from that. In Arctic Bay they have said that in Nanisivik seals liver was damage from the ships going back and forth. We have to use the information and protect our ocean I would want them to use a different path.

Member – whole year long that island has ducks now. It going to impact from the dust and ice that they are breaking, is the seal pups are going to be impact, that is why we are trying to move the port for the discharge of the ballast water to the ocean. If they move it there will be less impact and it will be safer too.

<Documents\Hall Beach\HallBeachProjectCommittee_September 27, 2011> - § 1 reference coded [4.83% Coverage]

Reference 1 - 4.83% Coverage

ships water that is going to be drain in our ocean, it would be great if they can do it a little further it would make less impact on us. It will make an impact but less. I sure like to show them what fishes stomach and show that what fishes eat. Sometimes they don't really believe us.

<Documents\Hall Beach\HallBeachSiteTour_QIANotes_July 27, 2011> - § 1 reference coded [1.57% Coverage]

Reference 1 - 1.57% Coverage

Committee: Will ballast water be required from Milne Inlet?
BIM: I think so.

<Documents\Igloolik\IgloolikProjectCommittee_July 4, 2011> - § 1 reference coded [9.28% Coverage]

Reference 1 - 9.28% Coverage

The ballast water will be discharged at Steenby Inlet that is taken from the middle of Atlantic ocean. Would that cause impact to the area of Steensby Inlet mixing the salt water to the area where there is not so much salt water? How much impact will that be?

<Documents\Other Meetings\CommonConcerns_ShippingImpact_MarineMammals_July 5 and 13, 2011> - § 1 reference coded [12.02% Coverage]

Reference 1 - 12.02% Coverage

Risks associated with the release of large volumes of ballast water by incoming ore carriers have not been considered in the DEIS. Ballast water can introduce invasive species and may differ physically and chemically from the receiving water. Under the International Convention for the Control and Management of Ships' Ballast Water and Sediments incoming vessels will likely be required to convert from exchanging to treating ballast water in the next 5 to 10 years. The various methods of exchange and treatment, and sources of ballast water all present different, potentially significant risks that should be assessed. Monitoring and mitigation measures should also be presented for ballast water.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 3 references coded [8.11% Coverage]

Reference 1 - 4.16% Coverage

	Questions Posed	Main Comments
Ballast water	<p>What is the difference between the dumped ballast water and Nunavut water?</p> <p>How is the ballast water and iron ore stored in the ship?</p> <p>How will possible contaminants be controlled?</p> <p>How will ballast water be monitored?</p> <p>What is the impact on marine mammals from the ballast water?</p> <p>Will new species or invasive species be introduced into the area?</p> <p>Will food-chain (lower trophic) species be affected?</p> <p>What will be the impact of salinity (salt) levels or temperatures that differ from Nunavut waters?</p> <p>How will all the possible impacts of ballast water be mitigated throughout the Project?</p>	<p>Concerns about the amount of ballast water being discharged;</p> <p>Marine mammals are a major food source; there is strong concern for any impacts from ballast water or spills.</p> <p>There is a need for a study in the Foxe Basin and Hudson Strait to determine the effects on marine life.</p> <p>There is a risk of invasive species being carried into Nunavut waters attached to the hulls of ships, and concern about the resulting impacts on sea mammals and lower trophic levels.</p> <p>Concern about contamination from bacteria and microorganisms, and a need for screening or filters to be used in discharging methods.</p> <p>Monitoring systems should be in place to monitor animal species, sediment, temperature, and salt water levels (salinity) around the discharge area.</p> <p>A study should be done on invasive species as well as small organisms and the impact these may have on the food chain.</p>

Reference 2 - 3.08% Coverage

Ships to carry ore will be coming in empty and therefore will be carrying a lot of ballast water. Approximately 200,000 cubic metres of water will be loaded on to ships in Rotterdam; some of this water will be exchanged en route in the mid-Atlantic. Ships will carry more water in winter than in summer.

Invasive species may be carried in ballast water; also water from the mid-Atlantic will have a higher level of salinity (salt content) and different temperature. What will be the impact of each ship releasing this amount of ballast water into Steensby Inlet year-round?

Salt causes rusting to occur at a faster rate.

There are no regulations at the present time on how to test or treat ballast water, though there may be in future. The filtering process may not include full filtering of smaller species.

DFO involvement in monitoring of species will be required/recommended.

Ocean currents make it more difficult to predict impacts. Water currents and streams should be studied to get an idea where ballast water may end up.

Ship tracking can be put in place to monitor the actual route that ships take.

Reference 3 - 0.87% Coverage

Shipping and ballast water will impact harvest species and their food sources (lower trophic levels) and affect food security. There has to be a proper filtering system.

Benthic organisms and micro-organisms need to be closely monitored. The terrestrial food chain (e.g., mosquitoes) should also be monitored.

<Documents\Pond Inlet\PondInletProjectCommittee_August 3, 2011> - § 2 references coded [8.12% Coverage]

Reference 1 - 3.56% Coverage

Member mentions the issue of BALLAST WATER exchange and QIA explains the process and how it will be handled.

Committee members raise CONCERNS over BALLAST WATER and exchange at Steensby Inlet

Reference 2 - 4.56% Coverage

Member further added CONCERNS over BALLAST WATER EXCHANGE, being opposed to any dumping of ballast water around traditional hunting grounds and SUGGESTED BALLAST WATER EXCHANGE FURTHER DOWN DAVIS STRAIT where currents can carry away ballast water.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 5 references coded [8.11% Coverage]

Reference 1 - 0.30% Coverage

Ballast Waste Exchange- topic surrounding this issue brought up by this table

Reference 2 - 5.92% Coverage

QIA: Ballast water exchange explained and discussed. It is mentioned that an empty ship requires ballast water and is required to dump its ballast water prior to arriving into Nunavut. Process of ballast water exchange explained. Each ore ship will discharge 200,000 CM of ballast water, 102 ship trips per year.

-Roundtable discussions on ballast water exchange commences.

-Conditions and process of ballast water exchange discussed around table for Igloodik.

-Concerns raised include amount of ballast water being discharged.

-monitoring systems should be in place

-regular testing of sediment water recommended

-Monitoring of animal species around discharge area.

-Ballast Water Exchange, round table discussions. Policies and Procedures concerning the discharge of ballast water should be in compliance and properly monitored.

Roundtable discussions and concerns from other tables include:

-the need to test Canadian and foreign waters, clarification requested on points of discharge on Baffin Island area, comparisons and from other known discharge of ballast water studies required.

-Salinity and water temperature to be considered, how this will impact seabed species (major food source) for marine mammals.

-different water temperature, from different locations. Monitoring systems to be in place

-Concerns relating to possible containment of different microorganisms and bacteria in ballast water exchange discussed. The need for screening, or filters in discharging methods.

Reference 3 - 0.66% Coverage

-DFO involvement in monitoring of species will be required/recommended.

-Water currents and streams should be studied to get an idea where ballast water may end up in.

Reference 4 - 0.39% Coverage

ballast water will affect water salinity, concerns on the food chain and effects currently unknown.

Reference 5 - 0.84% Coverage

-Questions and comments regarding roundtable discussions concerns include

-water quality

-Fish habitat/food source

-Commercial fishing quotas

-Ballast water discharge

-explosive around lakes

<Documents\Pond Inlet\PondInletProjectCommittee_September 15, 2011> - § 1 reference coded [4.85% Coverage]

Reference 1 - 4.85% Coverage

Ballast water if its large enough, they will transport foreign species to the region, this may not be good for the other animals in the region and it may have drastic change on the salinity and temperature of the sea water.

TRANSPORTATION - SHIPPING - DOCKS

<Documents\Arctic Bay\ArcticBayProjectCommittee_July, 28, 2011> - § 1 reference coded [6.24% Coverage]

Reference 1 - 6.24% Coverage

Q: This is in regards to the Environmental issues that have Communities concerned in regards to the docking facility that is planned to be built in Steensby Inlet. Will Baffinland continue to build the docking facilities even when Inuit oppose the building of that dock?

A: We will meet about this and discuss it at the workshop.

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 1 reference coded [1.45% Coverage]

Reference 1 - 1.45% Coverage

Member – If the port is not deep enough they will use the explosions to make it deep. They will have to study it first to check what marine is in there. And to make sure our mammals food is not there.

Member – They are saying they are going to use the less noise for explosive, the one make bubbles, but that will still make an impact on our micro.

<Documents\Pond Inlet\PondInletProjectCommittee_September 14, 2011> - § 1 reference coded [2.24% Coverage]

Reference 1 - 2.24% Coverage

The Milne Inlet tote road should be build permanently even after the project as the people and hunters in particular will be able to use it as well as the docking facility.

TRANSPORTATION - SHIPPING - GENERAL COMMENTS

<Documents\Cape Dorset\CapeDorsetConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [4.12% Coverage]

Reference 1 - 4.12% Coverage

Noise and Vibrations

Ship noise will definitely affect communication among marine mammals. But, it may have less effect on bears, which are not deterred by the sound of gunshots unless they see the hunter.

Committee members were not sure how close ships could approach walrus haulouts before scaring the walrus. They expected that the smell of the ships would affect the marine mammals, and that this effect might change seasonally with changes in the wind direction. Walrus that are disturbed from areas where food is abundant will eventually return.

<Documents\Hall Beach\HallBeach_Igloodik BIMC Consultation_May 17, 2011> - § 3 references coded [19.68% Coverage]

Reference 1 - 3.90% Coverage

How will you warn hunters and communities that shipping is happening?

Reference 2 - 7.24% Coverage

Skidoos were lost in and around Arctic Bay and Nanisivik due to the shipping – we are concerned that this will happen to us too.

Reference 3 - 8.54% Coverage

There will be a lot of safety issues for us as residents in the area due to constant shipping. How will we be safe when we are traveling in our areas.

<Documents\Hall Beach\HallBeach_IgloodikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [0.76% Coverage]

Reference 1 - 0.76% Coverage

Areas of ice along the ship tracks that are particularly important

There is agreement amongst everyone that the Steensby Inlet landfast ice is very important for many reasons, including hunting, wildlife, and travel.

<Documents\Hall Beach\HallBeachProjectCommittee_July 26, 2011> - § 1 reference coded [3.40% Coverage]

Reference 1 - 3.40% Coverage

we don't get ships in winter time and when the ship starts its going to run whole year long even on winter time. They have to come here in wintertime and see for themselves.

<Documents\Hall Beach\HallBeachProjectCommittee_July 4, 2011> - § 1 reference coded [9.24% Coverage]

Reference 1 - 9.24% Coverage

Also they are making a tunnel and when they make a tunnel they will have to use the explosives and also have to make the sea deeper so the ship can go there. The animals will change. It is a spot for our seals. There is ice there that is why we are doing this. In the future they are going to have a hard time.

<Documents\Hall Beach\HallBeachProjectCommittee_May 31, 2011> - § 1 reference coded [3.86% Coverage]

Reference 1 - 3.86% Coverage

This is the plan 9 ships split by 2 and every second day ships come in and out. And the ships are like 300m wide. And when you look at it we will never have a sea ice.

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 1 reference coded [1.22% Coverage]

Reference 1 - 1.22% Coverage

When they transfer the iron from train to ships there is going to be a lot of dust, employees don't have to smoke near the work place and I think it is dangerous like that, employees will have to use a mask, employees will not be the only ones, the breath of the animals will be impacted by dust

<Documents\Hall Beach\HallBeachSiteTour_QIANotes_July 27, 2011> - § 2 references coded [3.80% Coverage]

Reference 1 - 2.68% Coverage

Committee: Will ships from Milne go back empty?

BIM: Hazardous materials are hauled back on ships but this is not a lot of material.

Reference 2 - 1.11% Coverage

Committee: Will remaining ore be shipped out?

BIM: Yes.

<Documents\Igloolik\HallBeach_Igloolik BIMC Consultation_May 17, 2011> - § 3 references coded [19.63% Coverage]

Reference 1 - 4.02% Coverage

How will you warn hunters and communities that shipping is happening?

Reference 2 - 7.35% Coverage

Skidoos were lost in and around Arctic Bay and Nanisivik due to the shipping – we are concerned that this will happen to us too.

Reference 3 - 8.26% Coverage

The shipping in the Foxe Basin area will be in the middle of the Rangers patrol areas – how will this impact the Rangers patrolling these areas?

<Documents\Kimmirut\KimmirutProjectCommittee_July 27, 2011> - § 1 reference coded [10.10% Coverage]

Reference 1 - 10.10% Coverage

If the ships start going back and forth, we will be affected in some way for sure, so if the IIBA can help us in some way, we have to think of ways to benefit.

<Documents\Kimmirut\KimmirutProjectCommittee_June 16, 2011> - § 1 reference coded [23.85% Coverage]

Reference 1 - 23.85% Coverage

Baffinland went to Igloolik to do a presentation on the Steensby port. Igloolik are stressing to have the port moved further down about 40 km. The reason being that they go fishing there, and there is a seal pup area. They use the area for harvesting a lot, and people use the route between Clyde River and Igloolik often.

Q: How can we support the people of Igloolik? They have concern about the proposed shipping route, they want the port moved further down. How can we help them, through NIRB?

A: We can show our support. Clyde River also stressed in Igloolik's concern and Hall Beach is also concerned. There are a lot of concerns, people across Nunavut get their Walrus meat from that Community. As we will have a workshop, we will further discuss this topic in that workshop.

Committee members also are concerned with Igloolik's concern about the shipping route.

<Documents\Other Meetings\CommonConcerns_ShippingImpact_MarineMammals_July 5 and 13, 2011> - § 1 reference coded [8.09% Coverage]

Reference 1 - 8.09% Coverage

The potential effects along the full northern and southern shipping routes were not fully described. The large magnitude, regular frequency, and year-round nature of the proposed shipping are unprecedented in northern Canada. The impacts of shipping, particularly on the sea-ice regimes (e.g., floe edge, polynyas, freeze-up, break-up, pan size, pack ice dynamics) and consequent impacts on wildlife and on Inuit travel/safety, were not adequately dealt with in the DEIS.

<Documents\Other Meetings\Interagency_BIMCWorkshop_July 12-14, 2011> - § 3 references coded [9.84% Coverage]

Reference 1 - 2.54% Coverage

Other topics of discussion included gap analysis, identification of hot spots, ballast water effects, salinity, bathymetry, ship operations and risks of accidents as well as cumulative effects, zone of influence for wake effects particularly for sea birds, ship design and ice breaking efficiency and appropriate geographic coverage for sensitivity analysis. It was concluded that more work on sensitivity analysis was needed which would provide all parties with a needed tool for future adaptive management.

Reference 2 - 4.13% Coverage

Action:

BIM will collect more ice data from CIS and consider ways to analyse over an extended (30-year) period and over a larger geographic area.

BIM will collect new bathymetry data in the early fall of 2011.

BIM will provide the parties with an approach for analysing sea ice habitat from a species perspective.

BIM will calculate the potential zone of influence for wake effects.

BIM will provide the parties with more information on ship specifications (understanding that design is in progress and may not be completed for the FEIS).

BIM will ask FEDNAV if chemicals are used for de-icing and provide the response.

BIM will make the calculation of number of vessel days in Arctic waters during construction and operation and estimate theoretical discharge volumes of oil/lubricants, emissions and noise levels.

Reference 3 - 3.17% Coverage

Shipping in Milne Inlet

BIM reviewed the shipping plans for Year 0 (pre-construction) and Years 1-4 (construction) and other operations at the Milne Inlet base. Afterwards, one ship every 5 years will operate to transport materials too large for the railway. All shipping will be in the open water season using free market vessels. It was noted by Parks Canada that plans to establish a National Marine Conservation Area in Lancaster Sound requires that agencies apply a higher standard of care to the region.

Action:

BIM will provide additional information in the FEIS on ship safety criteria (criteria required by Arcelor).

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 3 references coded [8.83% Coverage]

Reference 1 - 3.41% Coverage

Topic	Questions Posed	Main Comments
Shipping route, Information gaps and hot spots	<p>What is the scale and regularity of shipping?</p> <p>How will the shipping route be monitored?</p> <p>Could other ships use the same track?</p> <p>Will there be compensation for impacts to wildlife?</p> <p>How will travel concerns be addressed in the areas near affected communities?</p> <p>Will the shipping route affect bowhead whales that travel long distances?</p> <p>Will the shipping route impact polar bears and their food supply?</p> <p>What will be the effect on bird species?</p>	<p>Shipping will be year-round, to and from Steensby Inlet; A ship will pass every 43 hours;</p> <p>The sensitivity of specific areas and marine mammals varies based on the season;</p> <p>Shipping associated with pre-development is expected to be a minimum of 15 ships into each of Milne and Steensby ports;</p> <p>Possible impacts include: sound, visual disturbance, mortality among marine mammals, and changes to habitat and migration patterns;</p> <p>Cape Dorset is concerned about impacts to the walrus calving grounds;</p> <p>Cape Dorset and Kimmirut want the shipping route to be further away from the communities;</p> <p>There are strong concerns for Steensby shipping route and recommendations for an alternate route and port site.</p>

Reference 2 - 4.96% Coverage

Topic	Questions Posed	Main Comments
Impacts on Steensby and Milne Inlets	<p>Who will be responsible for mitigating long-term impacts?</p> <p>Are there comparable projects elsewhere?</p> <p>Is IQ knowledge applied or taken seriously when designing Project components or mitigation measures?</p> <p>What are the seasonal impacts?</p> <p>What will the impact be on sea ice and currents?</p> <p>Will there be compensation for impacts to marine mammals in Steensby Inlet? (There is no way to avoid impact.)</p> <p>Narwhal are sensitive to sound. How will the noise from the passage of frequent and year-round ships impact narwhal?</p> <p>How will we even know how many marine mammals are affected by noise and disturbance?</p> <p>How much study has been done on pollutants, dust and contaminants in this area? What are the impacts?</p> <p>Has there been any consideration of impacts on kelp?</p>	<p>There is a high level of concern regarding impacts to marine mammals in Steensby Inlet and along the entire shipping route. More research should be carried out. Specific concerns discussed include:</p> <p>Loading and off-loading ships in Steensby Inlet and the impact these activities will have on marine life.</p> <p>Impacts to seals and walrus, especially given that seals, bearded seals and walrus breed in the area in the springtime.</p> <p>The effects of shipping on landfast ice, and the resulting consequences for marine mammals.</p> <p>Disturbances along migratory routes for marine mammals and mortality issues.</p> <p>Food sources for marine mammals and contamination.</p> <p>Travel safety on ice during the winter, and in summer for people out in small boats.</p> <p>Noise from helicopters as well as ships.</p> <p>Compensation should be more than money for store bought-food. This diminishes harvesting and cultural activities; compensation should facilitate hunting (e.g. fuel, equipment).</p>

Reference 3 - 0.46% Coverage

Shipping in Milne Inlet is also a concern; there are still a lot of ships coming in during the construction period and this will impact the environment and animals.

<Documents\Pond Inlet\PondInletProjectCommittee_August 3, 2011> - § 2 references coded [14.66% Coverage]

Reference 1 - 10.70% Coverage

Member raises CONCERN on SHIPPING TRAFFIC AND POSSIBLE EFFECTS ON NARWHALS and requests that this is added in the topic under Environmental Assessment and RECOMMENDS OUTSIDE MONITORING OF SHIPPING TRAFFIC in the area.

Member agrees with monitoring and RECOMMENDS ONGOING MONITORING OF AFFECTED SPECIES such as SEALS and NARWHALS and how their populations will be impacted due to ship traffic, and that this be included under Environmental Assessment.

Also RECOMMENDS AERIAL SURVEYS AROUND THE AFFECTED areas and this be ongoing and compared to IQ (Inuit Qaujimajatuqangit).

Reference 2 - 3.96% Coverage

Member pushes for SUPPORT for IGLOOLIK CONCERNS over STEENSBY INLET. Also mentions own CONCERNS over the proposed PORT in MILNE INLET and what construction materials will be used and how it will be used seasonally?

<Documents\Pond Inlet\PondInletProjectCommittee_July 17, 2011> - § 2 references coded [5.63% Coverage]

Reference 1 - 2.77% Coverage

Member: asks if arrangements can be made to allow shipping and expediting services with barges for local retail stores or local individuals.

Reference 2 - 2.86% Coverage

This committee feels that the issue of EXPEDITING SERVICES OR ARRANGEMENTS TO ALLOW FOR SHIPPING on empty vessels should be discussed and reviewed.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 5 references coded [4.54% Coverage]

Reference 1 - 2.42% Coverage

QIA Tech: Marine environment-shipping route, information gaps and sensitive areas. It is noted that the proposed Mary River mine project once completed and in operations will result in very large shipping traffic in north Baffin. Possible impacts on wildlife discussed in the proposed shipping routes and areas, pre-development and construction shipping traffic estimated at 15 ships per year.

- QIA Tech: impacts and effects on different species explained and how each aspect of development will affect hot spots prior to and during construction and development of the mine with its infrastructures and facilities.

Reference 2 - 0.77% Coverage

Various concerns discussed by the different communities; contains specific concerns regarding the amount of shipping, traffic, shipping routes and possible impacts the routes may have on wildlife.

Reference 3 - 0.19% Coverage

Monitoring issues, who and what will be involved.

Reference 4 - 1.00% Coverage

Questions also include winter time shipping routes and how that will affect hunters, development stage and noise levels that will be generated by the operation of the mine and how that will affect different animals species surrounding the development areas.

Reference 5 - 0.16% Coverage

Amount of ship traffic (iron ore ships)

<Documents\Pond Inlet\PondInletProjectCommittee_September 15, 2011> - § 2 references coded [4.39% Coverage]

Reference 1 - 2.35% Coverage

Steensby and Milne Inlet should be treated equally the same as they are impacted in same manner and quantity.

Reference 2 - 2.05% Coverage

Why did they change the number vessel traffic from 3 to 20 per month, as they have said earlier

TRANSPORTATION - SHIPPING - ICE BREAKING

<Documents\Hall Beach\HallBeach_Iglolik BIMC Consultation_May 17, 2011> - § 1 reference coded [6.62% Coverage]

Reference 1 - 6.62% Coverage

You will need to discuss with us the impacts and if there are benefits for us as the ice will be changed permanently.

<Documents\Hall Beach\HallBeach_IglolikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 3 references coded [15.25% Coverage]

Reference 1 - 2.92% Coverage

The ice conditions vary year to year, the amount of pressure ridges and crushed ice varies. The variation in ice conditions is going to affect the movement of the ship. They are not going to easily cut through this ice, it's not going to happen. They are going to have to detour, and impact Inuit travel, and there will need to be compensation for us.

Rangers have been travelling in eastern Foxe Basin for 25 years, to inspect the RADAR sites. It is hard to travel via snowmobile because of the pressure ridges, and this is not going to change. There is always multi-year, rough ice. The sites are inspected four times a year, via snow machine in the winter. Also there are high snow ridges in the channels because of the high winds, which have to be detoured around. It isn't only ice thickness, but also what's on top of the ice, impacting travel.

Reference 2 - 5.40% Coverage

Ship tracks in the landfast and pack ice

When the ship is going through the landfast ice, in January, February, it's going to be freezing over. The pack ice south of the landfast ice is constantly moving and shifting.

When the ice is just starting to form, shipping isn't much of a concern. When there's solid ice later in the season, then it is a big concern (see examples below under *Impacts on sea ice travel*).

The moving (pack) ice is not a major concern, compared to the landfast ice. When they crush the landfast ice, it's apparent that it's not going to completely freeze over.

When the ship goes through the landfast ice will freeze a little, but snow over. The danger of this is that it's not solid, even if it looks okay.

With the current and the pack ice moving, it's probably just going to cover over right away. It never stops moving, the ship going through the moving ice, it's going to cover over right away. It's constantly in motion. In solid ice, the landfast ice, it's going to stay open, maybe a track, but the moving pack ice, when the ship goes through it's going to heal over right away. Arctic Bay people have said the pack ice is going to consolidate again

Shipping impacts on ice quality and persistence

The ship will delay formation of landfast ice early in the season because of the steady shipping, and in mid-winter when it's really cold it's going to freeze over in a day and a bit, in spring time the solid ice might come off quicker because you got a big cut right in there. It will affect the pupping grounds for seals.

Reference 3 - 6.93% Coverage

Shipping routes and ice conditions

We know the proposed route well, it is different on the eastern side, the current is slower so there is usually more pack ice, there are some open areas but a lot of ice. There is more old pack ice over there compared to the western side, and it is clear right away that they will sometimes want to use the western side because it is easier. Alternate routes will need to be taken sometimes, they could take the route sometimes that we do not want them to take.

The yellow ice (multi-year ice) is harder, it is usually situated on the eastern side of Foxe Basin. Pack ice is prevalent around Koch and Rowley because of the channels that restrict the flow. There is a narrow spot where the pack ice bottlenecks. The ice around Rowley is not moving all the time, there is crushed up ice with large pressure ridges. There is old multi-year ice, it is really rough. We expect the company to take the western route without much hesitation if the conditions are bad on the east. This is a big concern.

We question whether the ships can go through the east side all the time, the company should hire an icebreaker to try the route, just try it once, do it and see how it works. They are basing a lot on theory, but actual conditions will make a difference. They will use the western route sometimes. There are also a lot of shallow areas on east side.

The ship is probably going to have to detour because of pressure ridges. If we move the port to the south there's going to be less crushing of the ice and less pressure ridges.

With pressure ridges, they are hard to travel though, impossible at times. I brought this up before, it will be an obstacle that they may not be able to go through all the time. But they keep saying they can travel through that. Also, the Nuvuiit area is closer to the floe edge and it comes off quicker than closer to the mainland. An icebreaker went through Foxe Basin waters, and they were iced in, they had to find a way to get out of there.

<Documents\Hall Beach\HallBeachProjectCommittee_August 3, 2011> - § 1 reference coded [9.32% Coverage]

Reference 1 - 9.32% Coverage

We have to get more information on the ships from Russia, how they do it. And ask about the icebreaker and check the extreme conditions, it is really possible to break the ice in wintertime. We have to know for sure how the ship will be.

<Documents\Igloolik\HallBeach_Igloolik BIMC Consultation_May 17, 2011> - § 1 reference coded [6.62% Coverage]

Reference 1 - 6.62% Coverage

You will need to discuss with us the impacts and if there are benefits for us as the ice will be changed permanently.

<Documents\Other Meetings\Interagency_BIMCWorkshop_July 12-14, 2011> - § 2 references coded [1.73% Coverage]

Reference 1 - 1.05% Coverage

There was discussion on the treatment of sea ice in the DEIS and the lack of differentiation from a habitat perspective. There was further discussion on working with a 30-year standard for sea ice data series.

Reference 2 - 0.69% Coverage

BIM will collect more ice data from CIS and consider ways to analyse over an extended (30-year) period and over a larger geographic area.

<Documents\Pond Inlet\PondInletProjectCommittee_September 22, 2011> - § 1 reference coded [3.69% Coverage]

Reference 1 - 3.69% Coverage

The icebreaking and shipping will have a major impact on marine mammals – we are very concerned about this.

TRANSPORTATION - SHIPPING - IMPACT ON WILDLIFE

<Documents\Cape Dorset\CapeDorsetConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 3 references coded [11.04% Coverage]

Reference 1 - 3.50% Coverage

Committee members were aware that decisions made on the Mary River Iron Mine project would be very important for their children and grandchildren. They emphasized the importance of Elders passing on what they know and don't know to their descendants. The Committee members were especially concerned with what may happen to animals along the shipping route, particularly in areas where landfast ice is broken. The elders are uncertain how shipping may affect marine mammals.

Reference 2 - 3.42% Coverage

Committee members were under the impression that the northern shipping track, between Mill Island and Cape Dorset, was no longer under consideration by Baffinland. They prefer the southern route between Salisbury and Nottingham Islands and strongly recommended that route, as it would avoid walrus along the coast near the community. They were also anxious about whether the shipping route preferred by Baffinland could be moved if it is found to affect animals.

Reference 3 - 4.12% Coverage

Noise and Vibrations

Ship noise will definitely affect communication among marine mammals. But, it may have less effect on bears, which are not deterred by the sound of gunshots unless they see the hunter.

Committee members were not sure how close ships could approach walrus haulouts before scaring the walrus. They expected that the smell of the ships would affect the marine mammals, and that this effect might change seasonally with changes in the wind direction. Walrus that are disturbed from areas where food is abundant will eventually return.

<Documents\Clyde River\ClydeRiverProjectCommittee_June 10, 2011> - § 1 reference coded [16.62% Coverage]

Reference 1 - 16.62% Coverage

Concerns from Igloolik: Concerns about the proposed railroad route at Ipikituqjuaq has been a concern to the community since it will affect the animals, birds and sea mammals around the area. It's was also a concern for this community (Clyde River) since people travel through that same route from Clyde River to Igloolik by snowmobile. An overall concern from this community was that people don't mind if the mine does not open for the sake of the animals but would be willing to abide if the safety of wildlife concerns are met.

<Documents\Hall Beach\HallBeach_Igloolik BIMC Consultation_May 17, 2011> - § 3 references coded [16.01% Coverage]

Reference 1 - 6.84% Coverage

We are concerned with the disruption to seal pupping and how it will impact the seal population in the spring and winter.

Reference 2 - 4.92% Coverage

All animals will be impacted by the shipping – walrus, all species of seals, and birds.

Reference 3 - 4.24% Coverage

How will you address the impacts to marine birds from the shipping route?

<Documents\Hall Beach\HallBeach_IgloolikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 3 references coded [19.57% Coverage]

Reference 1 - 0.44% Coverage

Community members also identified concerns about shipping impacts on marine mammals, particularly disturbance and noise impacts.

Reference 2 - 0.76% Coverage

Areas of ice along the ship tracks that are particularly important

There is agreement amongst everyone that the Steensby Inlet landfast ice is very important for many reasons, including hunting, wildlife, and travel.

Reference 3 - 18.37% Coverage

Sea mammals get used to new things, noises, etc., so they're not as afraid. But when they get used to disturbances, they put themselves in danger. Some animals run extreme distances, others do not. Regarding walrus, some people say they don't scare very easy, other people say they will do a deep dive and go great distances in one dive.

Sound travels differently in water than in air, and travels further in the water. There are also the noises from the ice as the ship goes through

When people are hunting they are really careful to make no noise, when they are paddling for example, because the animals will pick up on it right away. No wonder people are concerned, because the noise, and the effects of the ice and the turbulence of the water, will scare away animals, probably from a fair distance away. In the fall, when the ship comes by Hall Beach, the whales they are a long ways away from it, but they definitely move away from the ship. There are definitely loud noises that come from the ship. The animals will move away from the ship, there will be disturbances from the ship, from the loud noises in the water.

People in Arctic Bay provided us with information on the icebreakers that used to go through, they already experienced the effects of shipping so they met with us. When they were hunting narwhals they tried to keep the noise down, not even hit the boat or anything to make noise or splashes, when they're going after the whales. The people of Arctic Bay told us, when the ship was going through their strait, through the ice, after that they were basically able to walk right up to the whales. With our point of view, their senses were already all shot, they have sensitive hearing and their senses are shot after the ship noise. We want more input from Arctic Bay, as they noticed effects from the icebreakers and a difference with the animals. Greenland people say it is easier to hunt narwhals coming back from north Baffin, because their hearing is not as good, from shipping noise.

We are concerned for walrus too, our walrus population, they also have acute hearing, when you're trying to get close to them on the ice, they hear and they look up, so they do have acute hearing, but when their hearing is basically shot, and they are bombarded with all this sound, it's going to have a negative impact. We don't want shipping in the western route because of the noise, we prefer the east side of Rowley for the route because there are less mammals. Impacts will still happen over there.

The shipping, it's going to be all around us. There's also Roche Bay trying to work. They are going to cut off the access to our waters. They might cut us off from the animals. The animals travel and go to different places, and the ships could cut them off.

Many animals have a sentry, especially walrus. In the wintertime, they pick things up right away. They seem to have sentries for the younger walruses, when animals are young they are active, just like people.

When I came to this region [Foxe Basin] it was around the time that they started to use motorized transportation. With motorized transportation becoming more available, the walruses were farther away every year. We have moved them out further, we now realize that. Walruses used to be a food staple and we hunted them a lot. Now these days, with the sport hunters and the tourism groups, there are more boats out looking for the walruses with the big tusks. They had a noticeable effect too, so we tried a 2-year ban on walrus tourism and sport hunting. Last year the walruses were a bit closer. There are now more walruses towards Southampton Island, in talking with people it seems that some migrated down there.

Different animals have varying degrees of awareness, some are not afraid of people, others are. They are different. As a hunter you observe the different behaviours of the animals, I have seen walruses run away from a boat with a 7 HP. It is difficult to predict how far they will run away. I cannot say how far they will run, but some of them will definitely run away. Others will not run at all. Things are things we will have to look at, and look into.

We cannot compare the ways that different species will respond to the ships. We haven't seen how they will behave; we haven't been on the ship so we cannot say. We will have to ask people with experience on the ships. One of us will have to be on the ship, to observe. We want to be aboard of one of the ships to see how animals react.

The animals were closer in the old days when only sails were used for transportation. Now, with motorized transportation, they are still fairly close but a bit further away, except those that are not in as good shape. That has become apparent; some animals aren't as wild and even seem tame. Some of the animals that are close seem really tame, especially the young bearded seals, they are curious and also not as afraid some of the other sea mammals. A younger bearded seal, if I'm not going after it, it will come right up to me. And the same with polar bear, some polar bears are stubborn and you cannot scare them off. So protecting these animals is important, and they are going to have to find a way to do that. Animal behaviour is different, some are tame and curious, some are not. Some animals will run, and some are tame and curious

<Documents\Hall Beach\HallBeachProjectCommittee_August 3, 2011> - § 1 reference coded [6.10% Coverage]

Reference 1 - 6.10% Coverage

They sure will hit the walrus since they are fearless. We sure will have to join them to see it with our eyes. We got more information on ships in Igloodik.

<Documents\Hall Beach\HallBeachProjectCommittee_July 26, 2011> - § 1 reference coded [6.14% Coverage]

Reference 1 - 6.14% Coverage

ship will go here without any loads for checking the sea that they will use and see the animals to check if it has no animals. It is a very good question. In 2005 Baffinland was collecting concerns and we have to have more concerns or DFO and DOE can give us an update on how much animals there are in that area.

<Documents\Hall Beach\HallBeachProjectCommittee_May 31, 2011> - § 1 reference coded [9.48% Coverage]

Reference 1 - 9.48% Coverage

we are in Canada and Amittuq is a walrus raw making place (iqunaq) and for that we have to make sure they use a different route for ships. In Canada, farmers fight for their land like grape makers, and we have to fight for the walrus too. Since they have a 21-year life span they are not thinking of the cost of making the roads. They can use the other side and other side they have seen the ships more than us.

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 1 reference coded [1.74% Coverage]

Reference 1 - 1.74% Coverage

I am going to say this moving ice never stops and in salliq and qaggiuja it has a really small space. When the ice form it is really rough. It stays there for a little bit but that area has one spot moving ice. In salliq ice breaks and stable ice. If they are going to be in Steensby they will some dangerous place for birthing seals. That area is a big seal birthing area. If they move they will be in a less moving ice.

<Documents\Igloodik\HallBeach_Igloodik BIMC Consultation_May 17, 2011> - § 3 references coded [16.01% Coverage]

Reference 1 - 6.84% Coverage

We are concerned with the disruption to seal pupping and how it will impact the seal population in the spring and winter.

Reference 2 - 5.03% Coverage

All animals will be impacted by the shipping – walrus, all species of seals, and birds.

Reference 3 - 4.13% Coverage

How will you address the impacts to marine birds from the shipping route?

<Documents\Igloodik\IgloodikProjectCommittee_July 4, 2011> - § 1 reference coded [7.81% Coverage]

Reference 1 - 7.81% Coverage

All that shipping route will see impact when ships come and go every day and a half especially during the winter. More seals will move away, more walrus will move away there will be less activities for the wildlife.

<Documents\Igloodik\IgloodikProjectCommittee_September 15-21, 2011> - § 1 reference coded [2.64% Coverage]

Reference 1 - 2.64% Coverage

Igloodik does not agree that there will be no impacts to marine life.
They want the port south as they will not be able to travel the Steensby.

<Documents\Other Meetings\CommonConcerns_ShippingImpact_MarineMammals_July 5 and 13, 2011> - § 1 reference coded [8.09% Coverage]

Reference 1 - 8.09% Coverage

The potential effects along the full northern and southern shipping routes were not fully described. The large magnitude, regular frequency, and year-round nature of the proposed shipping are unprecedented in northern Canada. The impacts of shipping, particularly on the sea-ice regimes (e.g., floe edge, polynyas, freeze-up, break-up, pan size, pack ice dynamics) and consequent impacts on wildlife and on Inuit travel/safety, were not adequately dealt with in the DEIS.

<Documents\Other Meetings\Interagency_BIMCWorkshop_July 12-14, 2011> - § 1 reference coded [1.09% Coverage]

Reference 1 - 1.09% Coverage

A discussion took place regarding sea ice as important caribou habitat. Given that solid, land fast ice does not refreeze, the winter shipping route could present a barrier to movement of caribou in Steensby Inlet.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 3 references coded [2.47% Coverage]

Reference 1 - 0.92% Coverage

Invariably marine mammals will be disturbed by noise and activity and move away from the area. Normally they would return after a period of time (which varies by species). However, with ship passing approximately every day and a half, year-round, what will the impacts be? The scale and regularity of shipping is unprecedented.

Reference 2 - 0.27% Coverage

Hunters won't know where to look for marine mammals if their distribution changes substantially.

Reference 3 - 1.28% Coverage

Even if the port is moved, no matter what mitigation is put in place, the wildlife will be impacted. There still needs to be compensation. The company says there will be little effect, but we don't know how much impact there will be. We don't know if it can be mitigated. We don't know how much it will cost to clean up. However, compensation cannot fully balance the impact. The impacts will be long-term. Therefore, there must be long-term benefits as well.

<Documents\Pond Inlet\PondInletProjectCommittee_August 3, 2011> - § 1 reference coded [10.70% Coverage]

Reference 1 - 10.70% Coverage

Member raises CONCERN on SHIPPING TRAFFIC AND POSSIBLE EFFECTS ON NARWHALS and requests that this is added in the topic under Environmental Assessment and RECOMMENDS OUTSIDE MONITORING OF SHIPPING TRAFFIC in the area.

Member agrees with monitoring and RECOMMENDS ONGOING MONITORING OF AFFECTED SPECIES such as SEALS and NARWHALS and how their populations will be impacted due to ship traffic, and that this be included under Environmental Assessment.

Also RECOMMENDS AERIAL SURVEYS AROUND THE AFFECTED areas and this be ongoing and compared to IQ (Inuit Qaujimajatuqangit).

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 7 references coded [6.15% Coverage]

Reference 1 - 2.42% Coverage

QIA Tech: Marine environment-shipping route, information gaps and sensitive areas. It is noted that the proposed Mary River mine project once completed and in operations will result in very large shipping traffic in north Baffin. Possible impacts on wildlife discussed in the proposed shipping routes and areas, pre-development and construction shipping traffic estimated at 15 ships per year.

QIA Tech: impacts and effects on different species explained and how each aspect of development will affect hot spots prior to and during construction and development of the mine with its infrastructures and facilities.

Reference 2 - 0.55% Coverage

Issues discussed on this topic wildlife, compensation and IIBA issues. Predicted impacts on wildlife species and monitoring will be handled.

Reference 3 - 0.77% Coverage

Concerns on walrus population around Steensby Inlet discussed stating walrus population will be heavily impacted and different species habitat i.e. calving grounds, mating seasons will be impacted.

Reference 4 - 0.45% Coverage

Issues of Marine mammals discussed along the proposed shipping routes and how that will impact their populations.

Reference 5 - 0.38% Coverage

Shipping routes along habitats for marine mammals raised i.e. walrus and ringed seal populations.

Reference 6 - 1.00% Coverage

Questions also include winter time shipping routes and how that will affect hunters, development stage and noise levels that will be generated by the operation of the mine and how that will affect different animals species surrounding the development areas.

Reference 7 - 0.59% Coverage

Potential impacts on Narwhales, seals and sea mammals is a major concern, due to the proposed shipping traffic during construction of the Milne port.

<Documents\Pond Inlet\PondInletProjectCommittee_September 12, 2011> - § 1 reference coded [2.42% Coverage]

Reference 1 - 2.42% Coverage

Foxe Basin do not have a Land use plan in place so it must be harder to minimize the potential impact from development such as vessel routes whereby the sea mammals are plentiful.

<Documents\Pond Inlet\PondInletProjectCommittee_September 14, 2011> - § 1 reference coded [5.88% Coverage]

Reference 1 - 5.88% Coverage

The narwhal and other sea mammals have already been impacted in and around the Koluctoo Bay where the narwhal give birth and renew their skins and this area is feeding area for them for fish and summer season. There are hardly any more seals and narwhal since the project started and there are believed to devices underwater that scare off the sea mammals including fish in the region. At least there are 3 or 4 rivers with fish that had been impacted.

<Documents\Pond Inlet\PondInletProjectCommittee_September 15, 2011> - § 3 references coded [13.12% Coverage]

Reference 1 - 2.89% Coverage

Vessels will impact the sea mammals, Foxe Basin will definitely be impacted including all its habitat including plant and ecosystem.

Reference 2 - 3.51% Coverage

Koluctoo Bay should also be protected as the area is used by narwhal for calving and renewing their skins although they have already been impacted just in 8 years.

Reference 3 - 6.72% Coverage

Since the start up of the project, narwhal has been going Tremblay Sound, this also has in turn make it harder for hunters and more expensive for buying gas and grub.

Walrus in the Foxe Basin have also changed their migrating route since the Bulk Sample in 2008, they have moved to further area from Igloodik.

<Documents\Pond Inlet\PondInletProjectCommittee_September 22, 2011> - § 2 references coded [6.80% Coverage]

Reference 1 - 3.11% Coverage

The marine life has already been disturbed due to shipping. There are fewer narwhals now.

Reference 2 - 3.69% Coverage

The icebreaking and shipping will have a major impact on marine mammals – we are very concerned about this.

TRANSPORTATION - SHIPPING - IMPACTS TO TRAVEL ROUTES

<Documents\Cape Dorset\CapeDorsetConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [10.31% Coverage]

Reference 1 - 10.31% Coverage

Hunters do not travel into the pack ice as much now as in the past. They used to hunt walrus, narwhals, and polar bears from the pack ice but now there are easier ways of harvesting these animals.

Hunters from Cape Dorset boat off the floe edge in January through March when north winds maintain open water. The farthest floe edge is about 30 miles from the community. When ice is present hunters stay within 1 to 2 km of the coast. They do not travel to the larger islands in western Hudson Strait when ice is present. In spring and summer (June, July) they travel by boat along the south Baffin coast, to Southampton Island, the islands in western Hudson Strait, and the Quebec coast (Salluit). Few people now travel to Cape Dorchester on the northwest coast of Foxe Peninsula except in the spring by land.

Shipping is not expected to affect winter travel because people are not travelling far offshore in the winter. However, when hunters are swept offshore in winter, elders advise them not to try and return to shore but to move farther offshore. This is because the pans nearshore are thin and will crumble and break, whereas the pans offshore are larger and thicker. Elders along the Quebec coast give the same advice. Ice breaking might alter these conditions and affect the validity of this advice.

The possibility that ships may produce a high wake in summer was mentioned.

<Documents\Clyde River\ClydeRiverProjectCommittee_June 10, 2011> - § 1 reference coded [16.62% Coverage]

Reference 1 - 16.62% Coverage

Concerns from Igloodik: Concerns about the proposed railroad route at Ipikituqjuaq has been a concern to the community since it will affect the animals, birds and sea mammals around the area. It's was also a concern for this community (Clyde River) since people travel through that same route from Clyde River to Igloodik by snowmobile. An overall concern from this community was that people don't mind if the mine does not open for the sake of the animals but would be willing to abide if the safety of wildlife concerns are met.

<Documents\Hall Beach\HallBeach_Igloodik BIMC Consultation_May 17, 2011> - § 1 reference coded [4.13% Coverage]

Reference 1 - 4.13% Coverage

Additional fuel and food will be required if you disrupt our travel path.

<Documents\Hall Beach\HallBeach_IgloodikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 2 references coded [13.14% Coverage]

Reference 1 - 0.76% Coverage

Areas of ice along the ship tracks that are particularly important

There is agreement amongst everyone that the Steensby Inlet landfast ice is very important for many reasons, including hunting, wildlife, and travel.

Reference 2 - 12.38% Coverage

Impacts on sea ice travel

When people find out that we will get benefits, gas and food, they might travel over there just to see things and get free items. This could be dangerous for opportunistic travelers who are not as experienced.

The Steensby port will slow down travel for people from Clyde River, and affect the Nunavut Quest. It will keep some travelers from coming this way.

One reason we want them to avoid Steensby Inlet is that there will be less disturbance to the travel routes. The ice comes off quicker to the south, and there are moving waters and current. The shipping will cause a problem for the Rangers, if they go the Steensby, the patrols will have to take a really long route. If they go to Steensby, we will lose access to those two RADAR sites.

Breaking the landfast ice in Steensby would make for a long detour. It is good that they will provide us with gas, but it is a long detour and there will be a lot of extra time needed.

People travel there for training and for cultural excursions, also hunting, fishing, and the Rangers. The safety aspects for travelers, the dangers involved, and compensation, are all important issues to be addressed. There will also need to be compensation for lost hunting equipment (e.g., snowmobile going through the ice).

When the caribou are higher in number, there will be many more people travelling over there.

Even during adverse weather conditions they will have the expertise and the equipment for the ship to travel. They will have to be putting up markers along the route. If I lose my snowmobile I will want compensation from Baffinland. This is equipment we need for hunting, and for maintaining our culture.

We have been going to meetings and talking to hunters in Labrador, they have to get ferried across, there will have to be a ferry. In Labrador, ice bridges were formed. We went to Mary River site and there were representatives from Labrador, along with the shipping company. In Labrador, three people died, so they eventually got around to making crossing points, and they have employees at specific crossing points. If they are going to proceed to go through Steensby, they will need to have something in place where people want to cross at specific spots, and have some people working along the ship route putting up clear markers that everyone can see, for safety. It can be dangerous, especially when there are blizzard conditions on the land and the ice gets snowed over right away. You cannot tell the difference sometimes, as someone could go through, especially a younger person who is not accustomed to seeing all the different conditions. We have to make sure that these concerns are addressed and well-thought out.

It is going to be a real hindrance after a ship goes through, there's going to be a certain amount of time before you can safely cross over.

The ship will be coming through so often that the landfast ice will not be able to freeze over. Steensby has people that use it going to the North, and for people in the North coming to the south. It is hard to plan where you will be and when, no detailed travel plans because it is dependent on weather. Sometimes there are unexpected surprises, including adverse weather. These are dangers that will be affecting us, and we have to plan these out well, for a better and safer future for our descendents.

Some people still hunt walrus on the moving ice, on the west side of Foxe Basin, but not as much as before. When people had dog teams they hunted on the moving ice a lot more, not so much now that everyone has a snow machine.

<Documents\Hall Beach\HallBeachProjectCommittee_July 4, 2011> - § 1 reference coded [3.18% Coverage]

Reference 1 - 3.18% Coverage

Nowadays young hunters just leave without informing anyone. There will be an accident for sure on this one.

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 1 reference coded [1.59% Coverage]

Reference 1 - 1.59% Coverage

Our hunters do not know the ships' routes and they will have to teach them on safety on ship route. And Baffinland will have to help us on search and rescue when our hunters are lost in the ice. If the Baffinland says it cost too much to move the port they will have to help us with the lost hunters with money since money is the problem we need help if our hunter is lost in the ice.

<Documents\Igloodik\HallBeach_Igloodik BIMC Consultation_May 17, 2011> - § 2 references coded [12.73% Coverage]

Reference 1 - 8.60% Coverage

There will be a lot of safety issues for us as residents in the area due to constant shipping. How will we be safe when we are traveling in our areas.

Reference 2 - 4.13% Coverage

Additional fuel and food will be required if you disrupt our travel path.

<Documents\Igloodik\IgloodikProjectCommittee_September 15-21, 2011> - § 2 references coded [3.61% Coverage]

Reference 1 - 2.27% Coverage

Question: How will we travel during the summer with the ship traffic in Steensby? Are we trying to beat the ship traffic?

Reference 2 - 1.34% Coverage

They want the port south as they will not be able to travel the Steensby.

<Documents\Other Meetings\CommonConcerns_ShippingImpact_MarineMammals_July 5 and 13, 2011> - § 1 reference coded [8.09% Coverage]

Reference 1 - 8.09% Coverage

The potential effects along the full northern and southern shipping routes were not fully described. The large magnitude, regular frequency, and year-round nature of the proposed shipping are unprecedented in northern Canada. The impacts of shipping, particularly on the sea-ice regimes (e.g., floe edge, polynyas, freeze-up, break-up, pan size, pack ice dynamics) and consequent impacts on wildlife and on Inuit travel/safety, were not adequately dealt with in the DEIS.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 2 references coded [0.83% Coverage]

Reference 1 - 0.47% Coverage

If Inuit are stranded on ice pans, the elders say the best response is to move to larger, safer pans further out. But if ships are passing, this could be more dangerous.

Reference 2 - 0.36% Coverage

We do not think it will be safe on the ice near the ship tracks. In the summertime, small boats may be in danger from the ships.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 1 reference coded [1.00% Coverage]

Reference 1 - 1.00% Coverage

Questions also include winter time shipping routes and how that will affect hunters, development stage and noise levels that will be generated by the operation of the mine and how that will affect different animals species surrounding the development areas.

<Documents\Pond Inlet\PondInletProjectCommittee_September 15, 2011> - § 1 reference coded [2.20% Coverage]

Reference 1 - 2.20% Coverage

Travellers and campers will need to be given a CB radio while they are in the region for their safety.

<Documents\Pond Inlet\PondInletProjectCommittee_September 22, 2011> - § 1 reference coded [5.45% Coverage]

Reference 1 - 5.45% Coverage

We will require additional fuel to travel now due to the project. How will we afford this, for those of us that do not want to work a rotational lifestyle.

TRANSPORTATION - SHIPPING - ORE SHIPS

<Documents\Hall Beach\HallBeachProjectCommittee_August 3, 2011> - § 1 reference coded [9.32% Coverage]

Reference 1 - 9.32% Coverage

We have to get more information on the ships from Russia, how they do it. And ask about the icebreaker and check the extreme conditions, it is really possible to break the ice in wintertime. We have to know for sure how the ship will be.

<Documents\Other Meetings\Interagency_BIMCWorkshop_July 12-14, 2011> - § 1 reference coded [0.78% Coverage]

Reference 1 - 0.78% Coverage

BIM will provide the parties with more information on ship specifications (understanding that design is in progress and may not be completed for the FEIS).

TRANSPORTATION - SHIPPING - ROUTING

<Documents\Arctic Bay\ArcticBayProjectCommittee_July, 28, 2011> - § 1 reference coded [1.45% Coverage]

Reference 1 - 1.45% Coverage

Q: Is the shipping route being tested?

A: Yes the route is being tested.

<Documents\Cape Dorset\CapeDorsetConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [3.42% Coverage]

Reference 1 - 3.42% Coverage

Committee members were under the impression that the northern shipping track, between Mill Island and Cape Dorset, was no longer under consideration by Baffinland. They prefer the southern route between Salisbury and Nottingham Islands and strongly recommended that route, as it would avoid walrus along the coast near the community. They were also anxious about whether the shipping route preferred by Baffinland could be moved if it is found to affect animals.

<Documents\Hall Beach\HallBeach_Igloodik BIMC Consultation_May 17, 2011> - § 1 reference coded [8.14% Coverage]

Reference 1 - 8.14% Coverage

The shipping in the Foxe Basin area will be in the middle of the Rangers patrol areas – how will this impact the Rangers patrolling these areas?

<Documents\Hall Beach\HallBeach_IgloodikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 2 references coded [8.04% Coverage]

Reference 1 - 1.11% Coverage

The likelihood of ships using the western route is of interest, and people consider it likely that the ships will sometimes have to use that route because of the ice conditions, particularly old (multi-year) ice in eastern Foxe Basin. They expect ships to use this route at times even though the communities are against it.

Reference 2 - 6.93% Coverage

Shipping routes and ice conditions

We know the proposed route well, it is different on the eastern side, the current is slower so there is usually more pack ice, there are some open areas but a lot of ice. There is more old pack ice over there compared to the western side, and it is clear right away that they will sometimes want to use the western side because it is easier. Alternate routes will need to be taken sometimes, they could take the route sometimes that we do not want them to take.

The yellow ice (multi-year ice) is harder, it is usually situated on the eastern side of Foxe Basin. Pack ice is prevalent around Koch and Rowley because of the channels that restrict the flow. There is a narrow spot where the pack ice bottlenecks. The ice around Rowley is not moving all the time, there is crushed up ice with large pressure ridges. There is old multi-year ice, it is really rough. We expect the company to take the western route without much hesitation if the conditions are bad on the east. This is a big concern.

We question whether the ships can go through the east side all the time, the company should hire an icebreaker to try the route, just try it once, do it and see how it works. They are basing a lot on theory, but actual conditions will make a difference. They will use the western route sometimes. There are also a lot of shallow areas on east side.

The ship is probably going to have to detour because of pressure ridges. If we move the port to the south there's going to be less crushing of the ice and less pressure ridges.

With pressure ridges, they are hard to travel though, impossible at times. I brought this up before, it will be an obstacle that they may not be able to go through all the time. But they keep saying they can travel through that. Also, the Nuviit area is closer to the floe edge and it comes off quicker than closer to the mainland. An icebreaker went through Foxe Basin waters, and they were iced in, they had to find a way to get out of there.

<Documents\Hall Beach\HallBeachProjectCommittee_May 31, 2011> - § 1 reference coded [4.63% Coverage]

Reference 1 - 4.63% Coverage

I have a concern on the routes, they are going to use the route every second day for 21 years. We are from Canada and if they say it cost too much for any other routes well I am going to fight for it.

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 2 references coded [3.32% Coverage]

Reference 1 - 1.40% Coverage

Member – flow edge is not far. If the ship is going back and forth while it is forming ice. The ice will keep move away when the whole ice move away sooner. Our ice kept moving one time in December we had no ice when the ice move away. It will impact us when ship is going back and forth and the route the ship use will never form ice.

Reference 2 - 1.92% Coverage

the ship route will form ice and in wintertime we get blizzard and blowing snow. And when that ships route is water they will not know if it's water or ice and it will look like ice when it's blowing snow or blizzard so we will lose some of our hunters for sure Igloodik hunters. Sikimiut had 3 accidents and when it happen 3 times they finally put down signs and make the bridge. It will happen to us since the ship is really big. The ship width is really big.

<Documents\Hall Beach\HallBeachSiteTour_QIANotes_July 27, 2011> - § 1 reference coded [1.31% Coverage]

Reference 1 - 1.31% Coverage

Committee: Will ships come into Milne during the winter?
BIM: No.

<Documents\Kimmirut\KimmirutProjectCommittee_June 16, 2011> - § 1 reference coded [7.92% Coverage]

Reference 1 - 7.92% Coverage

Member: I had a question once on the shipping route to NIRB on who drew the lines on the shipping route? The answer I got was that Inuit wanted the proposed route where it is and here Kimmirut and Cape Dorset say the route is too close to our communities. I just wanted to comment on this.

<Documents\Other Meetings\CommonConcerns_ShippingImpact_MarineMammals_July 5 and 13, 2011> - § 1 reference coded [6.55% Coverage]

Reference 1 - 6.55% Coverage

Possible variations in the ship routes are not fully described nor are their potential effects. Recent bathymetric studies have found portions of the nominal southern route to be too shallow for ore carriers; heavy sea ice may require seasonal deviations in other areas. Impacts to the marine ecosystem and people using it cannot be assessed until the proposed route is clarified.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 5 references coded [1.88% Coverage]

Reference 1 - 0.23% Coverage

Questions raised on shipping routes for monitoring purposes.

Reference 2 - 0.55% Coverage

Cape Dorset raises concerns regarding the close proximity of the proposed shipping through Cape Dorset, possible fuel spills issues discussed.

Reference 3 - 0.48% Coverage

Cape Dorset concerns re: the close proximity of shipping routes and their wish to move the route further from the community.

Reference 4 - 0.49% Coverage

Proposed Steensby Inlet shipping route discussed and recommendations for an alternate route suggested by Igloodik delegation.

Reference 5 - 0.12% Coverage

Ship tracking issues discussed.

TRANSPORTATION - SHIPPING - WILDLIFE MONITORS

<Documents\Hall Beach\HallBeachProjectCommittee_August 3, 2011> - § 1 reference coded [6.10% Coverage]

Reference 1 - 6.10% Coverage

They sure will hit the walrus since they are fearless. We sure will have to join them to see it with our eyes. We got more information on ships in Igloodik.

<Documents\Hall Beach\HallBeachProjectCommittee_July 26, 2011> - § 1 reference coded [11.08% Coverage]

Reference 1 - 11.08% Coverage

They will try and protect the land, and give us full story of what they are doing, and ask for people to join them . When the shipping starts. It says in the summary they are going to start and IIBA will be planning too. QIA will join the ship to see the sea that they will use. It would be nice if we can have a say on our concern and ask them to do this and that.

Maybe in English it's monitoring, I think it's stated like that and that has to be included. It has to be in mitigation. We have to put more on the IIBA planning and we have to work hard for this.

WILDLIFE - BIRDS

<Documents\Cape Dorset\CapeDorsetConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [7.49% Coverage]

Reference 1 - 7.49% Coverage

In the spring, murres are present throughout western Hudson Strait and many pass through the Cape Dorset area enroute west to their breeding colonies. There are large breeding colonies on Digges Island and the adjacent Quebec coast and near Ivujivik but none near Cape Dorset. Birds that pass through the Cape Dorset area are believed to breed in the Coasts Island area. During their fall swimming migration murre chicks and their male parents are found all over western Hudson Strait.

Many eiders, guillemots, geese, and other species also pass through the Cape Dorset area. Some king and common eiders remain year-round. This past year, when ice was late forming, there were more eiders overwintering than normal. Phalaropes are sometimes seen while traveling to Quebec by boat. Birds seem to be less abundant than in the recent past. It was speculated that they may be moving into southeastern Foxe Basin. A study was recommended to learn more about seasonal habitat use of the area by migratory birds.

<Documents\Hall Beach\HallBeach_IgloolikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [1.71% Coverage]

Reference 1 - 1.71% Coverage

There are many types of birds – seagulls, Arctic terns, many migratory species. We are also starting to get eider ducks that stay year-round now, also that other one [description – red legs, black, lay eggs under rocks: black guillemot]. Eiders staying year-round is something new that has been happening in recent years, they are overwintering in the polynyas.

There are eiders that nest on all the islands, they all have birds, lots and lots of ducks. We go to all the islands for egg picking.

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 1 reference coded [1.86% Coverage]

Reference 1 - 1.86% Coverage

Member – Within 25 years I still like to eat eggs our bird eggs. I like a fresh ones right from the ground. All of the birds will be impacted.

Member – There are lots of different kinds of eggs, it has a lot of ducks, geese, and imiquitaaqs. And there are few islands there. And beyond Nuvuit there are pitulaa.

Member – We use to have a lot of imiquitaaq around here when Hondas are now driving everywhere around us there is nothing at all.

<Documents\Igloolik\HallBeach_Igloolik BIMC Consultation_May 17, 2011> - § 1 reference coded [4.13% Coverage]

Reference 1 - 4.13% Coverage

How will you address the impacts to marine birds from the shipping route?

<Documents\Igloolik\IgloolikProjectCommittee_September 15-21, 2011> - § 1 reference coded [2.67% Coverage]

Reference 1 - 2.67% Coverage

The birds that live in Mary River are more then there are, birds that eat meat are in over 20's and birds that eat vegetation are in more than 10.

<Documents\Igloolik\IgloolikSiteTour_July 11, 2011> - § 1 reference coded [3.64% Coverage]

Reference 1 - 3.64% Coverage

Committee: Is the rail route on bird breeding grounds?

QIA: As there are ponds and lakes along the route, there will be some nesting birds, but the area is not classified as an important nesting area by BIM.

<Documents\Other Meetings\Interagency_BIMCWorkshop_July 12-14, 2011> - § 1 reference coded [2.77% Coverage]

Reference 1 - 2.77% Coverage

There was a discussion and agreement that the baseline information for terrestrial birds did not provide sufficient information to be useful for impact prediction. The DEIS was therefore descriptive in nature.

Action:

BIM will continue data collection and review and analyse the existing database of information, particularly for raptors and endangered species.

BIM will use plot data to calculate rough densities by habitat type. Raptor team on site in 2011 will clean data and confirm nest sites. EC is requesting revisions to bird baseline.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_July 13-14, 2011> - § 4 references coded [8.14% Coverage]

Reference 1 - 0.70% Coverage

It is also noted that seagulls in the area have moved and are now rarely seen around the proposed Mary River mine site.

Reference 2 - 5.74% Coverage

Peregrine Falcons known to be in the area. How does this committee feel about the bird situation around the Mary River Mine project?

It is acknowledged that Peregrine Falcons are frequently seen in that area and the committee feels studies will be needed to monitor their numbers.

Human activities at the Mine site will definitely affect all species of wildlife in the surrounding areas and may move nesting areas used by birds.

Cycles in animal population numbers and movements have to be considered as this also affects human populations concerning the availability of country food.

It is observed that some species of birds have disappeared from the proposed mine site and that some nesting areas have moved.

Development of the proposed mine site will definitely impact the bird species and will reduce the number in the different animal species around the proposed mine site.

It is generally understood that all animals tend to move away from developed and noisy areas.

Reference 3 - 0.94% Coverage

Member: states his concerns regarding migration routes of snow geese noting that they have to fly over Mary River and how this may affect their migration routes.

Reference 4 - 0.76% Coverage

Issues concerning the rules and regulations around bird species and fines to be paid by the appropriate parties that breach them.

<Documents\Pond Inlet\PondInletConsultationonCaribou_QIANotes_July 13-14, 2011> - § 1 reference coded [7.67% Coverage]

Reference 1 - 7.67% Coverage

Birds of prey will be impacted the most among avian species because they are affected by the prey base;
The mine should be accountable for damaging falcon nests (as would an individual if they tried to poach falcon eggs or destroy a falcon nest);

Peregrines: could use close nests to the Project Development Areas (PDA) to monitor impacts;

Concern over effects of potential oil spill on marine birds;

Less concerned about terrestrial birds; small birds will adjust;

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.83% Coverage]

Reference 1 - 0.83% Coverage

Concerns also include, bowhead whales and how their migratory routes will be affected plus the issue concerning Polar Bears impacts on Bird species also have to be considered in the affected areas of development.

<Documents\Pond Inlet\PondInletProjectCommittee_September 22, 2011> - § 1 reference coded [3.45% Coverage]

Reference 1 - 3.45% Coverage

What are the impacts to birds from the contaminated vegetation from dust? How will we monitor that?

WILDLIFE - BOWHEAD WHALES

<Documents\Cape Dorset\CapeDorsetConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [4.63% Coverage]

Reference 1 - 4.63% Coverage

Large whales

Bowhead whales may be susceptible to strikes by ships hulls or props as these whales do not dive deeply right away.

Killer whales have not been sighted recently in the Cape Dorset area. They are believed to avoid the area due to the presence of walrus. The most recent minke whale sighting was 6 years ago. Although one elder mentioned that he had seen many minke whales during his lifetime. He also described seeing a female sperm whale with a calf [i.e. toothed whales with a blow hole that blows the other direction]; and a humpback whale. These large whales are not common in western Hudson Strait.

<Documents\Hall Beach\HallBeach_IgloolikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [3.82% Coverage]

Reference 1 - 3.82% Coverage

Cetaceans

Whales stay here for winter on occasion, but not often. A young bowhead was iced in last year, a couple years ago, we think it was unhealthy.

The bowheads go through Fury and Hecla Strait. They have started to show up a lot more in the more recent years. They don't seem to go to the east side of Foxe Basin very often, they are seen over there only once in a while.

The belugas go over there first [east side of Foxe Basin], in that area, in the spring. Compared to the western side of Foxe Basin, they go to the east side first. They come from Kimmirut and Cape Dorset, into the eastern side of the Basin. They move north of Koch Island, along the coast and into the inlets.

The male belugas come first; they are followed by the females and their calves

There are two groups of narwhals, different whales from the north and the south, near Repulse. Narwhals have recently been seen in Steensby Inlet. The narwhals swing by this way and go along the floe edge.

Those creatures like whales, they sometimes put themselves in danger when they follow the ships, and the ships will come every day.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.83% Coverage]

Reference 1 - 0.83% Coverage

Concerns also include, bowhead whales and how their migratory routes will be affected plus the issue concerning Polar Bears impacts on Bird species also have to be considered in the affected areas of development.

WILDLIFE - CARIBOU

<Documents\Clyde River\ClydeRiverProjectCommittee_September 21, 2011> - § 2 references coded [11.71% Coverage]

Reference 1 - 5.02% Coverage

Are the Government caribou biologists involved with QIA and BIMC to ensure that our caribou are protected from impacts.

Reference 2 - 6.69% Coverage

We need to know what the impacts are on wildlife and to determine if money is more important to us than wildlife. Clyde River is very concerned about caribou.

<Documents\Hall Beach\HallBeach_IgloodikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [5.22% Coverage]

Reference 1 - 5.22% Coverage

Right now the shipping is not going to have any impact on them [use of offshore islands], because we are in the low part of the caribou cycle. But the caribou will start to come back again. Before, when there were caribou, they were on all the smaller islands. I caught caribou on almost all of these small islands.

When they go out on to the islands they stay there [all year], they get really fat because of the good grazing and lack of predators. On Koch Island there are caribou, they stay there year-round. They go to these islands to avoid predators.

They swim to the islands close to the shore, and also cross on the ice.

Bray Island also has caribou. Caribou go through cycles, they are at a low point right now. We have fewer concerns with caribou, compared to the sea mammals. When I was growing up, I remember a time when there were hardly any caribou, just old antlers around. Then they came back, and now the numbers are low again. The caribou will wait for the plants to grow back, and then they'll come back. The proposed railroad route is a concern to some people, although it is not a concern to me. From what I've seen firsthand, when they are migrating, if the first animal goes through then the herd will follow. Compared to other aspects of the project, caribou is not a major concern.

When caribou have a destination they will go there, no matter what. Even major rivers are not an obstacle to caribou when they want to go somewhere.

Caribou will also cross the strait across Steensby Inlet.

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 1 reference coded [8.35% Coverage]

Reference 1 - 8.35% Coverage

Member – they are saying they can stop if they saw a lot of caribou and how many is a lot it might be few for them but to us it would be a lot since we don't have a lot of caribou. And if they say there are not enough and it will just cost them to stop. And once they started they have to keep going non-stop. We have to set how many for them to stop the train once they start we will not have a say stopping them.

Member – In Qikiqtaluk tajuat (pack of caribou) they use the same track when they start walking, we can watch them all day up to two days. And once they stop for eat and start walking again you can even feel the vibration.

Member – Caribou are very sensitive (scared easily) when we have not much caribou. I am asking how many is a lot when we have not much caribou? I went to Agmaluqtu by Honda this summer and since we have helicopters all summer long we cannot even see the caribou there. So if you see how many caribou can you guys stop? Since the train is right on the tulit (caribou track).

Member – how long can you wait? How many hours can they wait? How long do they have patience if they are more ahead from the ships for a week worth of stocks it would take much income with the ship for unplanned stoppage.

QIA – They are saying about that they will use the fertilizer.

Member – Caribou can eat anything, at times they can eat lemming, fish and whatever when a lot are dying. One time when we were in Mary River one of the rabbits was eating right at the iron area. They will have to keep security around the iron sometimes they try and eat anything.

QIA – Question is can they put fences on the iron area and port at the where they collect iron like 10 miles from the workplace.

Member – If the animals are just going to eat from the iron area it is going to be dangerous, they will have to keep monitoring. This is for our future if we see something that has too much iron we will not want to eat it. We will have to teach our generations since animals is our food.

<Documents\Hall Beach\HallBeachProjectCommittee_September 27, 2011> - § 3 references coded [13.99% Coverage]

Reference 1 - 6.39% Coverage

While we are on Caribou, back then we use to walk around the ground to look for caribou and if caribou's can smell our tracks even if does not show. And with dogs same thing, if caribou was here dog can follow the tracks by smelling it. And in studies they did not do it like that. Dogs can track fresh tracks that caribou walked on. The dust will block the tracks for caribou.

Reference 2 - 2.28% Coverage

And when we have not much caribou around caribou get scared easily so it will be a big pack, also Pond Inlet are being block from this.

Reference 3 - 5.32% Coverage

Before we get a lot of Caribou we are going to be blocked from the railroad. We will have to get them advice to do more studies, we are not just saying because caribou is our food and the store bought are very expensive. We have to talk with them about the land. On fox 3 there was caribou but they never came here.

<Documents\Other Meetings\Interagency_BIMCWorkshop_July 12-14, 2011> - § 5 references coded [11.53% Coverage]

Reference 1 - 4.67% Coverage

There was a discussion on the limitations of scientific information available on caribou and caribou habitat for the north Baffin region and islands in Steensby Inlet. There was agreement that BIM had made considerable effort had been put into collecting baseline IQ. The lack of information raises uncertainties about impact prediction, particularly for a recovering population. Both IQ and existing scientific information show that caribou calve in the region surrounding Milne Inlet. However, existing scientific information also suggests that the region can be defined as a disbursed or non-congregating calving area and therefore has the potential for heightened vulnerability. The DEIS did not propose any specific mitigation for the calving areas or during the calving and post-calving periods which led to a discussion about the importance of a comprehensive monitoring program designed around the ability to detect change.

Reference 2 - 2.62% Coverage

Action:

BIM will request that GN provide the parties with their most recent information on caribou.

BIM will look further into the model used for determining suitable vegetation and will commit to what can be provided within existing timelines for the Technical Review and FEIS completion.

BIM will determine if other information exists to support mitigation forecasting around vulnerabilities and sensitivities e.g. vegetation and recommend what can be done in the Technical Review timeline and further into the FEIS.

Reference 3 - 1.09% Coverage

A discussion took place regarding sea ice as important caribou habitat. Given that solid, land fast ice does not refreeze, the winter shipping route could present a barrier to movement of caribou in Steensby Inlet.

Reference 4 - 0.88% Coverage

Action:

BIM will reassess harvest data and include the islands and sea ice as habitat in the FEIS. Will also draw on more recent information from the GN on Peary Caribou.

Reference 5 - 2.27% Coverage

The discussion centered on (a) defining an appropriate zone of influence and (b) iron concentrate and potential health effects to caribou and other wildlife. It was also noted in this instance, that if caribou choose to avoid areas where food sources are effected by dust (taste, smell), this will have an effect for Inuit harvesters. Also if animals are displaced to less optimal habitat this may have an effect on the overall health of the population.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 2 references coded [5.23% Coverage]

Reference 1 - 4.49% Coverage

Topic	Questions Posed	Main Comments
Caribou	Will the mining site impact caribou migration? What impact will the railway have on caribou crossing, and on general caribou movement and migration? Is IQ being incorporated in considering impacts and solutions? How long does it take for the train to stop?	There is concern with the decline of country food and the increasing reliance of Inuit on expensive store-bought food. It is important to work with the GN in regards to caribou management and research. Access to existing GN data is important. Impacts to and forced relocation of calving grounds is a major concern. Mitigation measures do not consider calving grounds. Migratory routes should not be disturbed. The length of the railway is a major concern. The proposed railway borders migratory routes and this should be considered. There is concern about increased human population in the area and the impact that increased hunting will have on caribou and caribou numbers, particularly because herd populations are at the low end of the cycle at present. Caribou populations and calving grounds have already been impacted from the Tote Road construction. Noise and dust levels should be considered. Food sources for caribou will be impacted. There are issues related to the frequency of helicopters and actual and potential impacts to caribou remain of concern. Calving and mating seasons for caribou should be considered and development should be carried out accordingly to minimize potential impacts on caribou populations. Monitoring is required over the long-term in local and regional areas.

Reference 2 - 0.74% Coverage

Topic	Questions Posed	Main Comments
Current operations	Will the dust from Mary River affect the wildlife and caribou? Has the water quality at Mary River been affected?	The current footprint of project operations at Mary River, Milne and Steensby was outlined.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_July 13-14, 2011> - § 18 references coded [37.34% Coverage]

Reference 1 - 1.82% Coverage

Member: raises a concern about calving areas not being on the discussion paper?

QIA Delegate: acknowledges this and informs the member that information is available and the department is aware of the certain calving grounds. The Company is aware of calving areas and is concerned but they are not doing enough.

Reference 2 - 0.88% Coverage

Member: is concerned this will impact caribou areas when there is development on their habitat. Specifically movement of dust will affect their habitat.

Reference 3 - 2.69% Coverage

Member: raises concerns stating that they have not worked with Government of Nunavut.

QIA Delegate: acknowledged that it has been difficult to deal with the Government of Nunavut.

Member: indicates that there are now three committees concerned with the Mary River project, the GN, Baffinland (Pisiksiit working group) and this review committee and wants more co-operation between the committees to gather relevant information on caribou behavior and habitat.

Reference 4 - 0.95% Coverage

Member: wants to ensure full community consultation and Inuit Qaujimajatuqangit to be more fully implemented since they have first hand knowledge of caribou areas.

Reference 5 - 2.29% Coverage

Member: wants data from the Government of Nunavut concerning radio collars and tracking information and also requests elder representation.

QIA Delegate: QIA wants clarification on caribou population around North Baffin and any distinctions there may be in the herds.

Member: Discusses the different caribou herds and the difference in their populations, behavior and migration patterns.

Reference 6 - 0.52% Coverage

Impacts of dust on caribou and the effects it may have on caribou health and population.

Reference 7 - 0.60% Coverage

Member: raises concerns about radioactivity or toxic levels and the impact it may have nearby caribou.

Reference 8 - 1.19% Coverage

Questions put forward to the committee regarding the spin offs/trade offs to having a mine in the area and how the committee feels about this. Is it worth losing or having the caribou moved further away?

Reference 9 - 4.58% Coverage

QIA Delegate: QIA wants information on whether caribou behavior is different if they have high or low levels in population?

Member: notes that there has already been a change in the caribou habitat since the development of the Mary River mine project has begun, and continues to change, and that caribou have moved to different locations.

Member: would also like to retrieve early reports concerning caribou location, migration and habitat, compare that information to current data.

Member: wishes to ensure this. It is felt that aerial surveys are insufficient for monitoring caribou and asks for alternate methods that could be less costly and more effective.

It is recommended that a letter be drafted to Hamlet council of Pond Inlet to include Hamlet council representation.

Reference 10 - 1.92% Coverage

Member: raises concerns about the lack of information being provided by the GN. It is noted that despite the committee's efforts there have been no meetings with the GN in matters dealing with caribou behavior.

It is acknowledged that there needs to be a better working relationship between the committee and the GN Biologist.

Reference 11 - 0.75% Coverage

Elder notes that the Mary River area is a previous calving ground for caribou and states they generally calve in higher grounds.

Reference 12 - 5.33% Coverage

Member: briefly discusses caribou behavior during different times of the year and how they follow the winds during different seasons.

QIA Delegate: requests clarification on caribou behavior and asks if changes have occurred upon the development of Mary River mine site?

It is believed that caribou have in fact started moving elsewhere since the creation of the Mary River project.

Member: agrees that the caribou have moved significantly since the start of the Mary River project.

Elder: confirms that wildlife species tend to move away from development especially when they are low in numbers. It is also believed that although some species will originally move back to their calving grounds, it is also understood that caribou will move away from development.

Members agree that caribou population levels have significantly reduced as recently as 2007/08 where major development of the mine has begun.

Reference 13 - 1.01% Coverage

There is no clear indication as to how the caribou will respond to dust movement in the area. Committee feels that a radius of at least 20-30 miles will be free from caribou.

Reference 14 - 1.35% Coverage

Member: wishes to discuss calving grounds and states that any high ground can be used as calving grounds if caribou populate the areas.

It is also noted that caribou tend to move to higher grounds during the warmer mosquito season.

Reference 15 - 1.59% Coverage

Proposed railroad concerns; known calving grounds near Mary River lake located on the higher grounds.

Tay Sound Area is a known calving ground or calves have been seen there. It is believed that calving grounds will move to isolated areas away from any human activities.

Reference 16 - 1.81% Coverage

This committee is keenly aware of the effects the mine will have on caribou populations. Observations include the inevitable relocation of caribou and calving grounds due to human activities.

IIBA issues discussed and it is recommended that compensation issues will have to be addressed and looked at closely.

Reference 17 - 6.29% Coverage

Seasonal movements of caribou observed and put forward. It is generally understood that caribou's main movements are usually spring and fall.

When may caribou use Steensby Inlet and the islands around Steensby Inlet? According to Igloodik residents, caribou often use that area. More accurate information can be obtained from Igloodik as they know the area more. Steensby Inlet/Islands are used more by Igloodik and Hall Beach resident hunters. It is indicated that caribou often stay in the Island near Steensby Inlet.

It is known that caribou will cross channels on the ice.

Predictions on caribou movements cannot accurately be made due to human activities and we do not know how the caribou will react to infrastructure, such as railroad tracks.

Other wildlife around the proposed mine site: it is indicated that there has also been a reduction in Arctic Hare populations around the Mary River mine project.

This committee feels strongly about Pond Inlet's full community consultation and it is given high priority as Pond Inlet is closest to the proposed mine site.

Reference 18 - 1.77% Coverage

Member: raises the concern about the caribou food quality. Recommendations put forward to continue monitoring food quality.

Issues of contaminations stated to be low by the Company?

It is assumed that once caribou are affected by contamination, they will be skinnier and this may affect food quality.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_QIANotes_July 13-14, 2011> - § 6 references coded [36.69% Coverage]

Reference 1 - 15.15% Coverage

Caribou distribution is generally the same during the highs and lows of the cycle; caribou will come back to areas where they have been before;

Caribou converge on the Milne Inlet area in the fall, but do not do so as much now because of the project;

Caribou will be affected by the noise of the project (vehicles, aircraft and helicopters) and also smell and human footprints, and will leave the area; there was the suggestion that displacement will occur to at least a 2-5 mile radius;
There are now fewer caribou in traditional areas since the project (exploration, development, and bulk sampling) has begun. There were lots of caribou in the Mary River area in the 1980s; these caribou have now moved somewhere else;
Although caribou are often in elevated areas, they occur near lakes in the summer;
An area ENE of A Lake (just beyond the edge of the caribou RSA) was identified as an area of caribou concentration;

Reference 2 - 5.79% Coverage

Caribou calve in the mountains at higher elevation, likely to avoid mosquitoes and predators;
Calving areas during the low in the cycle will be the same as areas used at higher densities;
Mike Ferguson has done surveys in the past (likely referring to the mid-1990s surveys) that documented post-calving distribution in the mountains near Mary River;

Reference 3 - 6.30% Coverage

Migration will be affected by the project, and has already changed as a result of project activities;
The Steensby Inlet area has more migration through it (and thus more potential to be impacted) than the mine, Tote Road, and northern portion of the rail line areas;
Migration is generally not mass migration (dispersal as I would define), but more back and forth regular migration;

Reference 4 - 1.62% Coverage

Caribou use of islands in Steensby Inlet

Iglolik/Hall Beach people will have more information;

Reference 5 - 1.91% Coverage

Caribou are more sensitive to disturbance and will run away more easily during low numbers than during high number;

Reference 6 - 5.92% Coverage

There was general agreement that dust will impact the caribou (and likely migrating geese);
Caribou have an oily spot on their feet in between the toes of their hooves that is sensitive to smell for locating food, therefore they may be able to detect and be influenced by snow with dust on it;
Suggested that piles of ore need to be covered to minimize dust;

<Documents\Pond Inlet\PondInletProjectCommittee_August 25, 2011> - § 2 references coded [8.45% Coverage]

Reference 1 - 2.78% Coverage

seasonal winds can impact development areas and caribou habitats, stating this issue should be considered by BIMC

Reference 2 - 5.66% Coverage

states concern about the potential impacts to caribou and caribou habitat and urges the committee to forward a letter to ensure the community of Pond Inlet will receive proper compensation for loss of caribou surrounding Pond Inlet.

<Documents\Pond Inlet\PondInletProjectCommittee_August 3, 2011> - § 2 references coded [4.31% Coverage]

Reference 1 - 3.21% Coverage

Committee members raise QUESTION on TERRESTRIAL ENVIRONMENT-CARIBOU: Will hunters receive financial assistance due to forced relocation of caribou by the Mary River project?

Reference 2 - 1.10% Coverage

ISSUES raised over CARIBOU with current PROJECT OPERATIONS

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 7 references coded [8.79% Coverage]

Reference 1 - 1.58% Coverage

QIA: provides an explanation on caribou herds on Baffin Island. How the MRP will impact caribou populations.

Discussions to include, concerns on how caribou populations will be impacted, during the different stages in development and construction of railroad infrastructure.

QIA: explains studies done on caribou populations and caribou monitoring

Potential impacts to caribou populations.

Reference 2 - 1.66% Coverage

Amount of railway traffic; these include Mortality rates/caribou around developed areas.

Potential impacts around caribou migratory routes in a high concern
Disruption of migratory routes

Expected increase to human populations has to be considered around outlying communities resulting in possible increased harvesting of caribou.

Caribou habitat/Potential impacts.

Issues on wildlife monitors discussed.

Reference 3 - 0.32% Coverage

Increased levels of populations in the mine will potentially impact caribou herds.

Reference 4 - 0.71% Coverage

Mitigation measures by Baffinland include provisions for caribou crossings along migratory routes.

Mitigation measures do not include calving grounds and some caribou habitat.

Reference 5 - 1.93% Coverage

Issues on the frequency of helicopters remain a high concern for potential impacts on caribou herds/populations.

Possible forced relocation of caribou grounds is an issue

Caribou populations and habitat have already been impacted, due to the construction of roads leading to Milne Inlet.

The caribou have moved elsewhere and that calving grounds have already been disturbed resulting in the relocation of calving grounds.

Migratory routes remain a high concern for all tables

Reference 6 - 1.95% Coverage

Food sources will definitely be impacted.

Noise levels should also be considered

Generation of dust falling on caribou food sources should be considered.

Data from Nunavut on caribou Biologist on caribou research should be forwarded and made available to QIA.

Concerns include recommendations not to disturb migratory routes.

Caribou behavior explained

It is mentioned that Baffinland will have to put together a caribou monitoring system in place around developed areas.

Reference 7 - 0.64% Coverage

Calving and mating seasons for caribou should be considered and development should be carried out accordingly to minimize potential impacts on caribou populations.

<Documents\Pond Inlet\PondInletProjectCommittee_September 14, 2011> - § 2 references coded [7.36% Coverage]

Reference 1 - 1.64% Coverage

The QIA wildlife biologist had mentioned that he will send us the maps of movement of caribou in the region but to no avail.

Reference 2 - 5.72% Coverage

The caribou in the region has already been impacted and the company should do more to protect the migration of caribou.

"The risk for collisions along the railroad with caribou is minor....." this statement is not true mainly because there has never been a railroad in the region, nobody knows if it will or not. There may be many caribou being struck by rail because the caribou do not live in farms and are not capable of reading signs.

<Documents\Pond Inlet\PondInletProjectCommittee_September 15, 2011> - § 1 reference coded [6.46% Coverage]

Reference 1 - 6.46% Coverage

Project will impact caribou migration and movement drastically in the area between Steensby and Mary River, will block caribou migrating to and from Milne Inlet and Borden Peninsula.

Caribou in south and north are different herd where southern caribou migrate in circle in southern part of Baffin.

<Documents\Pond Inlet\PondInletProjectCommittee_September 22, 2011> - § 1 reference coded [8.80% Coverage]

Reference 1 - 8.80% Coverage

Ever since the Mary River Project has started, the caribou's migratory and behavior have changed. Areas between Clyde River, Pond Inlet and Mary River are not seeing any caribou.

The impacts from the project have started already due to the bulk sample.

WILDLIFE - FISH

<Documents\Hall Beach\HallBeach_IgloodikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 2 references coded [2.73% Coverage]

Reference 1 - 2.45% Coverage

Char impacts

Fish are found in all the rivers along the coast, almost every river, that go back and forth to the saltwater. There are fish in the Nuvuiit area, but they are skinny. They are not healthy; the meat is pale and doesn't taste as good. The fish are not as important as the ones in Steensby. The commercial quotas are further north, there will be less impact on those fish if it goes further out towards Nuvuiit.

At the lakes where they are going to be doing some work installing the culverts, when they use explosives to make the tunnels, some fish will die. Baffinland said they will move the fish, but the fish go into all the little nooks and crannies and they will never be able to get them all.

Reference 2 - 0.27% Coverage

Marine fish

There are also lots of cod there in Steensby, all different sizes.

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 2 references coded [4.43% Coverage]

Reference 1 - 1.23% Coverage

QIA – we have to save that Angijualuk lake.

Member – we will have to agree on how often are they going to monitor the microscopic bugs.

Member – They just want to get approved without further information.

QIA – This was mentioned that it has too much mercury they don't have to eat it.

Reference 2 - 3.20% Coverage

For lakes train rail will keep dropping dust and they say it will not much impact for little dust but it's going to keep going back and forth for 21 years and it's going to pile up and that is why they will have to monitor the lake and fish to make sure how much iron is in the lake or fishes.

Member – They will impact a lot of things and I don't want to see the fish flowing.

QIA – The fishes will definitely flow on the lakes.

QIA – I have a question, we have concern on this too and kept saying this. Iron dust will it kill the fish from too much iron on the ice will they die from not breathing due to too much iron on the lakes. They have gills and breathe from the water. One time I shot a 22 to the lake and few of them died from it and flow on the water.

<Documents\Igloodik\HallBeach_Igloodik BIMC Consultation_May 17, 2011> - § 1 reference coded [11.09% Coverage]

Reference 1 - 11.09% Coverage

We have a concern about the impact that this Project will have on our opportunities to develop a commercial fisheries in the Cockburn Lake and Steensby Inlet Area. How will the IIBA address this?

<Documents\Igloodik\IgloodikProjectCommittee_July 4, 2011> - § 1 reference coded [18.95% Coverage]

Reference 1 - 18.95% Coverage

There will be a tunnel made using the explosives; is it possible to reduce the amount of discharge during the construction at the long lake to protect the fish and its habitat.

Baffinland mentioned that they can move the fish elsewhere during the construction where can they find that big of a lake to hold that many fish. They would request to Baffinland that it be done only in summertime when the fish are down in the ocean.

There is approximately 100,000 lbs of commercial fishing quota around the Steensby Inlet area

<Documents\Igloolik\IgloolikProjectCommittee_May 18 2011> - § 1 reference coded [16.97% Coverage]

Reference 1 - 16.97% Coverage

Why can't the company use tunneling equipment instead of blasting for the tunnels on Cockburn Lake. This would lessen the impact on the fish in that lake.
We are concerned about our opportunities to develop a commercial fisheries industry in Igloolik from the Steensby Inlet and Cockburn Lake areas if this Project goes ahead.

<Documents\Other Meetings\CommonConcerns_ShippingImpact_MarineMammals_July 5 and 13, 2011> - § 1 reference coded [2.44% Coverage]

Reference 1 - 2.44% Coverage

Anadromous Arctic Char are a useful VEC, but they are not a good indicator of marine impacts as they only spend a small part of the year at sea

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 2 references coded [5.71% Coverage]

Reference 1 - 5.08% Coverage

Topic	Questions Posed	Main Comments
Fisheries	<p>Will there be preventative measures to protect lakes? How would the fish be moved? Will the downstream fish be affected? How will fish be monitored and how will the impacts be determined for compensation? Who will do the monitoring? How will sea bottom feeders be affected? (e.g. clams, shrimp) What will be the impact of dust on the local lakes and streams? What is habitat compensation (vs. monetary compensation)? What type of compensation would be made? What impact will there be from the explosives on nearby fish stocks? Will spill response materials be made available? Is it possible to re-route the railway so that it does not affect the good fishing lakes?</p>	<p>Most fish harvest for Igloolik comes from this area. The current commercial fish quota at Steensby Inlet is 40,000 pounds. Loss of quota is a concern. The lake is close to the railway, and that is one reason why the port site should be moved, since it will result in some change to the rail route. BIM said that they could move fish to another lake, but beneficiaries do not accept this mitigation, and don't believe it will work. Nothing was mentioned about impacts to landlocked char or trout. There is concern for the amount of dust that will be generated from the mining, railway and port site. There is concern about the effects of chemicals generated from explosives; impacts are unclear; the amount of explosives that will be used is also unknown. There is concern with what will happen during spring run-off, and the impact to water quality. Entire communities would require monetary compensation. Monitoring of fish and habitat should start before construction. Communities should monitor habitat compensation process and outcomes. If the fish are contaminated, people will get contaminated.</p>

Reference 2 - 0.63% Coverage

Impacts to sediment resulting from road, mining, and rail are unclear.
Vibrations from railway traffic may impact surrounding lakes and rivers.
Fresh water is easier to sample and test than water in the marine environment.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_July 13-14, 2011> - § 1 reference coded [0.64% Coverage]

Reference 1 - 0.64% Coverage

Member: suggests studies and tests be done on fish in surrounding lakes and how their numbers will be impacted.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_QIANotes_July 13-14, 2011> - § 1 reference coded [1.78% Coverage]

Reference 1 - 1.78% Coverage

Cockburn Lake has 3 species of fish, and the effects of blasting on this lake in particular were a concern;

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 8 references coded [4.51% Coverage]

Reference 1 - 0.65% Coverage

Fisheries compensation

Communities should monitor how compensation is processed.

Round table discussions on topic of fisheries compensation/Aquatic Environment

Reference 2 - 1.21% Coverage

Quotas a high concern

Fish habitat may be impacted- a high concern

Monitoring habitat systems recommended during and after construction to determine fish populations.

Amount of railway traffic is a high concern, recovery times for animal species prior to and during construction of railroad discussed.

Reference 3 - 0.84% Coverage

-Questions and comments regarding roundtable discussions concerns include

- water quality
- Fish habitat/food source
- Commercial fishing quotas
- Ballast water discharge
- explosive around lakes

Reference 4 - 0.49% Coverage

Ecosystems, food chain concerns will there be preventative measures to protect lakes? How will fish populations be protected?

Reference 5 - 0.36% Coverage

Potential loss of fish around surrounding lakes is a high concern for out coming communities.

Reference 6 - 0.39% Coverage

- Clarification requested on fisheries compensation
- May not necessarily mean monetary compensation

Reference 7 - 0.37% Coverage

Types of compensation explanations required

DFO roles and responsibilities RE: Compensation

Reference 8 - 0.18% Coverage

Issues on possible relocation of fish habitats

<Documents\Pond Inlet\PondInletProjectCommittee_September 14, 2011> - § 1 reference coded [5.88% Coverage]

Reference 1 - 5.88% Coverage

The narwhal and other sea mammals have already been impacted in and around the Koluctoo Bay where the narwhal give birth and renew their skins and this area is feeding area for them for fish and summer season. There are hardly any more seals and narwhal since the project started and there are believed to devices underwater that scare off the sea mammals including fish in the region. At least there are 3 or 4 rivers with fish that had been impacted.

<Documents\Pond Inlet\PondInletProjectCommittee_September 15, 2011> - § 1 reference coded [5.99% Coverage]

Reference 1 - 5.99% Coverage

Commercial fishing will be impacted as it is expected that the lakes in the whole region will be contaminated on the long-term.

Monitoring programs and compensation schemes should be implemented as soon as possible before the "predevelopment work" has started or approved.

<Documents\Pond Inlet\PondInletProjectCommittee_September 22, 2011> - § 2 references coded [8.97% Coverage]

Reference 1 - 3.49% Coverage

We have not heard about the plans on fisheries and their impacts at all from the Government agencies.

Reference 2 - 5.49% Coverage

Steensby Inlet has been a char area for thousands of years – there is the possibility of commercial fisheries there – how will people be compensated for that.

WILDLIFE - GENERAL COMMENTS

<Documents\Arctic Bay\ArcticBayProjectCommittee_July, 28, 2011> - § 1 reference coded [5.53% Coverage]

Reference 1 - 5.53% Coverage

Q: This is in regards to low flying of aircraft, if this continues animals will be impacted. He also wonders if the flights that go from Mary River to the other Communities can be utilized by bringing in Country food from the other Communities.

A: This issue can be brought up at the workshop.

<Documents\Cape Dorset\CapeDorsetConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 2 references coded [2.68% Coverage]

Reference 1 - 0.77% Coverage

Hunters are not aware of a major breeding area for marine mammals as marine mammals give birth all over.

Reference 2 - 1.91% Coverage

Choice of VECs

All members of the Community Committee agreed that the bearded seal should have been included as a VEC. They recommended that research be conducted on the bearded seal, as they bask and breed on the sea ice and may be affected by shipping.

<Documents\Clyde River\ClydeRiverProjectCommittee_August 23, 2011> - § 1 reference coded [7.06% Coverage]

Reference 1 - 7.06% Coverage

Animals, fish, sea mammals, birds that could be affected by the activities around the area.

<Documents\Clyde River\ClydeRiverProjectCommittee_September 21, 2011> - § 2 references coded [12.79% Coverage]

Reference 1 - 6.10% Coverage

The impacts to land will be great from this project as it is large. We are very concerned with this as it will impact the caribou and fresh water.

Reference 2 - 6.69% Coverage

We need to know what the impacts are on wildlife and to determine if money is more important to us then wildlife. Clyde River is very concerned about caribou.

<Documents\Hall Beach\HallBeach_IgloodikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 3 references coded [8.38% Coverage]

Reference 1 - 0.74% Coverage

The communities recognize the importance of lower trophic levels to the marine ecosystem and note it as a deficiency in the DEIS. This is a substantial concern, especially the benthic community around Steensby Inlet.

Reference 2 - 4.74% Coverage

Lower trophic levels

When people are concerned about animals, they worry about the bigger ones, but overlook the small animals often. We have to be concerned about the smaller creatures too. They were doing work in Steensby Inlet on the bottom creatures last year, they were finding dead animals, which is a concern for us. We don't know who was doing the work. Even the shrimps were dead.

We have to be clear, concerning the ship, what kinds of animals could be impacted by the ships in the deeper waters. We would like to know more about those animals in the deeper waters. Foxe Basin in shallow, there are different creatures in the deep areas.

If the project affects the small seabed creatures, then the animals that feed on them will also be affected and they will have to move, say if there's an accident. How can we improve the plans for how they will operate? If the small animals, low on the food chain, get contaminated, that will affect all the other animals. What will happen to us, what will they do for us, if they [Baffinland] end up clearing off all the shrimp and cod, the smaller animals? That is why we are trying to plan this out, so these impacts won't happen.

Pond Inlet people say there are less shrimps and cod these days, compared to before, because of the seismic tests. The elders in Pond are concerned about shock waves from seismic activity.

Reference 3 - 2.90% Coverage

The animals were closer in the old days when only sails were used for transportation. Now, with motorized transportation, they are still fairly close but a bit further away, except those that are not in as good shape. That has become apparent; some animals aren't as wild and even seem tame. Some of the animals that are close seem really tame, especially the young bearded seals, they are curious and also not as afraid some of the other sea mammals. A younger bearded seal, if I'm not going after it, it will come right up to me. And the same with polar bear, some polar bears are stubborn and you cannot scare them off. So protecting these animals is important, and they are going to have to find a way to do that. Animal behaviour is different, some are tame and curious, some are not. Some animals will run, and some are tame and curious

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 1 reference coded [0.53% Coverage]

Reference 1 - 0.53% Coverage

QIA – ringed seal, walrus, beluga whale, narwhal, bowhead whale. And polar bear. They don't mention bearded seal and harp seal.

<Documents\Other Meetings\CommonConcerns_ShippingImpact_MarineMammals_July 5 and 13, 2011> - § 8 references coded [38.82% Coverage]

Reference 1 - 7.54% Coverage

Information presented in the DEIS, including the sampling baseline, does not form a sound basis for marine impact prediction and future monitoring. There are important gaps in the information on seasonal distributions of species; population density, composition, and size; and habitat use. These gaps, which extend along the entire shipping routes, make impact predictions uncertain and any future environmental effects difficult to detect.

Reference 2 - 6.24% Coverage

Baffinland restricted their DEIS to the Nunavut Settlement Area (NSA) in spite of impacts to marine habitats and biota outside the NSA, in particular Nunavik waters. Shipping impacts will not be restricted to the vicinity of the shipping tracks because many species of marine mammals and birds are migratory, and their populations are shared by other jurisdictions.

Reference 3 - 3.76% Coverage

The selection of marine VECs is not appropriate for impact prediction and future monitoring. Bearded seals should have been included as they live and breed in the pack ice, and are ecologically and culturally important.

Reference 4 - 5.85% Coverage

To assess and monitor food chain effects, other marine VECs should be added, including a truly marine fish, benthic and pelagic invertebrates, and marine plants. Changes may be detected earlier in lower than higher trophic levels, and may provide important clues for understanding their cause, enabling earlier and more effective mitigation.

Reference 5 - 4.82% Coverage

Baffinland uses 10% and 20% thresholds to assess the magnitude of effects on marine species and habitats, respectively without adequate justification. Thresholds for impact assessment must be tailored to a particular species or parameter, with an ecologically appropriate timeframe.

Reference 6 - 2.72% Coverage

The effects assessment and mitigation measures specific to wildlife sensitivities (e.g., key life cycle stages, number of generations) are not fully described.

Reference 7 - 4.56% Coverage

Likelihood of long-term wildlife displacement due to cumulative disturbance and the impacts associated with displacement of wildlife from normally preferred habitat have not been assessed. Assumptions of habituation to disturbance are not well supported in the DEIS.

Reference 8 - 3.33% Coverage

Marine organisms will be subjected to noise from aircraft, shipping, and construction. More detailed information is needed to assess the significance of noise disturbance on their life histories.

<Documents\Other Meetings\Interagency_BIMCWorkshop_July 12-14, 2011> - § 2 references coded [7.98% Coverage]

Reference 1 - 4.81% Coverage

Adequacy of Baseline Information

The discussion built on the results of the meetings in Winnipeg, with an added focus on how to work to create a baseline for the lower trophic levels, address gaps and move into adaptive management. The use of Arctic char as a key indicator for marine species was challenged and the lack of information on benthos as a key link in the food chain and effects on marine mammals was also discussed. There was also concern raised by all of the reviewing parties about the lack of scientific data available generally on the marine environment for the project area. There was also discussion about lack of information in the DEIS on impact prediction methodology and uncertainties around determination of significance.

Action:

BIM will consolidate and cross reference all IRs that overlap with DFO's IRs that relate to the adequacy of baseline information. BIM will clarify how they will be addressing specific data gaps.

Reference 2 - 3.17% Coverage

Community representatives noted specific concerns about impact prediction in the areas of wildlife and associated effects on Inuit harvesting, food security and proactive efforts to assist Inuit in receiving employment and money management. They also stated that the communities would want to know as soon as possible the details of monitoring and management plans to gain a comfort level that preventative measures will be in place. Further the community representatives raised the issue of GN redirecting new revenues generated by the project into programs and infrastructure to assist the affected communities to mitigate impacts.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 2 references coded [4.43% Coverage]

Reference 1 - 0.29% Coverage

Seasonal animal behavior has to be considered, i.e. calving grounds, mating seasons and migratory routes.

Reference 2 - 4.14% Coverage

Topic	Questions Posed	Main Comments
Social and cultural aspects (wellbeing, culture and harvesting)	<p>If we can't hunt anymore, who are we as Inuit?</p> <p>How will people who choose not to work at the mine be supported?</p> <p>What is the community support fund? How does it work? Who will run it?</p> <p>Is there a separate fund available for healing?</p> <p>Will there be access to carving stone?</p> <p>What about crews from the ships? They could smuggle drugs or come to the communities.</p> <p>Will the snowmobile bridges across ship tracks work?</p>	<p>We have to know what the effects on our land and animals will be. The animals have to be protected. Things will never be the same.</p> <p>We are not trying to stop the Project, but we need to understand what it will mean. We need to do good planning.</p> <p>Communities want to participate in monitoring. This could create a different kind of employment for hunters; jobs that value their skills.</p> <p>The use of IQ must be recognized and enforced. Hunters are not being consulted.</p> <p>We know that there will be negative impacts in communities. We want to know how Baffinland, QIA, and the GN are planning. We want to hear from them.</p> <p>People need to learn how to manage money.</p> <p>Drug and alcohol counseling is needed. People need help.</p> <p>We need healing centres and programs on site and in the community (whether or not the project goes ahead) to help people with problems.</p> <p>Elders have to be involved.</p> <p>There needs to be a communication plan to tell people when the ship is passing.</p>

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_July 13-14, 2011> - § 2 references coded [1.37% Coverage]

Reference 1 - 0.58% Coverage

Recommendation: to continue monitoring all animals species around the proposed mine site annually.

Reference 2 - 0.79% Coverage

Data comparison needed to be observed from early studies of before and after development to review the impacts on surrounding wildlife.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_QIANotes_July 13-14, 2011> - § 1 reference coded [1.52% Coverage]

Reference 1 - 1.52% Coverage

There was a worry that exotic species (rats were mentioned) would come in on ships and cargo;

<Documents\Pond Inlet\PondInletProjectCommittee_August 25, 2011> - § 1 reference coded [6.32% Coverage]

Reference 1 - 6.32% Coverage

Member: notes the observations by local hunters that animals have moved, due to noise levels around Lancaster Sound. He also states his concern regarding low-level flights around the mining camps and stresses strict compliance with policies and procedures.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 6 references coded [3.04% Coverage]

Reference 1 - 0.39% Coverage

Seasonal animal behavior to be considered i.e. calving grounds, mating seasons and migratory routes.

Reference 2 - 0.83% Coverage

Concerns also include, bowhead whales and how their migratory routes will be affected plus the issue concerning Polar Bears impacts on Bird species also have to be considered in the affected areas of development.

Reference 3 - 0.30% Coverage

Relocation of different animal species due to raised noise levels discussed.

Reference 4 - 0.25% Coverage

Disturbances in mortality for different animal species discussed.

Reference 5 - 1.09% Coverage

DFO guidelines/land ownership and access different sequence of habitat compensation. Programs are in place to monitor if compensation is working. Different types of compensation include obtaining or creating access to fisheries.

- Harbour development
- Water supply intake

Reference 6 - 0.17% Coverage

- Wildlife-sea mammals
- fish
 - food chain

<Documents\Pond Inlet\PondInletProjectCommittee_September 13, 2011> - § 1 reference coded [6.31% Coverage]

Reference 1 - 6.31% Coverage

Loading dock and the conveyor belt should have covering shelter to prevent the dust, and other contaminant gases to escape to the environment and the seawater especially. From the Nanisivik Mine experience, ring, harp and bearded seals have been contaminated as the cods were feeding on the dust from the docking facility which the seals feed on. Seals were contaminated on their liver and kidneys, thus not suitable for food.

<Documents\Pond Inlet\PondInletProjectCommittee_September 15, 2011> - § 1 reference coded [6.01% Coverage]

Reference 1 - 6.01% Coverage

When there is a development where there is a abundant of animals, the scientist use devises to scare off the habitat, this practice is a sad story for Inuit as they depend heavily on animals both from land and sea. Animals up here in the north do not live in farms they are wild.

<Documents\Pond Inlet\PondInletSiteTour_QIANotes_July 8, 2011> - § 1 reference coded [4.62% Coverage]

Reference 1 - 4.62% Coverage

A concern was raised about an instrument in the water that is disturbing marine wildlife. Community person stated that DFO had asked to have instrument returned so maybe it was placed there by DFO?

WILDLIFE - MARINE MAMMALS

<Documents\Cape Dorset\CapeDorsetConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 3 references coded [10.98% Coverage]

Reference 1 - 0.77% Coverage

Hunters are not aware of a major breeding area for marine mammals as marine mammals give birth all over.

Reference 2 - 1.92% Coverage

Choice of VECs

All members of the Community Committee agreed that the bearded seal should have been included as a VEC. They recommended that research be conducted on the bearded seal, as they bask and breed on the sea ice and may be affected by shipping.

Reference 3 - 8.29% Coverage

Belugas

Committee members were uncertain whether ships would increase or reduce access to belugas. Hunters know the beluga migrations and expect them in spring and fall. Belugas enter the inlets more often than narwhals. Ships are currently visiting during the open water season but no effects on animals have been observed. Beluga whales are often seen when ships arrive, it is not known whether they are following the ships or being driven by them. Hunter access to belugas changes with the presence and location of killer whales; increasing ship traffic ships may have the same effect. Beluga will likely be affected at first by shipping but, as long as they are not being hurt, they will likely return.

Ice breaking may bring more belugas into the Cape Dorset area. If shipping increases when ice is present belugas will likely follow the ships to take advantage of the open water. Because ice in the Cape Dorset area is constantly moving whales that follow the ship tracks are unlikely to become entrapped. Ships may also chase beluga along the ice edge in the spring, around Markham Bay and to the west.

<Documents\Hall Beach\HallBeach_IgloodikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [3.82% Coverage]

Reference 1 - 3.82% Coverage

Cetaceans

Whales stay here for winter on occasion, but not often. A young bowhead was iced in last year, a couple years ago, we think it was unhealthy.

The bowheads go through Fury and Hecla Strait. They have started to show up a lot more in the more recent years. They don't seem to go to the east side of Foxe Basin very often, they are seen over there only once in a while.

The belugas go over there first [east side of Foxe Basin], in that area, in the spring. Compared to the western side of Foxe Basin, they go to the east side first. They come from Kimmirut and Cape Dorset, into the eastern side of the Basin. They move north of Koch Island, along the coast and into the inlets.

The male belugas come first; they are followed by the females and their calves

There are two groups of narwhals, different whales from the north and the south, near Repulse. Narwhals have recently been seen in Steensby Inlet. The narwhals swing by this way and go along the floe edge.

Those creatures like whales, they sometimes put themselves in danger when they follow the ships, and the ships will come every day.

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 3 references coded [1.55% Coverage]

Reference 1 - 0.53% Coverage

QIA – ringed seal, walrus, beluga whale, narwhal, bowhead whale. And polar bear. They don't mention bearded seal and harp seal.

Reference 2 - 0.32% Coverage

Beluga has their road and if they will follow the ships we will have beluga.

Reference 3 - 0.70% Coverage

That ocean has everything beluga, bearded seal, walrus. Those mammals food will be impacted and when they eat their food and we are going to eat them it will go to us.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 1 reference coded [4.96% Coverage]

Reference 1 - 4.96% Coverage

Topic	Questions Posed	Main Comments
Impacts on Steensby and Milne Inlets	Who will be responsible for mitigating long-term impacts? Are there comparable projects elsewhere? Is IQ knowledge applied or taken seriously when designing Project components or mitigation measures? What are the seasonal impacts? What will the impact be on sea ice and currents? Will there be compensation for impacts to marine mammals in Steensby Inlet? (There is no way to avoid impact.) Narwhal are sensitive to sound. How will the noise from the passage of frequent and year-round ships impact narwhal? How will we even know how many marine mammals are affected by noise and disturbance? How much study has been done on pollutants, dust and contaminants in this area? What are the impacts? Has there been any consideration of impacts on kelp?	There is a high level of concern regarding impacts to marine mammals in Steensby Inlet and along the entire shipping route. More research should be carried out. Specific concerns discussed include: Loading and off-loading ships in Steensby Inlet and the impact these activities will have on marine life. Impacts to seals and walrus, especially given that seals, bearded seals and walrus breed in the area in the springtime. The effects of shipping on landfast ice, and the resulting consequences for marine mammals. Disturbances along migratory routes for marine mammals and mortality issues. Food sources for marine mammals and contamination. Travel safety on ice during the winter, and in summer for people out in small boats. Noise from helicopters as well as ships. Compensation should be more than money for store bought-food. This diminishes harvesting and cultural activities; compensation should facilitate hunting (e.g. fuel, equipment).

<Documents\Pond Inlet\PondInletProjectCommittee_August 3, 2011> - § 1 reference coded [10.70% Coverage]

Reference 1 - 10.70% Coverage

Member raises CONCERN on SHIPPING TRAFFIC AND POSSIBLE EFFECTS ON NARWHALS and requests that this is added in the topic under Environmental Assessment and RECOMMENDS OUTSIDE MONITORING of SHIPPING TRAFFIC in the area.

Member agrees with monitoring and RECOMMENDS ONGOING MONITORING OF AFFECTED SPECIES such as SEALS and NARWHALS and how their populations will be impacted due to ship traffic, and that this be included under Environmental Assessment.

Also RECOMMENDS AERIAL SURVEYS AROUND THE AFFECTED areas and this be ongoing and compared to IQ (Inuit Qaujimajatuqangit).

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 4 references coded [1.91% Coverage]

Reference 1 - 0.46% Coverage

Marine mammals - topics on different mammal species i.e. walrus discussed disturbances on sight, sound and smell noted.

Reference 2 - 0.47% Coverage

-disturbances along migratory routes for marine mammals and mortality issues are significant concerns by the communities.

Reference 3 - 0.61% Coverage

Marine Environment- marine mammals issues raised by the table include food sources and food contamination, topics that may affect different mammal species.

Reference 4 - 0.37% Coverage

Potential impacts to narwhale, seals, and sea mammals around Steensby Inlet is a major concern.

<Documents\Pond Inlet\PondInletProjectCommittee_September 14, 2011> - § 1 reference coded [5.88% Coverage]

Reference 1 - 5.88% Coverage

The narwhal and other sea mammals have already been impacted in and around the Koluctoo Bay where the narwhal give birth and renew their skins and this area is feeding area for them for fish and summer season. There are hardly any more seals and narwhal since the project started and there are believed to devices underwater that scare off the sea mammals including fish in the region. At least there are 3 or 4 rivers with fish that had been impacted.

WILDLIFE - MONITORING WILDLIFE

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 2 references coded [3.23% Coverage]

Reference 1 - 0.18% Coverage

Monitoring of fish and habitat should start before construction.

Reference 2 - 3.05% Coverage

Topic	Questions Posed	Main Comments
Project timelines, Pre-construction staging	Do we have support for the Project if the port site is moved to Nuvuiit? What effects will ammonium nitrate have on the environment and how will it be monitored? Where will the skidoo crossings be, and how many will there be? Can changes still be made to the project plans and designs? Will the security amount be enough if the mine is approved? Will the allocation of harvest quotas be affected by the Project?	Reference was made to Nanasivik and the impacts it had on the ecosystem (animals left area, contaminants found in marine mammals; also travel concerns, skidoos lost) There is concern about the use of ammonium nitrate. It was expressed by some that the Project development should be based on what QIA/Inuit want and not dictated by Baffinland. Concerns were expressed that everything seemed approved without community involvement, particularly the selection of the Steensby port site. Monitoring of wildlife before, during and after construction of the mine camps remains an important requirement.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_July 13-14, 2011> - § 1 reference coded [1.74% Coverage]

Reference 1 - 1.74% Coverage

Member: wishes to ensure this. It is felt that aerial surveys are insufficient for monitoring caribou and asks for alternate methods that could be less costly and more effective.

It is recommended that a letter be drafted to Hamlet council of Pond Inlet to include Hamlet council representation.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_QIANotes_July 13-14, 2011> - § 1 reference coded [10.60% Coverage]

Reference 1 - 10.60% Coverage

There was a call for continuing monitoring of caribou and other wildlife (including fish, marine mammals) as the mine begins, including construction;
Pond Inlet wants to be directly involved in the monitoring, and liked the idea about a monitoring agency to oversee the project;
No aerial surveys should be conducted for caribou monitoring, but there were no ideas of how monitoring could effectively occur;
The Committee wanted a monitor on site at all times to, among other things, monitor that rules about aircraft flight heights and disturbance are followed; this monitor should be around when the rail road was being constructed as well;

<Documents\Pond Inlet\PondInletProjectCommittee_August 3, 2011> - § 2 references coded [14.39% Coverage]

Reference 1 - 10.70% Coverage

Member raises CONCERN on SHIPPING TRAFFIC AND POSSIBLE EFFECTS ON NARWHALS and requests that this is added in the topic under Environmental Assessment and RECOMMENDS OUTSIDE MONITORING OF SHIPPING TRAFFIC in the area.

Member agrees with monitoring and RECOMMENDS ONGOING MONITORING OF AFFECTED SPECIES such as SEALS and NARWHALS and how their populations will be impacted due to ship traffic, and that this be included under Environmental Assessment.

Also RECOMMENDS AERIAL SURVEYS AROUND THE AFFECTED areas and this be ongoing and compared to IQ (Inuit Qaujimajatuqangit).

Reference 2 - 3.68% Coverage

Member SUGGESTED MONITORING also be done on FISH POPULATIONS in order to determine FISHERIES COMPENSATIONS.

Member states that \$30,000.00 is lost per person in regards to LOSS OF FISHING ACTIVITIES.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 2 references coded [0.85% Coverage]

Reference 1 - 0.39% Coverage

Monitoring habitat systems recommended during and after construction to determine fish populations.

Reference 2 - 0.46% Coverage

Monitoring of different animal species remain a high concern before, during and after construction of the mine camps.

WILDLIFE - NARWHAL

<Documents\Cape Dorset\CapeDorsetConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [6.45% Coverage]

Reference 1 - 6.45% Coverage

Narwhals

Narwhal sightings are rare along coasts in the Cape Dorset area. During their lifetimes (ca. 75-85 y), one elder had only seen them there twice and another elder three times. All of these observations were associated with the presence of killer whales.

Committee members were uncertain whether ships would increase or reduce access to narwhals. They commented that narwhals seemed to get used to new things easier than other animals. Narwhals pass farther offshore than belugas, and are passing through the channels in western Hudson Strait in the spring when the purple saxifrage blooms. In the past narwhal were hunted in the moving ice at this time. If narwhals begin coming near the coast more frequently, then ships may be affecting their movements. The current quota of 10 narwhal is never filled but it might be if ships change narwhal movements.

<Documents\Hall Beach\HallBeach_IgloolikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 2 references coded [6.87% Coverage]

Reference 1 - 3.82% Coverage

Cetaceans

Whales stay here for winter on occasion, but not often. A young bowhead was iced in last year, a couple years ago, we think it was unhealthy.

The bowheads go through Fury and Hecla Strait. They have started to show up a lot more in the more recent years. They don't seem to go to the east side of Foxe Basin very often, they are seen over there only once in a while.

The belugas go over there first [east side of Foxe Basin], in that area, in the spring. Compared to the western side of Foxe Basin, they go to the east side first. They come from Kimmirut and Cape Dorset, into the eastern side of the Basin. They move north of Koch Island, along the coast and into the inlets.

The male belugas come first; they are followed by the females and their calves

There are two groups of narwhals, different whales from the north and the south, near Repulse. Narwhals have recently been seen in Steensby Inlet. The narwhals swing by this way and go along the floe edge.

Those creatures like whales, they sometimes put themselves in danger when they follow the ships, and the ships will come every day.

Reference 2 - 3.05% Coverage

People in Arctic Bay provided us with information on the icebreakers that used to go through, they already experienced the effects of shipping so they met with us. When they were hunting narwhals they tried to keep the noise down, not even hit the boat or anything to make noise or splashes, when they're going after the whales. The people of Arctic Bay told us, when the ship was going through their strait, through the ice, after that they were basically able to walk right up to the whales. With our point of view, their senses were already all shot, they have sensitive hearing and their senses are shot after the ship noise. We want more input from Arctic Bay, as they noticed effects from the icebreakers and a difference with the animals. Greenland people say it is easier to hunt narwhals coming back from north Baffin, because their hearing is not as good, from shipping noise.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 3 references coded [1.37% Coverage]

Reference 1 - 0.41% Coverage

Possible impacts on narwhal species along Hudson strait and fox Basin/Davis Strait raised and discussed.

Reference 2 - 0.59% Coverage

Potential impacts on Narwhales, seals and sea mammals is a major concern, due to the proposed shipping traffic during construction of the Milne port.

Reference 3 - 0.37% Coverage

Potential impacts to narwhale, seals, and sea mammals around Steensby Inlet is a major concern.

<Documents\Pond Inlet\PondInletProjectCommittee_September 14, 2011> - § 1 reference coded [5.88% Coverage]

Reference 1 - 5.88% Coverage

The narwhal and other sea mammals have already been impacted in and around the Koluctoo Bay where the narwhal give birth and renew their skins and this area is feeding area for them for fish and summer season. There are hardly any more seals and narwhal since the project started and there are believed to devices underwater that scare off the sea mammals including fish in the region. At least there are 3 or 4 rivers with fish that had been impacted.

<Documents\Pond Inlet\PondInletProjectCommittee_September 15, 2011> - § 2 references coded [8.81% Coverage]

Reference 1 - 5.23% Coverage

Biologist say they know that narwhals do not eat during the summer season, this statement is absolute nonsense; they do feed on fish and renew their skins and blubber during the summer and they do it in Koluctoo bay area including Milne Inlet.

Reference 2 - 3.58% Coverage

Since the start up of the project, narwhal has been going Tremblay Sound, this also has in turn make it harder for hunters and more expensive for buying gas and grub.

WILDLIFE - POLAR BEARS

<Documents\Hall Beach\HallBeach_IgloodikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [1.12% Coverage]

Reference 1 - 1.12% Coverage

Polar bears

Bears den on Koch Island, in the snowed in areas, also Bray Island. They make their dens on the lee side of the hills, in areas of deeper snow.

There are a lot more polar bears now, people are seeing them around Steensby Inlet. In the past when the numbers were lower, there were not many bears over there.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.83% Coverage]

Reference 1 - 0.83% Coverage

Concerns also include, bowhead whales and how their migratory routes will be affected plus the issue concerning Polar Bears impacts on Bird species also have to be considered in the affected areas of development.

WILDLIFE - SEALS

<Documents\Cape Dorset\CapeDorsetConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [3.16% Coverage]

Reference 1 - 3.16% Coverage

Bearded Seals and Ringed Seals

Bearded seals are present in the moving ice year-round. They bask and breed on the pack ice and seldom maintain breathing holes. Like walrus they rest or sleep amongst the ice and can be difficult to detect.

There are few ringed seals in open water in the winter, possibly due to the presence of walrus. Seals were more in evidence before the use of motorized boats and snow machines.

<Documents\Hall Beach\HallBeach_IgloodikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [6.57% Coverage]

Reference 1 - 6.57% Coverage

Ringed, bearded and harp seals

All committee members agree that bearded seals should be considered as a VEC.

Bearded seals are common in the Steensby Inlet area, when the ice is going (rotting away) they go to that area. There are also lots of fish, and the food for the fish. Bearded seals, seals, and walrus are all in that region (Steensby). There will still be an impact at Nuvuiit, but much less than at Steensby.

In the spring, there are also lots of bearded seals all along the floe edge, and the area west of Steensby Inlet is a calving ground for bearded seals and walrus.

Harp seals have always been in these waters, but recently in higher numbers. They are becoming more abundant; they used to be low in numbers. In the 1960s there were very few harp seals, recently there are many more harp seals, also narwhals. Harp seals are seen at the floe edge, they have seen them at the floe edge in winter. This past summer there were not as many harp seals.

The seals use Steensby Inlet as a calving ground. There are quite a few seals over there, anywhere over there [eastern Foxe Basin], they do congregate in those waters.

When the ship goes through, there are no seal holes.

Steensby Inlet has seals and bearded seals, last year there were no bearded seals there. We want to know if they are using sonic-emitters or other devices to repel the animals, like they are doing in Milne Inlet and the Pond Inlet area. Maybe they did that to Steensby port. Pond Inlet people found devices that they discovered themselves, they were not told that they were there. So that is a reason that people are suspicious about devices being used in Steensby area.

One reason we prefer Nuvuiit is because of the landfast ice in Steensby and the effects on seal pupping. Steensby will change the seals a lot of they go through the landfast ice, and not just seals but also fish and the bottom dwellers.

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 2 references coded [2.02% Coverage]

Reference 1 - 0.29% Coverage

Our seals tasted like ugaqs but now they don't even taste like ugaq.

Reference 2 - 1.74% Coverage

I am going to say this moving ice never stops and in salliq and qaggiuja it has a really small space. When the ice form it is really rough. It stays there for a little bit but that area has one spot moving ice. In salliq ice breaks and stable ice. If they are going to be in Steensby they will some dangerous place for birthing seals. That area is a big seal birthing area. If they move they will be in a less moving ice.

<Documents\Igloodik\HallBeach_Igloodik BIMC Consultation_May 17, 2011> - § 1 reference coded [6.84% Coverage]

Reference 1 - 6.84% Coverage

We are concerned with the disruption to seal pupping and how it will impact the seal population in the spring and winter.

<Documents\Pond Inlet\PondInletProjectCommittee_August 25, 2011> - § 1 reference coded [7.01% Coverage]

Reference 1 - 7.01% Coverage

Member: recommends studies be done on seals, seal populations and habitat before, during and after construction to assess the impacts on seal and sea mammals surrounding the proposed construction locations, stating observations by local hunters on the lack of animals around Milne Inlet.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.37% Coverage]

Reference 1 - 0.37% Coverage

Potential impacts to narwhale, seals, and sea mammals around Steensby Inlet is a major concern.

WILDLIFE - SMALLER ANIMALS

<Documents\Hall Beach\HallBeach_IgloodikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [4.74% Coverage]

Reference 1 - 4.74% Coverage

Lower trophic levels

When people are concerned about animals, they worry about the bigger ones, but overlook the small animals often. We have to be concerned about the smaller creatures too. They were doing work in Steensby Inlet on the bottom creatures last year, they were finding dead animals, which is a concern for us. We don't know who was doing the work. Even the shrimps were dead.

We have to be clear, concerning the ship, what kinds of animals could be impacted by the ships in the deeper waters. We would like to know more about those animals in the deeper waters. Foxe Basin in shallow, there are different creatures in the deep areas.

If the project affects the small seabed creatures, then the animals that feed on them will also be affected and they will have to move, say if there's an accident. How can we improve the plans for how they will operate? If the small animals, low on the food chain, get contaminated, that will affect all the other animals. What will happen to us, what will they do for us, if they [Baffinland] end up clearing off all the shrimp and cod, the smaller animals? That is why we are trying to plan this out, so these impacts won't happen.

Pond Inlet people say there are less shrimps and cod these days, compared to before, because of the seismic tests. The elders in Pond are concerned about shock waves from seismic activity.

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 1 reference coded [1.06% Coverage]

Reference 1 - 1.06% Coverage

We have to add more on the one we have been stating on animal's food, the little microscopic ones are going to be impacted. We have told Baffinland to keep monitoring them, our reason is we don't want to eat what has a lot of Iron since it will go into us.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_July 13-14, 2011> - § 1 reference coded [0.71% Coverage]

Reference 1 - 0.71% Coverage

Committee: also states that there has been a drop in other wildlife populations such as foxes, lemmings and Arctic hare.

WILDLIFE - WALRUS

<Documents\Cape Dorset\CapeDorsetConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [22.16% Coverage]

Reference 1 - 22.16% Coverage

Walrus

Walrus are the main animals of concern in the Cape Dorset area, as other animals [whales?] are typically present only during the open water period. Walrus are very family-oriented and raise their young until they are ready to mate, although male and female walrus are not always found together. The Committee did not want these close knit families affected by shipping.

Walrus information in the BIMC summary is based on old information. The distribution of walrus in the Cape Dorset area has been changing. Walrus have left Sakpu, an area of year-round open water. They have moved back into the Markham Bay area where they are hauling out on eider islands. One elder said that there were few walrus in the Markham Bay area when he grew up there [ca. 60-80 yBP (years before present)], whereas now there are many. There are lots of clams near the walrus haulouts but the meat in these clams is now red, not white. Polar bears have also occupied these islands and are eating eider eggs. A survey this past year saw 11 bears in 8 days. Eiders and bearded seals have been eaten or chased away from the area.

Walrus are present around the islands in western Hudson Strait year-round. Channels between the islands are deep and have lots of ice; when ice is present the walrus stay closer to the coasts on thin ice near shallow areas. There are many walrus on Salisbury Island in summer and they haul out all along its shallow southwest coast. During polar bear surveys led by Vicki Sahanatian last summer, many walrus were seen on Mill, Salisbury, and Nottingham islands. A low shoal southeast of Salisbury Island, Trinitie Rock or Nujutuituq (sp.?), is particularly important and has many walrus year-round.

Walrus are constantly on the move, so they will be on the shipping route. They used to move from Nottingham and Salisbury islands up the west coast of Foxe Peninsula and then back east past Cape Dorset in the fall. Walrus on ice pans may be more likely to be affected by shipping than walrus at haulouts, as the haulouts are farther from the ship tracks. Walrus tend to bask on thicker ice. When they are basking on the ice the wind drives them eastward toward Markham Bay. Walrus also rest or sleep amongst the pack ice, sometimes hooking their tusks on the ice pans while they sleep. Vessels will not be aware of these walrus and the walrus may not be aware of the vessels. These animals can also use very small breathing holes so people may not be aware that they are present under the ice.

In the past not everyone had a winter supply of walrus meat, mostly those with Peterhead boats. Walrus were hunted as soon as they were seen but now there is less desire to hunt them. Hunters no longer harvest large numbers of walrus from Salisbury Island. They have not done so since the dog-slaughter in the late 1950s.

A major survey of walrus is needed—including a survey in the dead of winter, to establish the size of the population, which may be increasing.

<Documents\Hall Beach\HallBeach_IglolikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 4 references coded [9.13% Coverage]

Reference 1 - 4.22% Coverage

Locations of walrus calving and haul-out areas that may be disturbed by shipping

In the fall they are on the islands, in the walrus haul out in many places in the fall. All the islands around Manning are used by walrus in the fall, and South and North Ooglit are also used by walrus, and Tern Island, plus around the Barrow River – there are walrus all along the coast.

Walrus are hunted in Steensby Inlet sometimes, and bearded seals are in many of the same areas.

The tourist groups around Rowley Island, the camera groups, they scared off the walrus. The HTA banned walrus tourism and sport hunting for two years. After that the walrus came back in higher numbers, it was apparent that there were more walrus with less boat traffic. It's not only the big ships that will impact the walrus, it's also these groups, the tourist groups and hunting groups, when they get higher in numbers they scare them off. Walrus sport hunts are going to start again this year. The sport hunters are going after the bigger tusks, they are very picky so they want the big tusks. They end up going through more walrus, selecting the bigger ones. Coral Harbour has different herds of walrus now, they came from this region.

Reference 2 - 1.73% Coverage

We are concerned for walrus too, our walrus population, they also have acute hearing, when you're trying to get close to them on the ice, they hear and they look up, so they do have acute hearing, but when their hearing is basically shot, and they are bombarded with all this sound, it's going to have a negative impact. We don't want shipping in the western route because of the noise, we prefer the east side of Rowley for the route because there are less mammals. Impacts will still happen over there.

Reference 3 - 0.71% Coverage

Many animals have a sentry, especially walrus. In the wintertime, they pick things up right away. They seem to have sentries for the younger walruses, when animals are young they are active, just like people.

Reference 4 - 2.46% Coverage

When I came to this region [Foxe Basin] it was around the time that they started to use motorized transportation. With motorized transportation becoming more available, the walruses were farther away every year. We have moved them out further, we now realize that. Walruses used to be a food staple and we hunted them a lot. Now these days, with the sport hunters and the tourism groups, there are more boats out looking for the walruses with the big tusks. They had a noticeable effect too, so we tried a 2-year ban on walrus tourism and sport hunting. Last year the walruses were a bit closer. There are now more walruses towards Southampton Island, in talking with people it seems that some migrated down there.

<Documents\Hall Beach\HallBeachProjectCommittee_May 31, 2011> - § 1 reference coded [9.48% Coverage]

Reference 1 - 9.48% Coverage

we are in Canada and Amituq is a walrus raw making place (iqunaq) and for that we have to make sure they use a different route for ships. In Canada, farmers fight for their land like grape makers, and we have to fight for the walrus too. Since they have a 21-year life span they are not thinking of the cost of making the roads. They can use the other side and other side they have seen the ships more than us.

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 1 reference coded [3.06% Coverage]

Reference 1 - 3.06% Coverage

walrus food, clams, they will be impacted. Here are other walrus food kukiujait, and unigqlaanguat. They don't come up to breathe but they have gills so they breathe in the ocean. And they must eat from the micro bugs so they can live. What does unigqlaanguat eat? Also plants on the ocean like kuani, iquuti, qajailu. In studies it says there is not much mammals and since it's in that study we cannot even take it off. We had a general meeting and most of them did not even know that area and in Hall Beach they say it was like that at that time. But it has a lot of walrus if you go now you would see a lot of walrus in isuqtuq right to kangiqluujua. It always has walrus whole year long. And it has there own walrus and they taste better.

<Documents\Igloodik\IgloodikProjectCommittee_May 18 2011> - § 1 reference coded [7.33% Coverage]

Reference 1 - 7.33% Coverage

The impacts to the walrus will be huge and we eat the walrus. How will the walrus be impacted and how will the company minimize those impacts.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.77% Coverage]

Reference 1 - 0.77% Coverage

Concerns on walrus population around Steensby Inlet discussed stating walrus population will be heavily impacted and different species habitat i.e. calving grounds, mating seasons will be impacted.

<Documents\Pond Inlet\PondInletProjectCommittee_September 15, 2011> - § 1 reference coded [3.06% Coverage]

Reference 1 - 3.06% Coverage

Walrus in the Foxe Basin have also changed their migrating route since the Bulk Sample in 2008, they have moved to further area from Igloodik.

WILDLIFE - WOLVES

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_July 13-14, 2011> - § 2 references coded [2.91% Coverage]

Reference 1 - 2.38% Coverage

Question: how the wolf population may impact the caribou within the mine site and surrounding areas?

Member: implies that proper food storage will minimize interaction with wolves. Food waste disposal will have to be monitored and properly contained in order to prevent unwelcomed wolves or foxes.

It is indicated that since wolves prey on caribou that wolves will also disappear or move with the caribou.

Reference 2 - 0.53% Coverage

Member: feels that wolves will follow the caribou and will move away from the development.

<Documents\Pond Inlet\PondInletConsultationonCaribou_QIANotes_July 13-14, 2011> - § 1 reference coded [2.42% Coverage]

Reference 1 - 2.42% Coverage

Wolves may converge on the Mary River site because of the garbage and human waste;
Carnivore numbers will decline with declines in caribou numbers;

ARCHAEOLOGY

<Documents\Arctic Bay\ArcticBayProjectCommittee_June 9, 2011> - § 1 reference coded [3.16% Coverage]

Reference 1 - 3.16% Coverage

Q: Can we have a copy of the Knight Peisold research of the wildlife and archeological sites made available for all to see?

A: Will try to get that material.

<Documents\Hall Beach\HallBeach_IgloolikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [1.21% Coverage]

Reference 1 - 1.21% Coverage

There are a lot of Inuksuit over there [Baffin Island] that we want to ensure are not damaged, these are important to our heritage. Sustaining our culture and our language are very important. There are many important cultural sites, such as sod houses, we need to ensure there is no damage to our lands, our important cultural and archaeological sites

<Documents\Igloolik\IgloolikProjectCommittee_September 15-21, 2011> - § 2 references coded [8.72% Coverage]

Reference 1 - 6.37% Coverage

Do not agree with the statement "sacred" as all the land to Inuit is sacred and burial sites are not found as there are no burial sites. Inuit were left on surface and not buried – no wonder you didn't find burial sites. Only after Christianity did burial start. People who were born in that area should be buried there – that is Inuit Culture.

Reference 2 - 2.34% Coverage

Archeological sites and land use

Since there is archeology up in Steensby Inlet we would like to see the ship going to Nuvuiit.

<Documents\Pond Inlet\PondInletProjectCommittee_July 17, 2011> - § 1 reference coded [6.19% Coverage]

Reference 1 - 6.19% Coverage

Member: touches on the issue of cross-cultural preparedness and discrimination based on race or sex; and asks why economic or compensation issues are not included in the IIBA; and the issue of artifacts and how to deal with the processes.

QIA: states the traditional uses are included under Inuit Qaujimagatuqangit.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.36% Coverage]

Reference 1 - 0.36% Coverage

Archeology and cultural sites Baffinland recognizes the importance of site preservations

<Documents\Pond Inlet\PondInletProjectCommittee_September 14, 2011> - § 1 reference coded [9.01% Coverage]

Reference 1 - 9.01% Coverage

Since Inuit history is not or has limited history in print or paper media, the history of Inuit in the Baffin region are all over the Mary River area as this spot has been used and occupied by Inuit for thousands of years and are not written anywhere, so therefore all the archaeological sites should be protected.

The archaeological authorities (ie: Heritage Canada and Inuit Heritage Trust) should be adamant in preserving and safe keeping of the archaeological site and should be written and protected.

The Government of Nunavut should be vigorously protecting and preserving these sites and protect them from being exploited, since these are all Nunavut history and of the people.

BLASTING

<Documents\Arctic Bay\ArcticBaySiteTour_QIANotes_July 9, 2011> - § 1 reference coded [6.68% Coverage]

Reference 1 - 6.68% Coverage

Committee: We have concerns with the blasting along Cockburn Lake for the tunnels. We would like to see where these tunnels will be.

BIM: DFO ensures that no harm to fish will occur through their permits. BIM will have some of the best engineers building this rail properly.

<Documents\Clyde River\ClydeRiverProjectCommittee_August 23, 2011> - § 1 reference coded [5.31% Coverage]

Reference 1 - 5.31% Coverage

Concern of chemicals from blasting components on lakes, sea and air.

<Documents\Igloolik\IgloolikProjectCommittee_July 4, 2011> - § 1 reference coded [18.95% Coverage]

Reference 1 - 18.95% Coverage

There will be a tunnel made using the explosives; is it possible to reduce the amount of discharge during the construction at the long lake to protect the fish and its habitat.

Baffinland mentioned that they can move the fish elsewhere during the construction where can they find that big of a lake to hold that many fish. They would request to Baffinland that it be done only in summertime when the fish are down in the ocean. There is approximately 100,000 lbs of commercial fishing quota around the Steensby Inlet area

<Documents\Igloolik\IgloolikProjectCommittee_May 18 2011> - § 1 reference coded [16.97% Coverage]

Reference 1 - 16.97% Coverage

Why can't the company use tunneling equipment instead of blasting for the tunnels on Cockburn Lake. This would lessen the impact on the fish in that lake.

We are concerned about our opportunities to develop a commercial fisheries industry in Igloolik from the Steensby Inlet and Cockburn Lake areas if this Project goes ahead.

<Documents\Other Meetings\CommonConcerns_ShippingImpact_MarineMammals_July 5 and 13, 2011> - § 1 reference coded [2.43% Coverage]

Reference 1 - 2.43% Coverage

Baffinland should use the more precautionary 50 kPa threshold for blasting under ice cover that was developed by DFO for the NWT and Nunavut.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 1 reference coded [3.05% Coverage]

Reference 1 - 3.05% Coverage

Topic	Questions Posed	Main Comments
Project timelines, Pre-construction staging	<p>Do we have support for the Project if the port site is moved to Nuvuiit?</p> <p>What effects will ammonium nitrate have on the environment and how will it be monitored?</p> <p>Where will the skidoo crossings be, and how many will there be?</p> <p>Can changes still be made to the project plans and designs?</p> <p>Will the security amount be enough if the mine is approved?</p> <p>Will the allocation of harvest quotas be affected by the Project?</p>	<p>Reference was made to Nanasivik and the impacts it had on the ecosystem (animals left area, contaminants found in marine mammals; also travel concerns, skidoos lost)</p> <p>There is concern about the use of ammonium nitrate.</p> <p>It was expressed by some that the Project development should be based on what QIA/Inuit want and not dictated by Baffinland.</p> <p>Concerns were expressed that everything seemed approved without community involvement, particularly the selection of the Steensby port site.</p> <p>Monitoring of wildlife before, during and after construction of the mine camps remains an important requirement.</p>

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 2 references coded [0.73% Coverage]

Reference 1 - 0.49% Coverage

Explosives concerns-it is not clear how much explosives will be used making it hard to determine how much metal will settle.

Reference 2 - 0.25% Coverage

Safety issues discussed-concerns over ammonia nitrate discussed

<Documents\Pond Inlet\PondInletSiteTour_QIANotes_July 8, 2011> - § 1 reference coded [3.64% Coverage]

Reference 1 - 3.64% Coverage

Committee: Will there be blasting on Cockburn for tunnels?

BIM: Yes blasting will occur for tunnels. Regulatory requirements by DFO will need to be met.

CHANGING INUIT LIVELIHOODS

<Documents\Hall Beach\HallBeachProjectCommittee_August 3, 2011> - § 1 reference coded [6.76% Coverage]

Reference 1 - 6.76% Coverage

when the employees start, the families will be left behind and the employees will leave their hunting. We sure will lose a lot of hunters. And there will be a lot of changes.

<Documents\Hall Beach\HallBeachProjectCommittee_September 13, 2011> - § 1 reference coded [5.00% Coverage]

Reference 1 - 5.00% Coverage

Member – The population of Baffinland Inuit will be not much and the impact for bad thing will be there. Mother, father will want to move to a bigger place and that this was not even thought of. Spouse and kids know that they are not coming back. And that will impact big time they will have a big family problem. Breaking up families. Does white people from Baffinland break up they don't grieve? In Nunavut we are only about 30,000. If we want our grand kids and great grand kids to have a good life we have to work hard on this. I have separated with my spouse and it is really hard on life. Does business people don't think of these??

<Documents\Igloodik\IgloodikProjectCommittee_September 15-21, 2011> - § 1 reference coded [1.70% Coverage]

Reference 1 - 1.70% Coverage

Rotational work will have an impact on family dynamics – partners, children, grandchildren.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 4 references coded [5.39% Coverage]

Reference 1 - 4.14% Coverage

Topic	Questions Posed	Main Comments
Social and cultural aspects (wellbeing, culture and harvesting)	<p>If we can't hunt anymore, who are we as Inuit?</p> <p>How will people who choose not to work at the mine be supported?</p> <p>What is the community support fund?</p> <p>How does it work? Who will run it?</p> <p>Is there a separate fund available for healing?</p> <p>Will there be access to carving stone?</p> <p>What about crews from the ships? They could smuggle drugs or come to the communities.</p> <p>Will the snowmobile bridges across ship tracks work?</p>	<p>We have to know what the effects on our land and animals will be. The animals have to be protected.</p> <p>Things will never be the same.</p> <p>We are not trying to stop the Project, but we need to understand what it will mean. We need to do good planning.</p> <p>Communities want to participate in monitoring. This could create a different kind of employment for hunters; jobs that value their skills.</p> <p>The use of IQ must be recognized and enforced. Hunters are not being consulted.</p> <p>We know that there will be negative impacts in communities. We want to know how Baffinland, QIA, and the GN are planning. We want to hear from them.</p> <p>People need to learn how to manage money.</p> <p>Drug and alcohol counseling is needed. People need help.</p> <p>We need healing centres and programs on site and in the community (whether or not the project goes ahead) to help people with problems.</p> <p>Elders have to be involved.</p> <p>There needs to be a communication plan to tell people when the ship is passing.</p>

Reference 2 - 0.28% Coverage

If all Inuit work at the mine our way of life will be lost. There are more jobs than there are Inuit.

Reference 3 - 0.42% Coverage

The Company is not considering what wildlife means to us. If we are not hunting, then who are we as a people? Is all the money in the world worth that?

Reference 4 - 0.55% Coverage

The Project is 'life changing'. There will be changes to Inuit livelihood; food sources, land, families. We need to better understand these effects and think about what compensation would work here.

<Documents\Pond Inlet\PondInletProjectCommittee_June 23, 2011> - § 2 references coded [11.80% Coverage]

Reference 1 - 4.43% Coverage

Jobs will be created but Inuit traditional way of life will change forever such as going out camping, going out hunting, spring camping, visiting relatives in other adjacent communities by ski-doo, such as Igloodik and Hall Beach.

Reference 2 - 7.37% Coverage

Social issues: there will be a lot of affects on family unit such as;

Jobs,

Being away from their family.

Pond Inlet residence may have experienced two weeks (2) in and two (2) weeks out rotation when some residents of Pond Inlet and Arctic Bay worked for Pan Arctic Oils Ltd. People who have worked for Pan Arctic in the past would know what it's like to work in rotational jobs.

<Documents\Pond Inlet\PondInletProjectCommittee_May 30, 2011> - § 1 reference coded [2.71% Coverage]

Reference 1 - 2.71% Coverage

Communities will be affected by the Mary River project, such as employment, and it will be harder to do traditional activities.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 2 references coded [1.04% Coverage]

Reference 1 - 0.48% Coverage

Question posed to delegation- do you agree with the company's conclusions about the effects on your lives and communities?

Reference 2 - 0.57% Coverage

Baffinland is stating that there will be minimal negative effects on the livelihood and employment of Inuit and suggests effects will be positive

<Documents\Pond Inlet\PondInletProjectCommittee_September 12, 2011> - § 1 reference coded [4.91% Coverage]

Reference 1 - 4.91% Coverage

The creation of new jobs and healthier live style will be welcomed and enjoyed, however, an employee may have funds to purchase gas, grub and other necessities for hunting, the environment especially in the rail road area, there'll be nothing to hunt as there will be people working on the mine. This scenario is the most saddening experience for any Inuit hunter.

<Documents\Pond Inlet\PondInletProjectCommittee_September 13, 2011> - § 1 reference coded [2.74% Coverage]

Reference 1 - 2.74% Coverage

Families left by working parents will be impacted greatly, they will have no food and other essentials and may/will be affected by alcohol problems and drug abuse within the community.

<Documents\Pond Inlet\PondInletProjectCommittee_September 22, 2011> - § 1 reference coded [3.52% Coverage]

Reference 1 - 3.52% Coverage

We need to carefully consider this project due to its impacts on our livelihood which are the animals.

CHANGING MINE PLANS

<Documents\Arctic Bay\ArcticBayProjectCommittee_June 9, 2011> - § 1 reference coded [4.76% Coverage]

Reference 1 - 4.76% Coverage

C: Regarding the changes going on with the mine, the changes that are happening; the plans that Baffinland had should remain the same even though ArcelorMittal has purchased Baffinland. There should be new appointments once the terms are up.

CLOSURE & RECLAMATION

<Documents\Pond Inlet\PondInletSiteTour_QIANotes_July 8, 2011> - § 1 reference coded [2.73% Coverage]

Reference 1 - 2.73% Coverage

Committee: What form of reclamation will there be at the tank farm?

BIM: Bioremediation will be conducted on site.

COMMUNICATION & CONSULTATION

<Documents\Arctic Bay\ArcticBayProjectCommittee_June 9, 2011> - § 2 references coded [15.55% Coverage]

Reference 1 - 5.33% Coverage

Q: When does the committee meet and how often?

A: It all depends on when materials need review.

Q: Will the Committee meet when required?

A: Yes.

Q: Will Committees meet alternately?

A: Yes, Committees will meet alternately even if it is a teleconference.

Reference 2 - 10.21% Coverage

C: A member said that he wishes to be involved; he felt that they were not included when they had the workshop in Mary River, it seemed like they were sent home when the issue of the route was about to be discussed.

C: Another member feels that all Committees should be included. He feels that Arctic Bay Committee may be of assistance as they have dealt with an ice breaking mining ship in the past and he also feels that all of the Committees should each have a representative when dealing with the environment.

<Documents\Cape Dorset\CapeDorsetProjectCommittee_NoDate> - § 1 reference coded [38.64% Coverage]

Reference 1 - 38.64% Coverage

The committee went through the Terms and Reference and Meeting Procedures.

Q: It is my understanding that we will need approval from QIA to get some material translated as some can't read English or Inuktitut?

A: Yes all materials that need to be translated will have to go through QIA.

Q: When we have to extend our meeting do we have to go through a motion?

A: No, as indicated in the Meeting Procedures it clearly explains that under 3 hours we get \$125.00 and over three hour we get \$250.00 and if we break for lunch and go back to meeting it's an extension of the meeting.

Q: How many meetings a month are we allowed?

A: The committee will meet on as needed basis and if we decide to meet without QIA approval it's without pay.

<Documents\Hall Beach\HallBeach_IgloodikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [3.71% Coverage]

Reference 1 - 3.71% Coverage

We want to work with the company and other groups to make sure the project is done correctly, take our time and do it right. We need to work with them to achieve our goals and develop a good working relationship.

We feel we can work together to achieve results, to ensure that the project provides the most benefits with the least risks. We want benefits for our children and our grandchildren, and to reduce the impacts on the animals.

We can work together as long as they are not abusing or mistreating the animals.

Our descendents, when this project gets going, they won't be able to have any say in how this project goes, so we are concerned about the effects on the animals in the future. Right now we are able to live off the animals, and we want our descendents to have the same opportunity, to live off country food that is not contaminated.

The communities want to be involved in suggesting changes, making sure communications are effective, and ensuring that all bases are covered. Not everyone has the same opinions so it is important that we all work together.

<Documents\Hall Beach\HallBeachProjectCommittee_August 3, 2011> - § 1 reference coded [2.29% Coverage]

Reference 1 - 2.29% Coverage

seems like they are not hearing us they are trying to plan.

<Documents\Hall Beach\HallBeachProjectCommittee_June 14, 2011> - § 1 reference coded [8.74% Coverage]

Reference 1 - 8.74% Coverage

A letter is read saying that Igloodik invites Baffinland to a meeting about the alternative port site at NUVUIIT.

Everyone wants to go to the meeting in Igloolik.

<Documents\Hall Beach\HallBeachProjectCommittee_September 13, 2011> - § 2 references coded [9.53% Coverage]

Reference 1 - 5.31% Coverage

Member – The things we do in our life are hard to do and some don't effect as much, but we get to have these meetings on this and when we do we talked about these and we add something that are not in studies and that is not even being thought of. We just have to keep telling them our concerns because it will make a difference to our generations. We thought of this we are from arctic but we can still make mistakes. We have to keep an eye on these who people never come to arctic sometimes try and make money when they are end of their work, we will have nothing no animals if they don't do it right. We are doing this to our generation to make sure they will have something.

Reference 2 - 4.22% Coverage

Member – we can still get more information on this by radio, and internet. We live in arctic and sometime we don't have enough information given out. How can we inform more information to our communities. When we don't have communication it is not good. How can we make our communications stronger by giving Nunavut more job? But we have a person from Igloolik who is looking after Igloolik and Hall Beach and here we don't have radio that is active and we don't get the information that we need. We need a CLO for Baffinland in Hall Beach.

<Documents\Hall Beach\HallBeachProjectCommitteeCLARCMeting_August 3, 2011> - § 1 reference coded [13.05% Coverage]

Reference 1 - 13.05% Coverage

BIMC – what do you guys want to see in Hall Beach?

Member – We like to be notified more so we can know what you guys are doing. That way we can be part of it.

Member – when Baffinland started a few of our local people were working and when it stop no one from Hall Beach has worked. It's been two years and no one from Hall Beach. Why are we even accepting what you want when you guys are not even hiring locals from here for 2 years. We can just disapprove everything since you guys are not even helping our locals.

<Documents\Igloolik\Igloolik BIMC Consulation_June 17, 2010> - § 2 references coded [11.59% Coverage]

Reference 1 - 4.27% Coverage

BIMC – How did Baffinland's previous meeting with the committee go?

QIA – The previous meeting was more like an information session, not a discussion. Time was limited and there wasn't enough chance for a real discussion.

Reference 2 - 7.32% Coverage

BIMC – We want to understand the best format to engage the community.

QIA – A full-day discussion with the Igloolik committed members with no rush, plus an open house. The date might need to be changed from July 5-6 to July 8-9 though.

A discussion followed that July 9 is Nunavut Day, and it was agreed that there would need to be follow-up to confirm the date of the meeting.

<Documents\Igloolik\IgloolikProjectCommittee May 16, 2011> - § 1 reference coded [17.80% Coverage]

Reference 1 - 17.80% Coverage

The port in Mary River was discussed and members talked about their concerns for tomorrow's meeting with the Baffinland people at HTO building. They gathered questions and answers for the meeting.

<Documents\Igloolik\IgloolikProjectCommittee_July 4, 2011> - § 1 reference coded [11.72% Coverage]

Reference 1 - 11.72% Coverage

Igloolik Mary River Project Committee members would like to request from Baffinland that those people who were living in or around Steensby Inlet should be taken to the site for the final view. There are at least 40 people who might be interested to go to Steensby Inlet to see what is being planned for the shipping port site.

<Documents\Igloodik\IgloodikProjectCommittee_May 27, 2011> - § 1 reference coded [11.24% Coverage]

Reference 1 - 11.24% Coverage

One of the committee members will go on the radio and ask the public to call here if they lived in Steensby Inlet. The names will be collected and forwarded to the Iqaluit office.

<Documents\Igloodik\IgloodikProjectCommittee_September 15-21, 2011> - § 1 reference coded [1.59% Coverage]

Reference 1 - 1.59% Coverage

BIMC and QIA has to work more closely together, we need to look on this more closely.

<Documents\Igloodik\IgloodikSiteTour_July 11, 2011> - § 1 reference coded [3.15% Coverage]

Reference 1 - 3.15% Coverage

Committee: Thank you for the opportunity to see the proposed sites as we have never done this before.
BIM: This is how the Company would like to operate and work in the future.

<Documents\Other Meetings\Interagency_BIMCWorkshop_July 12-14, 2011> - § 1 reference coded [0.55% Coverage]

Reference 1 - 0.55% Coverage

The purpose of this session was to continue building the relationship between BIM and the 'review community'.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 3 references coded [1.59% Coverage]

Reference 1 - 0.33% Coverage

The position that the plans for the mine had been made with no significant Inuit consultation was made several times.

Reference 2 - 0.42% Coverage

QIA's participation in the NIRB review at this stage is important; communication and consultations with the communities remains a high priority for QIA.

Reference 3 - 0.84% Coverage

Inuit were and are not involved enough. If asked, the Inuit would have had a lot to say about the port site and railway. Kimmirut and Cape Dorset were only visited after the planning was done.
Communications need to be improved. If no one shows up to a meeting, it doesn't mean than everything is okay.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_July 13-14, 2011> - § 6 references coded [7.94% Coverage]

Reference 1 - 2.69% Coverage

Member: raises concerns stating that they have not worked with Government of Nunavut.

QIA Delegate: acknowledged that it has been difficult to deal with the Government of Nunavut.

Member: indicates that there are now three committees concerned with the Mary River project, the GN, Baffinland (Pisiksiit working group) and this review committee and wants more co-operation between the committees to gather relevant information on caribou behavior and habitat.

Reference 2 - 0.95% Coverage

Member: wants to ensure full community consultation and Inuit Qaujimajatuqangit to be more fully implemented since they have first hand knowledge of caribou areas.

Reference 3 - 1.92% Coverage

Member: raises concerns about the lack of information being provided by the GN. It is noted that despite the committee's efforts there have been no meetings with the GN in matters dealing with caribou behavior.

It is acknowledged that there needs to be a better working relationship between the committee and the GN Biologist.

Reference 4 - 0.93% Coverage

This committee feels strongly about Pond Inlet's full community consultation and it is given high priority as Pond Inlet is closest to the proposed mine site.

Reference 5 - 0.69% Coverage

Member: urges strong committee participation in all future meetings and workshops covering the Mary River Mine Project.

Reference 6 - 0.75% Coverage

Collaboration between all local agencies will ensure full community consultation and community input be listed as high priority.

<Documents\Pond Inlet\PondInletProjectCommittee_August 3, 2011> - § 2 references coded [9.70% Coverage]

Reference 1 - 2.20% Coverage

COMMUNITY CONSULTATIONS will be REQUIRED in this area and RECOMMENDS PROGRESS REPORTS to be provided to the communities.

Reference 2 - 7.50% Coverage

Member emphasizes a HIGH PRIORITY for COMMUNITY REPORTING to keep the AFFECTED COMMUNITIES INFORMED over ongoing developments within the Project.

Member REQUESTS PERMISSION from the COMMITTEE to make a PUBLIC RADIO ANNOUNCEMENT regarding the UPCOMING MRPRC WORKSHOP to be held in IQALUIT to inform the public about the COMMITTEE'S ROLES AND RESPONSIBILITIES concerning the Mary River Mine Project Review.

<Documents\Pond Inlet\PondInletProjectCommittee_June 23, 2011> - § 3 references coded [27.86% Coverage]

Reference 1 - 6.22% Coverage

Talk to the Mittimatalik Hunters and Trappers Organization or the general public and get input from them if you wish to do so, these are some of the things that need to be addressed, have a writing pad handy and write down any community concerns, hopefully after the workshop we will be able to visit the affected communities.

Reference 2 - 9.74% Coverage

Member: Can the Chairperson? Or can a member of Pond Inlet Mary River project review committee go on the radio and collect community concerns?

QIA: Yes, the chair or the vice chair can be the spokespersons of the Mary River project review committee and they can collect community concerns. MRPC members can also participate as well, it is not limited to the Chair or Vice-chair that is why Mary River project review committees were set up in the first place. Yes, you have been given authority to do that.

Reference 3 - 11.90% Coverage

QIA: For your information Baffinland Iron Mines Corporation representatives will be heading to Igloolik and are scheduled to hold public meetings to talk about the proposed port site. Igloolik residents want the proposed port site to be relocated to Nuvuiit, the community members want a full day meeting on this topic.

If any of the members want to make any comments or have any concerns on the proposed Ikpikituqjuaq port site, you can give your comments to QIA. Hall Beach is close to Igloolik we will have delegates from Hall Beach, we will not force anyone to attend, it will be only those who can be available.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 4 references coded [1.51% Coverage]

Reference 1 - 0.26% Coverage

QIA's participation in the NIRB review process is really important

Reference 2 - 0.29% Coverage

Communication and community constructions remain a high priority with QIA.

Reference 3 - 0.65% Coverage

Community consultations should be regular and ongoing with all affected communities prior to any form of development in all aspects of the life of the mine to closure.

Reference 4 - 0.31% Coverage

Support and co-operation between all affected communities urged and supported

<Documents\Pond Inlet\PondInletProjectCommittee_September 12, 2011> - § 1 reference coded [4.70% Coverage]

Reference 1 - 4.70% Coverage

Meeting with Igloodik MRP committee

During our previous meeting, the committee had concluded that they should meet with Igloodik MRP Committee, to get more information on the Steensby Inlet proposed port. It is that Pond Inlet MRP Committee have supported Igloodik to use Nuvuiit as port as Steensby area is used more for hunting and fishing.

COMPENSATION

<Documents\Arctic Bay\ArcticBayProjectCommittee_July, 28, 2011> - § 1 reference coded [10.06% Coverage]

Reference 1 - 10.06% Coverage

Q: In regards to financial participation, would the Mary River Project Committee be getting funds?

A: Funds go directly to QIA and then QIA decides how it uses the funds.

Q: In the MOU, there is also a line that states that Elders get funds and also trading of Country food, is this still in the agreement?

A: Yes, I believe that is still in the agreement.

Q: In regards to Crown Land and Inuit Owned Land, would Inuit still get funds from Crown Land?

A: QIA gets funds because Baffinland is leasing from Inuit Owned lands.

<Documents\Hall Beach\HallBeach_IgloodikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [0.67% Coverage]

Reference 1 - 0.67% Coverage

Compensation as a mitigation measure was noted on several occasions, related to impacts of wildlife resources (commercial char quotas, impacts on marine mammal migrations and hunter access, etc.).

<Documents\Hall Beach\HallBeachProjectCommittee_July 4, 2011> - § 1 reference coded [3.36% Coverage]

Reference 1 - 3.36% Coverage

We will have to try and change the railroad and if we can't change it we have to get rebate from them every year.

<Documents\Hall Beach\HallBeachProjectCommittee_May 31, 2011> - § 1 reference coded [6.01% Coverage]

Reference 1 - 6.01% Coverage

YES I agree with you. We also have to look at the left behind families that kids will have no dad, mom; and spouse is alone; will have mom, dad, spouse only for just a short period of time, we have to think of those left behind. They have to be compensated.

<Documents\Hall Beach\HallBeachProjectCommittee_September 13, 2011> - § 1 reference coded [12.99% Coverage]

Reference 1 - 12.99% Coverage

QIA – Money will be divided to Government, NTI, and QIA and the money that goes to QIA will be for Inuit. Inuit will do whatever they want to do. QIA directors will make a motion for 7 affected communities, and much of the money will be used for social issues. And this has been issue the social worker in Mary River that might be a use for the money they gave us. And also for educational purposes like some of the communities don't have a lot, so it can be use for education. And for NTI it will be used for hunters, but what if we don't have any more food? How can they replace our food? Baffinland will not be looking after social stuff it is just going to be a work place.

Member – we are 7 communities that are going to be affected. Is the money that is going to be given to use going to be enough? We want more on hunting, we are going to have problems and we use these problems are not cheap. Is it going to be enough or is it going to be gone for the problems? Hunters will not hunt there and ladies won't sew there. I think we will use up all the money on impacts since we are 7 communities. The money going to us is going to be too small. The one that is going to be given to government is going to be too small we are going to use it up in 6 months we are going to use a lot of money on government. If they are going to give us money to the government it is too small. We are not going to fix their life.

Contract will have to be notified more in Inuktitut and keep it in Baffinland, Nunavut, Canada. We just heard that one of our Inuit lost the job over French. In Nunavut 30,000 people, we like to know who is going to be the first to know?

<Documents\Igloodik\IgloodikProjectCommittee_May 18 2011> - § 1 reference coded [4.21% Coverage]

Reference 1 - 4.21% Coverage

We need to have real discussion with the company on compensation for this Project.

<Documents\Igloodik\IgloodikProjectCommittee_September 15-21, 2011> - § 3 references coded [15.77% Coverage]

Reference 1 - 9.62% Coverage

At a certain age (18 or 21) people within the communities would receive a royalty cheque such as bands in the south that have industrial activity on their lands. This could reduce the rates of suicide if people knew that they were going to receive money. The Inuit in the impacted region will not see the "real" money as the government will use the funding for the entire territory.

The most impacted communities should get the most royalties – the money should not be spread around and benefit the 7 impacted communities.

Reference 2 - 4.08% Coverage

10-Culture Well-being

Every fiscal can BIMC give more money to QIA for this tap # 10?

We would like to have QIA give money to Inulariit Society for they teach proper speaking in Inuktitut and teaches traditional skills.

Reference 3 - 2.07% Coverage

For the most affected communities on their waters and land they would like to see written estimates of royalties.

<Documents\Other Meetings\Interagency_BIMCWorkshop_July 12-14, 2011> - § 1 reference coded [3.17% Coverage]

Reference 1 - 3.17% Coverage

Community representatives noted specific concerns about impact prediction in the areas of wildlife and associated effects on Inuit harvesting, food security and proactive efforts to assist Inuit in receiving employment and money management. They also stated that the communities would want to know as soon as possible the details of monitoring and management plans to gain a comfort level that preventative measures will be in place. Further the community representatives raised the issue of GN redirecting new revenues generated by the project into programs and infrastructure to assist the affected communities to mitigate impacts.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 3 references coded [7.99% Coverage]

Reference 1 - 5.08% Coverage

Topic	Questions Posed	Main Comments
Fisheries	<p>Will there be preventative measures to protect lakes?</p> <p>How would the fish be moved?</p> <p>Will the downstream fish be affected?</p> <p>How will fish be monitored and how will the impacts be determined for compensation?</p> <p>Who will do the monitoring?</p> <p>How will sea bottom feeders be affected? (e.g. clams, shrimp)</p> <p>What will be the impact of dust on the local lakes and streams?</p> <p>What is habitat compensation (vs. monetary compensation)? What type of compensation would be made?</p> <p>What impact will there be from the explosives on nearby fish stocks?</p> <p>Will spill response materials be made available?</p> <p>Is it possible to re-route the railway so that it does not affect the good fishing lakes?</p>	<p>Most fish harvest for Igloodik comes from this area.</p> <p>The current commercial fish quota at Steensby Inlet is 40,000 pounds. Loss of quota is a concern.</p> <p>The lake is close to the railway, and that is one reason why the port site should be moved, since it will result in some change to the rail route.</p> <p>BIM said that they could move fish to another lake, but beneficiaries do not accept this mitigation, and don't believe it will work.</p> <p>Nothing was mentioned about impacts to landlocked char or trout.</p> <p>There is concern for the amount of dust that will be generated from the mining, railway and port site.</p> <p>There is concern about the effects of chemicals generated from explosives; impacts are unclear; the amount of explosives that will be used is also unknown.</p> <p>There is concern with what will happen during spring run-off, and the impact to water quality.</p> <p>Entire communities would require monetary compensation.</p> <p>Monitoring of fish and habitat should start before construction.</p> <p>Communities should monitor habitat compensation process and outcomes.</p> <p>If the fish are contaminated, people will get contaminated.</p>

Reference 2 - 1.62% Coverage

Fisheries compensation under DFO is separate from compensation under the NLCA/IIBA.

DFO guidelines apply due to crown land ownership, which require habitat compensation rather than monetary compensation (e.g., new habitat creation or enhancement, creating access to fisheries through harbour development, etc.). Programs are put in place to monitor if compensation is working.

There are examples of successful habitat compensation projects in Nunavik where communities participated in the process of developing appropriate compensation, as well as fish studies conducted in Igloodik.

Reference 3 - 1.28% Coverage

Even if the port is moved, no matter what mitigation is put in place, the wildlife will be impacted. There still needs to be compensation. The company says there will be little effect, but we don't know how much impact there will be. We don't know if it can be mitigated. We don't know how much it will cost to clean up.

However, compensation cannot fully balance the impact.
The impacts will be long-term. Therefore, there must be long-term benefits as well.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_July 13-14, 2011> - § 2 references coded [2.09% Coverage]

Reference 1 - 0.28% Coverage

Compensation issues will have to be addressed.

Reference 2 - 1.81% Coverage

This committee is keenly aware of the effects the mine will have on caribou populations. Observations include the inevitable relocation of caribou and calving grounds due to human activities.

IIBA issues discussed and it is recommended that compensation issues will have to be addressed and looked at closely.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_QIANotes_July 13-14, 2011> - § 1 reference coded [4.40% Coverage]

Reference 1 - 4.40% Coverage

There was frequent discussion that Pond Inlet, the community that will be most directly affected and impacted by the project, should receive annual compensation or royalties from the project, to for example make up for hunters having to travel further to get caribou;

<Documents\Pond Inlet\PondInletProjectCommittee_August 25, 2011> - § 2 references coded [9.18% Coverage]

Reference 1 - 5.66% Coverage

states concern about the potential impacts to caribou and caribou habitat and urges the committee to forward a letter to ensure the community of Pond Inlet will receive proper compensation for loss of caribou surrounding Pond Inlet.

Reference 2 - 3.52% Coverage

Member: strongly recommends that provisions under the IIBA be geared towards Pond Inlet as the closest community to the Mary River mine Project.

<Documents\Pond Inlet\PondInletProjectCommittee_August 3, 2011> - § 2 references coded [5.00% Coverage]

Reference 1 - 3.68% Coverage

Member SUGGESTED MONITORING also be done on FISH POPULATIONS in order to determine FISHERIES COMPENSATIONS.

Member states that \$30,000.00 is lost per person in regards to LOSS OF FISHING ACTIVITIES.

Reference 2 - 1.32% Coverage

ISSUE OF ROYALTIES DISCUSSED AND WILL BE BROUGHT FORWARD TO WORKSHOP.

<Documents\Pond Inlet\PondInletProjectCommittee_July 17, 2011> - § 2 references coded [9.15% Coverage]

Reference 1 - 6.19% Coverage

Member: touches on the issue of cross-cultural preparedness and discrimination based on race or sex; and asks why economic or compensation issues are not included in the IIBA; and the issue of artifacts and how to deal with the processes.

QIA: states the traditional uses are included under Inuit Qaujimagatuqangit.

Reference 2 - 2.96% Coverage

Committee discusses issue of 3e) support for the communities and feels more money will be needed to fully implement the provisions required under 3e).

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 10 references coded [4.94% Coverage]

Reference 1 - 0.59% Coverage

Concerns raised around roundtable discussions include forms of compensation for animal harvesting loss, possible impacts on animals and safety issues.

Reference 2 - 0.22% Coverage

Fisheries compensation-separate from IIBA-DFO requirement

Reference 3 - 1.09% Coverage

DFO guidelines/land ownership and access different sequence of habitat compensation. Programs are in place to monitor if compensation is working. Different types of compensation include obtaining or creating access to fisheries.

- Harbour development
- Water supply intake

Reference 4 - 0.65% Coverage

Fisheries compensation

Communities should monitor how compensation is processed.

Round table discussions on topic of fisheries compensation/Aquatic Environment

Reference 5 - 0.84% Coverage

Questions and comments regarding roundtable discussions concerns include

- water quality
- Fish habitat/food source
- Commercial fishing quotas
- Ballast water discharge
- explosive around lakes

Reference 6 - 0.17% Coverage

Compensation issues; What will be involved?

Reference 7 - 0.39% Coverage

Clarification requested on fisheries compensation

- May not necessarily mean monetary compensation

Reference 8 - 0.37% Coverage

Types of compensation explanations required

DFO roles and responsibilities RE: Compensation

Reference 9 - 0.45% Coverage

Clarification required on how the funds will be allocated and disbursement of funds for each affected communities.

Reference 10 - 0.16% Coverage

Compensation issues over loss of caribou

<Documents\Pond Inlet\PondInletProjectCommittee_September 13, 2011> - § 2 references coded [6.53% Coverage]

Reference 1 - 2.21% Coverage

How do we as people know or will know if the Government is actually spending the money for its purpose that has been allocated by and from the mine?

Reference 2 - 4.32% Coverage

Are the funds, Community support funds, the ilagiiktunut Nunalinnilu Pivalliatjutsait kiinaujat fund, already being distributed and running? If so, Pond inlet should get its fair share of the fund in tackling the social problems arising from employees with the mine as we already are impacted.

<Documents\Pond Inlet\PondInletProjectCommittee_September 15, 2011> - § 2 references coded [8.44% Coverage]

Reference 1 - 2.46% Coverage

Company should pay more than \$10,000 for killing a caribou to respective HTO as the trophy hunters pay for them.

Reference 2 - 5.99% Coverage

Commercial fishing will be impacted as it is expected that the lakes in the whole region will be contaminated on the long-term.

Monitoring programs and compensation schemes should be implemented as soon as possible before the “predevelopment work” has started or approved.

<Documents\Pond Inlet\PondInletProjectCommittee_September 22, 2011> - § 1 reference coded [5.49% Coverage]

Reference 1 - 5.49% Coverage

Steensby Inlet has been a char area for thousands of years – there is the possibility of commercial fisheries there – how will people be compensated for that.

DESIRED BENEFITS & MITIGATION

<Documents\Clyde River\ClydeRiverProjectCommittee_September 21, 2011> - § 1 reference coded [4.65% Coverage]

Reference 1 - 4.65% Coverage

It appears that only employees and businesses will benefit. How will the rest of us in the communities benefit?

<Documents\Hall Beach\HallBeachProjectCommittee_July 26, 2011> - § 1 reference coded [1.81% Coverage]

Reference 1 - 1.81% Coverage

Can they provide country food for the family left behind since the only hunter went to work?

<Documents\Other Meetings\CommonConcerns_ShippingImpact_MarineMammals_July 5 and 13, 2011> - § 1 reference coded [5.73% Coverage]

Reference 1 - 5.73% Coverage

Adaptive management measures that would be feasible for mitigating vessel impacts from the Project are not fully described. Given the wide uncertainty in impact predictions, it is very important to understand what measures are available to mitigate unforeseen impacts and whether these measures offer realistic mitigation potential.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 5 references coded [5.33% Coverage]

Reference 1 - 0.42% Coverage

Mitigation measures by Baffinland include provisions for caribou crossings along migratory routes. There are 6 crossings over the length of the railway.

Reference 2 - 4.14% Coverage

Topic	Questions Posed	Main Comments
Social and cultural aspects (wellbeing, culture and harvesting)	<p>If we can't hunt anymore, who are we as Inuit?</p> <p>How will people who choose not to work at the mine be supported?</p> <p>What is the community support fund? How does it work? Who will run it?</p> <p>Is there a separate fund available for healing?</p> <p>Will there be access to carving stone?</p> <p>What about crews from the ships? They could smuggle drugs or come to the communities.</p> <p>Will the snowmobile bridges across ship tracks work?</p>	<p>We have to know what the effects on our land and animals will be. The animals have to be protected. Things will never be the same.</p> <p>We are not trying to stop the Project, but we need to understand what it will mean. We need to do good planning.</p> <p>Communities want to participate in monitoring. This could create a different kind of employment for hunters; jobs that value their skills.</p> <p>The use of IQ must be recognized and enforced. Hunters are not being consulted.</p> <p>We know that there will be negative impacts in communities. We want to know how Baffinland, QIA, and the GN are planning. We want to hear from them.</p> <p>People need to learn how to manage money.</p> <p>Drug and alcohol counseling is needed. People need help.</p> <p>We need healing centres and programs on site and in the community (whether or not the project goes ahead) to help people with problems.</p> <p>Elders have to be involved.</p> <p>There needs to be a communication plan to tell people when the ship is passing.</p>

Reference 3 - 0.20% Coverage

In preventing problems, family members should be included in mitigation.

Reference 4 - 0.26% Coverage

There should be assistance with childcare and other barriers to school attendance or employment

Reference 5 - 0.31% Coverage

There should be provisions in the community to help cultural integrity and retention (e.g., cultural centres).

<Documents\Pond Inlet\PondInletProjectCommittee_July 17, 2011> - § 1 reference coded [2.10% Coverage]

Reference 1 - 2.10% Coverage

Agrees with another member that some form of Religious Services, Counselling and support services is needed.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 2 references coded [0.94% Coverage]

Reference 1 - 0.71% Coverage

Mitigation measures by Baffinland include provisions for caribou crossings along migratory routes.

Mitigation measures do not include calving grounds and some caribou habitat.

Reference 2 - 0.22% Coverage

Increase in community infrastructure immediate benefits

<Documents\Pond Inlet\PondInletProjectCommittee_September 12, 2011> - § 1 reference coded [2.71% Coverage]

Reference 1 - 2.71% Coverage

There should always be a counselor or mentor on site for employees to have a place for counseling and be able to discuss employment issues that may be hindering their employment or social life at home.

<Documents\Pond Inlet\PondInletProjectCommittee_September 15, 2011> - § 1 reference coded [2.20% Coverage]

Reference 1 - 2.20% Coverage

Travellers and campers will need to be given a CB radio while they are in the region for their safety.

DRUGS & ALCOHOL

<Documents\Clyde River\ClydeRiverProjectCommittee_September 21, 2011> - § 1 reference coded [6.85% Coverage]

Reference 1 - 6.85% Coverage

The impacts to Inuit due to alcoholism and increased money will be there. We do not have qualified counselors to deal with this. How will BIMC assist us on this?

<Documents\Hall Beach\HallBeachProjectCommittee_July 26, 2011> - § 1 reference coded [8.48% Coverage]

Reference 1 - 8.48% Coverage

it say we can even stay at the Melville and get gas from them. Research and Development since they are going to keep looking for more and if they find more minerals than iron, like gold they will do a lot more. It's going to be like Nanisivik, families will be there. And alcohol and drugs will be involved, I know it says no drugs and alcohol but when they get home they will have money to spend and that has to be looked at too.

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 1 reference coded [3.21% Coverage]

Reference 1 - 3.21% Coverage

And for big company they have rules and don't care about the family. No drugs and alcohol what so ever. If people start this they can just hire someone else the work is more important than the person. That is why we have to address this because once it's start they will not care for people who takes drugs and alcohol since they can just hire someone else. They will have a lot of employees and when hamlet makes \$9.00 they will say \$18.00 so hamlet will lose a lot of employees. Look at Yellowknife it is exactly like Mary River it is now a government place. It started like Mary River just a mining place. It will be like this to Mary River it might even start a community have church, stores, in this booklet starting at 6 we can still go back to this and talk about this.

<Documents\Igloodik\IgloodikProjectCommittee_September 15-21, 2011> - § 1 reference coded [1.70% Coverage]

Reference 1 - 1.70% Coverage

Substance Abuse

Let it be like this for now and when we have to change it we can change it

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.59% Coverage]

Reference 1 - 0.59% Coverage

Zero tolerance policy on drugs and alcohol a major concern.

- healing programs high recommendation
- counselling services should be available

<Documents\Pond Inlet\PondInletProjectCommittee_September 12, 2011> - § 2 references coded [17.85% Coverage]

Reference 1 - 8.10% Coverage

The Chair mentioned that he had contacted the Community Health Representative (CHR) of GN Health Centre to inquire about the increasing number of people being treated by the physicians as a result of alcohol and drug abuse since the start-up of the Mary River mining.

The CHR had mentioned that the number of people being treated had raised considerably and that there are number of minors who have been given alcohol had increased which may have connection with mine employees. The CHR had agreed to come to our meeting to answer questions from our committee and the consultant tomorrow morning.

Reference 2 - 9.75% Coverage

Employees in the mine should be returned back to their respective community instead of going to bigger centres like Iqaluit for shopping. Since the start-up of Mary River, employees were allowed to go any place where they want to go and this practice had seen increased in drug and alcohol related accidents and social problems because when a mine employee finishes his/her shift they go to Iqaluit to shop for alcohol and drugs then go back to their community with supplies, this has created social problems. The Health centre has experienced increased social problem. We were ensured that this practice is no longer allowed, mine employees are now restricted to go any other place other than their respective community.

DUST AND EMISSIONS

<Documents\Clyde River\ClydeRiverProjectCommittee_September 21, 2011> - § 1 reference coded [3.20% Coverage]

Reference 1 - 3.20% Coverage

Disturbance from dust will move a long way and impact vegetation and water.

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 6 references coded [7.07% Coverage]

Reference 1 - 1.22% Coverage

when they transfer the iron from train to ships there is going to be a lot of dust, employees don't have to smoke near the work place and I think it is dangerous like that, employees will have to use a mask, employees will not be the only ones, the breath of the animals will be impacted by dust

Reference 2 - 0.26% Coverage

Since Iron is so heavy the dust will just drop to the ground.

Reference 3 - 0.67% Coverage

The impact will be small but once its start it's going to run for 20 years non-stop and there is going to be a lot of dust and the containers will have no lids.

Reference 4 - 0.61% Coverage

I was in Foxe 3 this summer and when the trucker started driving there was a lot of dust even with no winds; 250 m away in this package is not true.

Reference 5 - 1.11% Coverage

Mary River's land is not flat and when the snow melts the dust will just drain away and the iron dust will just drain away to the lakes where there is fish, and not just the iron dust all the other dust too. It will also rain and that will drain to the lakes and rivers

Reference 6 - 3.20% Coverage

For lakes train rail will keep dropping dust and they say it will not much impact for little dust but it's going to keep going back and forth for 21 years and it's going to pile up and that is why they will have to monitor the lake and fish to make sure how much iron is in the lake or fishes.

Member – They will impact a lot of things and I don't want to see the fish flowing.

QIA – The fishes will definitely flow on the lakes.

QIA – I have a question, we have concern on this too and kept saying this. Iron dust will it kill the fish from too much iron on the ice will they die from not breathing due to too much iron on the lakes. They have gills and breathe from the water. One time I shot a 22 to the lake and few of them died from it and flow on the water.

<Documents\Hall Beach\HallBeachProjectCommittee_September 27, 2011> - § 1 reference coded [2.81% Coverage]

Reference 1 - 2.81% Coverage

We worry about the dust that is going to be at the port. How can we make them see us as an important, I don't even worry about our food that they are going to impact.

<Documents\Igloodik\IgloodikProjectCommittee_July 4, 2011> - § 1 reference coded [5.23% Coverage]

Reference 1 - 5.23% Coverage

Terrestrial mammals will be impacted by the train, its habitat and there should be more consideration to reduce the dust spreading from the ore.

<Documents\Other Meetings\Interagency_BIMCWorkshop_July 12-14, 2011> - § 2 references coded [5.17% Coverage]

Reference 1 - 2.27% Coverage

The discussion centered on (a) defining an appropriate zone of influence and (b) iron concentrate and potential health effects to caribou and other wildlife. It was also noted in this instance, that if caribou choose to avoid areas where food sources are effected

by dust (taste, smell), this will have an effect for Inuit harvesters. Also if animals are displaced to less optimal habitat this may have an effect on the overall health of the population.

Reference 2 - 2.90% Coverage

Action:

BIM will re-run the air quality model for the FEIS drawing recent information generated from work done at the Diavik mine.

BIM will conduct the same analysis for the tote road to generate baseline information.

BIM and QIA experts will continue discussion on significance determination.

BIM will collect more data on iron content prior to construction as a baseline and for the purposes of monitoring.

BIM will conduct lichen sampling and metals analysis of vegetation for the project area will be addressed through development of more detailed monitoring plans.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 4 references coded [13.40% Coverage]

Reference 1 - 4.96% Coverage

Topic	Questions Posed	Main Comments
Impacts on Steensby and Milne Inlets	<p>Who will be responsible for mitigating long-term impacts?</p> <p>Are there comparable projects elsewhere?</p> <p>Is IQ knowledge applied or taken seriously when designing Project components or mitigation measures?</p> <p>What are the seasonal impacts?</p> <p>What will the impact be on sea ice and currents?</p> <p>Will there be compensation for impacts to marine mammals in Steensby Inlet? (There is no way to avoid impact.)</p> <p>Narwhal are sensitive to sound. How will the noise from the passage of frequent and year-round ships impact narwhal?</p> <p>How will we even know how many marine mammals are affected by noise and disturbance?</p> <p>How much study has been done on pollutants, dust and contaminants in this area? What are the impacts?</p> <p>Has there been any consideration of impacts on kelp?</p>	<p>There is a high level of concern regarding impacts to marine mammals in Steensby Inlet and along the entire shipping route. More research should be carried out. Specific concerns discussed include:</p> <p>Loading and off-loading ships in Steensby Inlet and the impact these activities will have on marine life.</p> <p>Impacts to seals and walrus, especially given that seals, bearded seals and walrus breed in the area in the springtime.</p> <p>The effects of shipping on landfast ice, and the resulting consequences for marine mammals.</p> <p>Disturbances along migratory routes for marine mammals and mortality issues.</p> <p>Food sources for marine mammals and contamination.</p> <p>Travel safety on ice during the winter, and in summer for people out in small boats.</p> <p>Noise from helicopters as well as ships.</p> <p>Compensation should be more than money for store bought-food. This diminishes harvesting and cultural activities; compensation should facilitate hunting (e.g. fuel, equipment).</p>

Reference 2 - 4.49% Coverage

Topic	Questions Posed	Main Comments
Caribou	<p>Will the mining site impact caribou migration?</p> <p>What impact will the railway have on caribou crossing, and on general caribou movement and migration?</p> <p>Is IQ being incorporated in considering impacts and solutions?</p> <p>How long does it take for the train to stop?</p>	<p>There is concern with the decline of country food and the increasing reliance of Inuit on expensive store-bought food.</p> <p>It is important to work with the GN in regards to caribou management and research. Access to existing GN data is important.</p> <p>Impacts to and forced relocation of calving grounds is a major concern. Mitigation measures do not consider calving grounds. Migratory routes should not be disturbed.</p> <p>The length of the railway is a major concern.</p> <p>The proposed railway borders migratory routes and this should be considered.</p> <p>There is concern about increased human population in the area and the impact that increased hunting will have on caribou and caribou numbers, particularly because herd populations are at the low end of the cycle at present.</p> <p>Caribou populations and calving grounds have already been impacted from the Tote Road construction.</p> <p>Noise and dust levels should be considered. Food sources for caribou will be impacted.</p> <p>There are issues related to the frequency of helicopters and actual and potential impacts to caribou remain of concern.</p> <p>Calving and mating seasons for caribou should be considered and development should be carried out accordingly to minimize potential impacts on caribou populations.</p> <p>Monitoring is required over the long-term in local and regional areas.</p>

Reference 3 - 0.74% Coverage

Topic	Questions Posed	Main Comments
Current operations	<p>Will the dust from Mary River affect the wildlife and caribou?</p> <p>Has the water quality at Mary River been affected?</p>	<p>The current footprint of project operations at Mary River, Milne and Steensby was outlined.</p>

Reference 4 - 3.21% Coverage

Topic	Questions Posed	Main Comments
Future operations	<p>Will there be caps on the railcars to prevent dust release?</p> <p>What will the depth and total footprint of the mine pit?</p> <p>Will the water quality be affected?</p> <p>Where will the bridges be and how long will they be?</p> <p>What is being done for landfill closure?</p> <p>Will animals be prevented from entering the pit and tunnels?</p>	<p>The current footprint of project operations at Mary River, Milne and Steensby was outlined.</p> <p>Communities wanted more information about the Nuvuiit Port site.</p> <p>Concerns were expressed about wildlife being killed, and payment for any polar bear deaths.</p> <p>Careful monitoring is important.</p> <p>Communities do not want ships going into Steensby during the winter</p> <p>Concerns were expressed about mine runoff contaminating lakes and rivers.</p> <p>Concerns were raised over the safety of people and animals travelling on the ice after the ships have passed by, or going across the tracks.</p> <p>Communities want the chance to negotiate for the infrastructure left by Baffinland (e.g. rail and road).</p> <p>More snowmobile crossings were requested.</p> <p>Railway cars should be covered to prevent additional dust release.</p>

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_July 13-14, 2011> - § 1 reference coded [1.02% Coverage]

Reference 1 - 1.02% Coverage

There is no clear indication as to how the caribou will respond to dust movement in the area. Committee feels that a radius of at least 20-30 miles will be free from caribou.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_QIANotes_July 13-14, 2011> - § 1 reference coded [5.92% Coverage]

Reference 1 - 5.92% Coverage

There was general agreement that dust will impact the caribou (and likely migrating geese); Caribou have an oily spot on their feet in between the toes of their hooves that is sensitive to smell for locating food, therefore they may be able to detect and be influenced by snow with dust on it; Suggested that piles of ore need to be covered to minimize dust;

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 3 references coded [1.20% Coverage]

Reference 1 - 0.57% Coverage

sediment influence(seabed)not clear at this time, how much dust will accumulate in discharge areas. Baffinland has studies on sediment quality.

Reference 2 - 0.29% Coverage

Generation of dust falling on caribou food sources should be considered.

Reference 3 - 0.34% Coverage

Railway cars should have proper containment cars to protect extra generation of dust.

<Documents\Pond Inlet\PondInletProjectCommittee_September 13, 2011> - § 2 references coded [9.04% Coverage]

Reference 1 - 2.76% Coverage

Railroad wagons should be covered when transporting raw material (crushed ore) to Steensby Inlet to minimize the separating of the dust and other contaminants and gases on the environment.

Reference 2 - 6.28% Coverage

Loading dock and the conveyor belt should have covering shelter to prevent the dust, and other contaminant gases to escape to the environment and the seawater especially. From the Nanisivik Mine experience, ring, harp and bearded seals have been

contaminated as the cods were feeding on the dust from the docking facility which the seals feed on. Seals were contaminated on their liver and kidneys, thus not suitable for food.

<Documents\Pond Inlet\PondInletProjectCommittee_September 22, 2011> - § 2 references coded [12.49% Coverage]

Reference 1 - 9.04% Coverage

The dust created from the project is going to have an impact on vegetation and water and we are concerned about this. How will they lessen this?

How will the dust be monitored? If the animals are impacted from the dust then so will we as Inuit as we eat them.

Reference 2 - 3.45% Coverage

What are the impacts to birds from the contaminated vegetation from dust? How will we monitor that?

<Documents\Pond Inlet\PondInletSiteTour_QIANotes_July 8, 2011> - § 2 references coded [8.29% Coverage]

Reference 1 - 5.93% Coverage

Committee: Where is the drinking water location?

The Committee was shown km32 lake where potable water is taken.

There is a concern about dust from the iron stockpiles at Milne. People have observed red on the snow from the iron ore piles in winter.

Reference 2 - 2.36% Coverage

Committee: Will you try to keep dust down on the tote road?

BIM: Yes this is a summer activity.

ECONOMIC DEVELOPMENT

<Documents\Hall Beach\HallBeach_Igloodik BIMC Consultation_May 17, 2011> - § 1 reference coded [11.09% Coverage]

Reference 1 - 11.09% Coverage

We have a concern about the impact that this Project will have on our opportunities to develop a commercial fisheries in the Cockburn Lake and Steensby Inlet Area. How will the IIBA address this?

<Documents\Igloodik\HallBeach_Igloodik BIMC Consultation_May 17, 2011> - § 1 reference coded [11.09% Coverage]

Reference 1 - 11.09% Coverage

We have a concern about the impact that this Project will have on our opportunities to develop a commercial fisheries in the Cockburn Lake and Steensby Inlet Area. How will the IIBA address this?

<Documents\Igloodik\IgloodikProjectCommittee_May 18 2011> - § 1 reference coded [16.97% Coverage]

Reference 1 - 16.97% Coverage

Why can't the company use tunneling equipment instead of blasting for the tunnels on Cockburn Lake. This would lessen the impact on the fish in that lake.

We are concerned about our opportunities to develop a commercial fisheries industry in Igloodik from the Steensby Inlet and Cockburn Lake areas if this Project goes ahead.

<Documents\Igloodik\IgloodikProjectCommittee_September 15-21, 2011> - § 2 references coded [6.92% Coverage]

Reference 1 - 1.48% Coverage

Economic Development and Self-reliance.

We would like to look at this again.

Reference 2 - 5.44% Coverage

Economic Development Officers for the Hamlet should have a partnership with a business person with Baffinland to determine what opportunities exist for service within the communities.

Support QC and QL with employment for contracts and projects on site.

Support a Fisheries Plant for Igloodik.

<Documents\Other Meetings\Interagency_BIMCWorkshop_July 12-14, 2011> - § 1 reference coded [2.39% Coverage]

Reference 1 - 2.39% Coverage

The GN took the lead on a discussion concerning impacts on the territorial economy. Several questions were raised including transparency of the economic models used, limited analysis at the regional or community level, scale of the project warranting further discussion which cannot be limited by data restrictions, and leakage of benefits/profits out of Nunavut. BIM also stated a commitment to negotiate a Development Partnership Agreement (DPA) but could not say how or when.

<Documents\Pond Inlet\PondInletProjectCommittee_August 3, 2011> - § 1 reference coded [2.62% Coverage]

Reference 1 - 2.62% Coverage

Member emphasizes review of topic and states CONCERN over WHOLLY OWNED FIRMS (INUIT), INUIT BUSINESSES, INUIT BENEFITS and INUIT PARTICIPATION.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.29% Coverage]

Reference 1 - 0.29% Coverage

250,00 per year from company for business start up initiatives; Supportive

<Documents\Pond Inlet\PondInletProjectCommittee_September 13, 2011> - § 1 reference coded [6.29% Coverage]

Reference 1 - 6.29% Coverage

"...the Project will have a large effect on the entire territorial economy", the question is how much will be directly enjoyed by the Pond Inlet people who had negotiated and picked Mary River area included in the NLCA. The question of "Inuit owned businesses"

usually come to light when dealing with contracts as the non-Inuit spouses usually owned and operate the actual business, just using their Inuk spouse for their benefit.

<Documents\Pond Inlet\PondInletProjectCommittee_September 14, 2011> - § 1 reference coded [2.04% Coverage]

Reference 1 - 2.04% Coverage

For potential business start up for resort or fishing camp sector it may no longer be of interest to them as it will be full of vessels going back and forth.

<Documents\Pond Inlet\PondInletProjectCommittee_September 15, 2011> - § 1 reference coded [5.99% Coverage]

Reference 1 - 5.99% Coverage

Commercial fishing will be impacted as it is expected that the lakes in the whole region will be contaminated on the long-term.

Monitoring programs and compensation schemes should be implemented as soon as possible before the “predevelopment work” has started or approved.

<Documents\Pond Inlet\PondInletProjectCommittee_September 22, 2011> - § 1 reference coded [5.49% Coverage]

Reference 1 - 5.49% Coverage

Steensby Inlet has been a char area for thousands of years – there is the possibility of commercial fisheries there – how will people be compensated for that.

FOOD SECURITY

<Documents\Other Meetings\Interagency_BIMCWorkshop_July 12-14, 2011> - § 1 reference coded [3.17% Coverage]

Reference 1 - 3.17% Coverage

Community representatives noted specific concerns about impact prediction in the areas of wildlife and associated effects on Inuit harvesting, food security and proactive efforts to assist Inuit in receiving employment and money management. They also stated that the communities would want to know as soon as possible the details of monitoring and management plans to gain a comfort level that preventative measures will be in place. Further the community representatives raised the issue of GN redirecting new revenues generated by the project into programs and infrastructure to assist the affected communities to mitigate impacts.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 4 references coded [5.45% Coverage]

Reference 1 - 4.49% Coverage

Topic	Questions Posed	Main Comments
Caribou	<p>Will the mining site impact caribou migration?</p> <p>What impact will the railway have on caribou crossing, and on general caribou movement and migration?</p> <p>Is IQ being incorporated in considering impacts and solutions?</p> <p>How long does it take for the train to stop?</p>	<p>There is concern with the decline of country food and the increasing reliance of Inuit on expensive store-bought food.</p> <p>It is important to work with the GN in regards to caribou management and research. Access to existing GN data is important.</p> <p>Impacts to and forced relocation of calving grounds is a major concern. Mitigation measures do not consider calving grounds. Migratory routes should not be disturbed.</p> <p>The length of the railway is a major concern.</p> <p>The proposed railway borders migratory routes and this should be considered.</p> <p>There is concern about increased human population in the area and the impact that increased hunting will have on caribou and caribou numbers, particularly because herd populations are at the low end of the cycle at present.</p> <p>Caribou populations and calving grounds have already been impacted from the Tote Road construction.</p> <p>Noise and dust levels should be considered. Food sources for caribou will be impacted.</p> <p>There are issues related to the frequency of helicopters and actual and potential impacts to caribou remain of concern.</p> <p>Calving and mating seasons for caribou should be considered and development should be carried out accordingly to minimize potential impacts on caribou populations.</p> <p>Monitoring is required over the long-term in local and regional areas.</p>

Reference 2 - 0.23% Coverage

Inuit will continue to hunt. We are not stopping even if the Company thinks that.

Reference 3 - 0.18% Coverage

We do not want to eat caribou that have been killed by the train.

Reference 4 - 0.55% Coverage

The Project is 'life changing'. There will be changes to Inuit livelihood; food sources, land, families. We need to better understand these effects and think about what compensation would work here.

FUTURE OPERATIONS

<Documents\Igloodik\IgloodikSiteTour_July 11, 2011> - § 1 reference coded [2.36% Coverage]

Reference 1 - 2.36% Coverage

There are 8-9 other deposits besides Deposit 1, so this project is a game changer for Nunavut. It will be a multi-generational mine.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 1 reference coded [3.21% Coverage]

Reference 1 - 3.21% Coverage

Topic	Questions Posed	Main Comments
Future operations	<p>Will there be caps on the railcars to prevent dust release?</p> <p>What will the depth and total footprint of the mine pit?</p> <p>Will the water quality be affected?</p> <p>Where will the bridges be and how long will they be?</p> <p>What is being done for landfill closure?</p> <p>Will animals be prevented from entering the pit and tunnels?</p>	<p>The current footprint of project operations at Mary River, Milne and Steensby was outlined.</p> <p>Communities wanted more information about the Nuvuiit Port site.</p> <p>Concerns were expressed about wildlife being killed, and payment for any polar bear deaths.</p> <p>Careful monitoring is important.</p> <p>Communities do not want ships going into Steensby during the winter</p> <p>Concerns were expressed about mine runoff contaminating lakes and rivers.</p> <p>Concerns were raised over the safety of people and animals travelling on the ice after the ships have passed by, or going across the tracks.</p> <p>Communities want the chance to negotiate for the infrastructure left by Baffinland (e.g. rail and road).</p> <p>More snowmobile crossings were requested.</p> <p>Railway cars should be covered to prevent additional dust release.</p>

<Documents\Pond Inlet\PondInletProjectCommittee_September 14, 2011> - § 1 reference coded [13.79% Coverage]

Reference 1 - 13.79% Coverage

Baffinland Iron Mines Corporation has send document "Predevelopment Work, August 2011" for the committee to review. This document is a proposal they wanted to do separate from the DEIS as it is for the shipping of equipment to Milne Inlet, Steensby Inlet and Mary River prior to the actual exploration of mine. It is expected that the vessels will be travelling through Pond Inlet 18-20 times per year. It also includes plans to build port and other infrastructure in Milne Inlet and Steensby Inlet. This type of proposal has never been pursued by the Nunavut Impact Review Board up to this date and the company is saying that if this proposal is not approved, the IIBA items that had been negotiated and approved will be delayed until the actual operation begins, but the committee feels this is just a pressure tactic of the company.

The committee (PIMRP) feels that the proposal should not even be review until Pond inlet gets some funds for the impact that they already had felt since the beginning of the BIMC started and put their feet on our land.

GENERAL COMMENTS & CONCERNS

<Documents\Arctic Bay\ArcticBayProjectCommittee_July, 28, 2011> - § 3 references coded [17.07% Coverage]

Reference 1 - 5.42% Coverage

Q: The MOU for the IIBA was signed and was in use from 2009 to 2011 and this MOU ended in May 2011, so my question is, what is the status of the negotiations and what are in the contents and what are the dates for this MOU?

A: This will be one of the issues to ask during the workshop.

Reference 2 - 5.53% Coverage

Q: This is in regards to low flying of aircraft, if this continues animals will be impacted. He also wonders if the flights that go from Mary River to the other Communities can be utilized by bringing in Country food from the other Communities.

A: This issue can be brought up at the workshop.

Reference 3 - 6.13% Coverage

C: In regards to the Community Initiatives funds, the other Inuit Organizations in Northern Quebec have purchased vehicles and are using them to help their beneficiaries. They also get a share of the dividends but yet we do not get that here. This issue would be a very good if it was implemented here in the Qikiqtani Region.

<Documents\Arctic Bay\ArcticBayProjectCommittee_June 9, 2011> - § 1 reference coded [1.70% Coverage]

Reference 1 - 1.70% Coverage

C: The Committe wants to see the Knight Peisold reports or researches in the meetings.

<Documents\Cape Dorset\CapeDorsetConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 2 references coded [13.46% Coverage]

Reference 1 - 3.50% Coverage

Committee members were aware that decisions made on the Mary River Iron Mine project would be very important for their children and grandchildren. They emphasized the importance of Elders passing on what they know and don't know to their descendants. The Committee members were especially concerned with what may happen to animals along the shipping route, particularly in areas where landfast ice is broken. The elders are uncertain how shipping may affect marine mammals.

Reference 2 - 9.96% Coverage

When ice that is two feet thick is broken by a ship it will re-freeze about 4" on a cold day. In late winter or early spring ice can be travelled on after it freezes overnight. It takes longer to refreeze in mid-winter. Thickness is greatest in March or sometimes April. Ice along the ship route will not return to its original thickness, and pans may build up beside the ship tracks.

Currents and winds will bring the pack ice together. The ice pans are always breaking. They are larger and thicker offshore than nearshore. The origin of the ice can be recognized: dirty ice comes from Foxe Basin and clean ice from eastern Hudson Strait.

Heavy concentrations of multi-year pack ice (*kabuka*) are uncommon in the Cape Dorset area but do occur. These conditions have occurred twice in the elder's lifetimes (ca. 75-85 y), once in 1958 and once earlier. The multi-year ice comes from the east and moves around Cape Dorchester before circulating back to the south. When these conditions occurred there were no marine mammals and people went hungry.

Climate change is a concern. There is not much landfast ice in the Cape Dorset area and what there is has been changing very quickly. It had not formed by Christmas last year. If studies of ice are to be conducted they must be done soon. A three-year study of sea ice was recommended.

<Documents\Clyde River\ClydeRiverProjectCommittee_June 10, 2011> - § 1 reference coded [6.02% Coverage]

Reference 1 - 6.02% Coverage

Members mentioned about the unnecessary use of helicopters for minor work involved eg: transporting drilling pipes with land vehicles instead to preserve the noise reduction on the animals.

<Documents\Clyde River\ClydeRiverProjectCommittee_September 21, 2011> - § 4 references coded [24.13% Coverage]

Reference 1 - 10.26% Coverage

An elder should be involved in negotiations to ensure that knowledge of our lifestyle is not lost.

The impacts to land will be great from this project as it is large. We are very concerned with this as it will impact the caribou and fresh water.

Reference 2 - 3.90% Coverage

Only a very few people will be employed by the company. Is this worth our land and wildlife?

Reference 3 - 4.03% Coverage

We feel that the Company keeps stating that this Project will go ahead before we fully support it

Reference 4 - 5.94% Coverage

The impacts from the mine will not only be to the employees of the company but to all of us Inuit due to the impacts to the wildlife and water.

<Documents\Hall Beach\HallBeach_Iglolik BIMC Consultation_May 17, 2011> - § 1 reference coded [11.09% Coverage]

Reference 1 - 11.09% Coverage

We have a concern about the impact that this Project will have on our opportunities to develop a commercial fisheries in the Cockburn Lake and Steensby Inlet Area. How will the IIBA address this?

<Documents\Hall Beach\HallBeach_IglolikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [1.99% Coverage]

Reference 1 - 1.99% Coverage

This report summarizes the information discussed on a topic by topic basis. Some map work was also conducted (walrus haul-outs, whale movements, pressure ridges, etc.). The communities want to work with the company to ensure that the project provides maximum benefits with minimal impacts, but they feel the company is trying to push forward as fast as they can. Committee members understand the benefits for their children and grandchildren, in the form of economic opportunities, but also note that the project needs to respect the numerous cultural and environmental concerns.

<Documents\Hall Beach\HallBeachProjectCommittee_August 3, 2011> - § 2 references coded [8.82% Coverage]

Reference 1 - 4.19% Coverage

We will also have to open a little store that sells pop, cigarettes, etc... campers in sites really like that.

Reference 2 - 4.62% Coverage

We can move them and its possible. We have to get a paper and lock that land, get it restricted and get help from QIA.

<Documents\Hall Beach\HallBeachProjectCommittee_July 26, 2011> - § 4 references coded [25.89% Coverage]

Reference 1 - 3.40% Coverage

can they open up a little store for cigs, pop, etc... since when I was in Bio and most of them wanted pop and cigs there it would be great if there is a little store there.

Reference 2 - 0.53% Coverage

They should get a website

Reference 3 - 11.08% Coverage

they will try and protect the land, and give us full story of what they are doing, and ask for people to join them . When the shipping starts. It says in the summary they are going to start and IIBA will be planning too. QIA will join the ship to see the sea that they will use. It would be nice if we can have a say on our concern and ask them to do this and that.

Maybe in English it's monitoring, I think it's stated like that and that has to be included. It has to be in mitigation. We have to put more on the IIBA planning and we have to work hard for this.

Reference 4 - 10.88% Coverage

I know we have to put more on what has to be listed and they will say we have social worker, RCMP, etc... but we have to look in to this too. QIA has a plan if they ever shut down QIA will do the cleaning. They want to start 15 years of delivering iron to Steensby. They want to start planning. We have told them and we are still going to and if you don't want our plan go ahead and stop since we did not tell you to take the iron. We have to keep trying to do what we want too. We have to keep reminding them that we did not invite them to get the iron.

<Documents\Hall Beach\HallBeachProjectCommittee_May 31, 2011> - § 2 references coded [10.59% Coverage]

Reference 1 - 4.58% Coverage

Iglolik agrees with the starting of Baffinland with the shares to the community. This will go on, if we work with them help them we are going to do a very good one. We have to plan with Baffinland.

Reference 2 - 6.01% Coverage

YES I agree with you. We also have to look at the left behind families that kids will have no dad, mom; and spouse is alone; will have mom, dad, spouse only for just a short period of time, we have to think of those left behind. They have to be compensated.

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 11 references coded [18.39% Coverage]

Reference 1 - 1.74% Coverage

Member – the way I understand it say it will not impact as much in this book. And seems like they are planning just for today, this is for 20 years.

QIA – We have heard there are 9 deposits and this first deposit is for 20 years and other they have not planned it yet. And if they are going to do the other deposits it's going to take over 100 years and we are planning for all of them. We are the first one doing this.

Reference 2 - 1.23% Coverage

QIA – we have to save that Angijualuk lake.

Member – we will have to agree on how often are they going to monitor the microscopic bugs.

Member – They just want to get approved without further information.

QIA – This was mentioned that it has too much mercury they don't have to eat it.

Reference 3 - 1.12% Coverage

QIA – All the noise explosives, train, hunters, traveler, plane, etc.. how can we make less noise, I know for the train we cannot control the noise. Also the train will have no lid because its going to take time, more hours to do it. There are going to be 100 train cars.

Reference 4 - 3.17% Coverage

Member – When I was a young man our weather was really cold not like today. And there would be more ice on the ocean. There is a saying we will never see the winter in the future. Old ice are melting we don't see them as much and they don't rise from the bottom anymore due to climate change. Our animals will move to a colder place and for sure our animals will change. Since our ocean water will be warmer. And the ones with fur will have less fur in them.

QIA – Question – Is Mary River pollution is going to increase the climate change?

Member – when you are in south when its really hot you can see the wave of the hot air. Our land is never the same, at times we have lots of snow and at times we have less snow, we will have to keep an eye on this one.

Reference 5 - 1.11% Coverage

Member – I am going back to climate change when they do a study they use the pounce to check the pollution for green house emissions, since it will go to our air and how is it going to impact the permafrost I like to know how many inches permafrost is going to be less?

Reference 6 - 1.35% Coverage

studies that are in papers are not right. So it would be great if one of the Inuit is going to join the studies with the impact. We both like to know all the Impact Mary River and us Inuit. The Mary River will do the studies and it would be great if the local from the community do the study too. Both of them would know more.

Reference 7 - 1.88% Coverage

I think it would be great if QIA start this taking pictures. Since if I am at the camp and taking pictures I am not going to share my pictures with anyone else. If someone once to see they have to go to the camp and look at the land itself. If QIA has now picture of our land they can say this to the new mining company and say this is what we have and prove them that this is what the impact last mining did. We can show them how mining can impact us.

Reference 8 - 0.72% Coverage

Over there is a mainland and it effects the Steensby and there is open water that keeps opening and in majuqtuli there is an open water. There are two main moving ice there.

Reference 9 - 1.35% Coverage

All of it will be impacted. They never thought of the full time and spring time when they do their report or studies. On studies they say when it has ice or no ice. And marine are still there. They will have to say when the ice first forms in January. Those in between seasons are not in the studies and they don't see them too.

Reference 10 - 1.50% Coverage

It is the most painful for human to lose a family when they leave for hunting and coming back. One of the elder was saying she wanted to tell us something but couldn't because when she start talking she is going to just roll over on the floor crying. It is the most painful when the hunter leaves for hunting and never come back. This will have to be plan well.

Reference 11 - 3.21% Coverage

And for big company they have rules and don't care about the family. No drugs and alcohol what so ever. If people start this they can just hire someone else the work is more important than the person. That is why we have to address this because once it's start they will not care for people who takes drugs and alcohol since they can just hire someone else. They will have a lot of employees and when hamlet makes \$9.00 they will say \$18.00 so hamlet will lose a lot of employees. Look at Yellowknife it is exactly like Mary River it is now a government place. It started like Mary River just a mining place. It will be like this to Mary River it might even start a community have church, stores, in this booklet starting at 6 we can still go back to this and talk about this.

<Documents\Hall Beach\HallBeachProjectCommittee_September 13, 2011> - § 7 references coded [26.24% Coverage]

Reference 1 - 1.75% Coverage

Member – how can government plan for this and be part of it on training and social? Now a days there are a lot of mining going on. And looking at the impact are not going to be small. We now have to plan for this big time.

Reference 2 - 8.48% Coverage

Member – Contract in English is not good too we Inuit don't know English and we are going to be left out because we cannot speak English or write. I so thought I can make 76,000.00 per year for the job was open I tried it but it was already taken. We Inuit don't read much and I did not know until the job was filled. So I lost that job over French men. We can now think about the employees who are going to work for so long. If it's not going to be a community and be just a work place my kids, grand kids right to my spouse will be impact. If it's possible it will be great for the full time employees if the family can go there. Me and Abraham has a spouse who is spoiled, and if we smile at someone there are going to jealous and some people are beyond this over time. And there are a lot of people who has a brain damage from smoking drugs. Our drug users get really mad at over little things and make it a big deal. And they think this is now life and they don't even do it privately. And they just leave it because our ladies sometime want to be the only one to be looked at.

Reference 3 - 3.85% Coverage

Member – Which way is it going to use less money, our government will do a lot of work. Since Baffinland is going to give them money for the impact. Is it going to be enough??? Since government will have a lot of over time. For Hall Beach and seven affected communities there is not enough money. We don't plan when we are going to argue as a family it just happen. Maybe if Mary River becomes a community they will use less money on our communities from medivac's, social worker, cops, etc....

Reference 4 - 1.60% Coverage

These will have to be planned all the things that will be impacts. When I get a lot of money while I am working, when I was working there I was not in a fight with family those will come up to the person.

Reference 5 - 2.75% Coverage

Member – In this booklet there is no health risk. When it hits the Nunavut it spreads right away and if the white man bring sickness it will spread the sickness. Potential effects, health studies is not here.

Member – 9 ships will bring something that is going to be from overseas. The question is are they going to have customs for entering Canada?

Reference 6 - 5.65% Coverage

Member – This is news two people were in this ship. One said that in Pond Inlet they notice that there is not much animals around there and they notice that someone has put something on the ocean that something scares the animals and move away. And that is not good.

Member – DFO does not even know about this because they are doing it privately. And Baffinland says they don't know. But they found out it was Baffinlands. 2 years ago Pond Inlet hunter was with the Baffinland and they did not know who he was and showed them the thing that they put in the ocean. At the Milne Inlet. We from the arctic don't have equipment but from our Inuit knowledge we can find out what it is and we have to have concern about it.

Reference 7 - 2.15% Coverage

QIA and Baffinland need a new interpreter because ours has very good thoughts and we need him as an committee when he is interpreter he shut his mouth and do his job. I don't want to say when I am an elder and say we told you so. We know there is going to be a big impact.

<Documents\Hall Beach\HallBeachProjectCommittee_September 27, 2011> - § 3 references coded [10.44% Coverage]

Reference 1 - 1.47% Coverage

After you guys were at the Mary River I heard that Mary River will not make any changes

Reference 2 - 2.94% Coverage

Member – they bury old honda and woods to the ground.

Member – and reports they always say they burn all the non-hazard things and all can hazard thing ship them south.

Reference 3 - 6.03% Coverage

Member – What is CLARC? What do they do? Can they just stop the Mary River?

Member – CLARC look after the applications about the land use. And Mary River is in Crown land and we cannot just tell them what to do. That is why QIA and NTI is helping us on planning this.

Member – I don't really trust NIRB anymore and I don't think they can even help us.

<Documents\Hall Beach\HallBeachProjectCommitteeCLARCMeeting_August 3, 2011> - § 1 reference coded [3.84% Coverage]

Reference 1 - 3.84% Coverage

Member – Are you guys planning a whole new thing since you are the new company?
BIMC – no we are using the same planning, that was planned in the past.

<Documents\Hall Beach\HallBeachSiteTour_QIANotes_July 27, 2011> - § 2 references coded [30.20% Coverage]

Reference 1 - 28.28% Coverage

The massive scale of the Project.

Review of Milne Inlet – Infrastructure will include fuel storage and a floating barge. It will be used as a construction staging area and freight will be shipped to Milne Inlet and then trucked to Mary River.

The existing fuel bladders will be removed from Milne Inlet and replaced by a 5 million liter tank. During construction, 40 million liters of fuel will be stored at Milne Inlet.

Review of Mary River - Infrastructure will include an open pit, waste rock storage, a crusher area where trains will be loaded, and a camp. The Project footprint was minimized in the design phase. Project activities include blasting, mining and a crushing operation. Water catchments may be required around the open pit and waste rock storage, although iron is inert. BIM doesn't expect to have to treat contact run off but if required, they are prepared to do so. Collection and settling ponds are part of the water management system if required.

Overview of Steensby Inlet – Islands will be utilized as an ore stockpile area, including a dock for two ships. There will be a freight dock, airstrip, camps, sewage ponds, fuel storage, etc. at the port location.

Overview of Milne Inlet, Mary River and Steensby Inlet maps were conducted.

Review of preconstruction staging maps – The plan is to position camps during pre-staging activities and occupy them when construction begins.

Reference 2 - 1.93% Coverage

Committee: Will construction camps along the route be temporary?

QIA: Yes, they are temporary.

<Documents\Igloodik\HallBeach_IgloodikConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [1.41% Coverage]

Reference 1 - 1.41% Coverage

The communities want to work with the company to ensure that the project provides maximum benefits with minimal impacts, but they feel the company is trying to push forward as fast as they can. Committee members understand the benefits for their children and grandchildren, in the form of economic opportunities, but also note that the project needs to respect the numerous cultural and environmental concerns.

<Documents\Igloodik\Igloodik BIMC Consulation_June 17, 2010> - § 1 reference coded [7.01% Coverage]

Reference 1 - 7.01% Coverage

QIA – We were looking to generate a list of families to visit the Steensby site – do we have the list?

BIMC – We need to know the approximate number of people to start planning the logistics of such a visit.

BIMC – The chair is out of the community – will follow up with this person when he returns to the community.

QIA – The best guess is about 20 people.

<Documents\Igloodik\IgloodikProjectCommittee_May 18 2011> - § 2 references coded [11.08% Coverage]

Reference 1 - 6.51% Coverage

What will the water quality be like from the mining, railway and shipping activities. It will change our water and our health.

Reference 2 - 4.56% Coverage

The elders know that the youth need work but we can't sacrifice our environment for this.

<Documents\Igloodik\IgloodikProjectCommittee_September 15-21, 2011> - § 5 references coded [15.00% Coverage]

Reference 1 - 2.09% Coverage

Marine Water and Sediment Quality

Here we have questions about impacts we would like to get back on this.

Reference 2 - 1.19% Coverage

Igloodik Mary River Committee did not have much to say on Sea Ice

Reference 3 - 6.37% Coverage

Do not agree with the statement "sacred" as all the land to Inuit is sacred and burial sites are not found as there are no burial sites. Inuit were left on surface and not buried – no wonder you didn't find burial sites. Only after Christianity did burial start. People who were born in that area should be buried there – that is Inuit Culture.

Reference 4 - 4.08% Coverage

10-Culture Well-being

Every fiscal can BIMC give more money to QIA for this tap # 10?

We would like to have QIA give money to Inulariit Society for they teach proper speaking in Inuktitut and teaches traditional skills.

Reference 5 - 1.26% Coverage

Government and Leadership

Who will be governing throughout the year?

<Documents\Igloodik\IgloodikSiteTour_July 11, 2011> - § 5 references coded [22.70% Coverage]

Reference 1 - 1.35% Coverage

There are some people who view the Project either positively or negatively.

Reference 2 - 4.07% Coverage

Under the NLCA, pre-development staging is acceptable. BIM would like to conduct this at Steensby, Mary River and Milne Inlet to prepare for construction. NIRB has allocated half a day to discuss this during the technical hearings.

Reference 3 - 2.95% Coverage

Fuel bladders will be removed from Milne Inlet and replaced by a 5 million liter tank. During construction, 40 million liters of fuel will be stored at Milne Inlet.

Reference 4 - 3.84% Coverage

Steensby will include heavy equipment, a floating camp and fuel stores during 2012.
There are 8-9 other deposits besides Deposit 1, so this project is a game changer for Nunavut. It will be a multi-generational mine.

Reference 5 - 10.49% Coverage

Committee: Will community members be allowed to hunt at camp?
BIM: Community members who are at camp to work will not be allowed to hunt or fish. If they are here on their time off, then yes they can hunt and fish.
Committee: Why can't they hunt or fish? Community members may be hungry for their country food.
BIM: It is an environmental and safety policy at all large exploration, construction or mining camps. It will be an item within the IIBA for the company to provide country food at camps.
Committee: Can the community members bring their own country food if they want?
BIM: Yes.

<Documents\Kimmirut\KimmirutProjectCommittee_July 27, 2011> - § 1 reference coded [7.97% Coverage]

Reference 1 - 7.97% Coverage

Q. What does that mean?
A. Explaining that the meaning of 'support for communities' will be discussed further in the workshop.

<Documents\Other Meetings\CommonConcerns_ShippingImpact_MarineMammals_July 5 and 13, 2011> - § 5 references coded [28.07% Coverage]

Reference 1 - 7.54% Coverage

Information presented in the DEIS, including the sampling baseline, does not form a sound basis for marine impact prediction and future monitoring. There are important gaps in the information on seasonal distributions of species; population density, composition, and size; and habitat use. These gaps, which extend along the entire shipping routes, make impact predictions uncertain and any future environmental effects difficult to detect.

Reference 2 - 6.24% Coverage

Baffinland restricted their DEIS to the Nunavut Settlement Area (NSA) in spite of impacts to marine habitats and biota outside the NSA, in particular Nunavik waters. Shipping impacts will not be restricted to the vicinity of the shipping tracks because many species of marine mammals and birds are migratory, and their populations are shared by other jurisdictions.

Reference 3 - 5.85% Coverage

To assess and monitor food chain effects, other marine VECs should be added, including a truly marine fish, benthic and pelagic invertebrates, and marine plants. Changes may be detected earlier in lower than higher trophic levels, and may provide important clues for understanding their cause, enabling earlier and more effective mitigation.

Reference 4 - 2.72% Coverage

The effects assessment and mitigation measures specific to wildlife sensitivities (e.g., key life cycle stages, number of generations) are not fully described.

Reference 5 - 5.73% Coverage

Adaptive management measures that would be feasible for mitigating vessel impacts from the Project are not fully described. Given the wide uncertainty in impact predictions, it is very important to understand what measures are available to mitigate unforeseen impacts and whether these measures offer realistic mitigation potential.

<Documents\Other Meetings\Interagency_BIMCWorkshop_July 12-14, 2011> - § 10 references coded [32.28% Coverage]

Reference 1 - 3.33% Coverage

The regulatory agencies, QIA and the community representatives agreed to the following areas of overlap and common concern as priority topics for discussion with BIM:

- Will the railway act as a filter or barrier for caribou;
- Further discussion on the effects of dust;
- Effect on ecological integrity;
- Uncertainty of information provided, especially given that caribou are at the low end of a cycle;
- Possible use of islands by caribou in Steensby Inlet and influence of ice-breaking restricting movement;
- Calving distribution and vulnerability of cows and young calves;
- Terrestrial bird baseline and assessment adequacy;
- Monitoring and adaptive management.

Reference 2 - 2.62% Coverage

Action:

BIM will request that GN provide the parties with their most recent information on caribou.

BIM will look further into the model used for determining suitable vegetation and will commit to what can be provided within existing timelines for the Technical Review and FEIS completion.

BIM will determine if other information exists to support mitigation forecasting around vulnerabilities and sensitivities e.g. vegetation and recommend what can be done in the Technical Review timeline and further into the FEIS.

Reference 3 - 2.90% Coverage

Action:

BIM will re-run the air quality model for the FEIS drawing recent information generated from work done at the Diavik mine.

BIM will conduct the same analysis for the tote road to generate baseline information.

BIM and QIA experts will continue discussion on significance determination.

BIM will collect more data on iron content prior to construction as a baseline and for the purposes of monitoring.

BIM will conduct lichen sampling and metals analysis of vegetation for the project area will be addressed through development of more detailed monitoring plans.

Reference 4 - 6.39% Coverage

The regulatory agencies, QIA and the community representatives reaffirmed the following areas of overlap and common concern:

Adequacy of sampling baseline for impact prediction and monitoring (data to enable prediction of effects of their significance);
Baseline information and DEIS restricted to the NSA;
Use of 10% and 20% thresholds to assess the magnitude of effects on marine species and habitats, respectively without adequate justification;
Possible variations in ship route and potential effects not fully described in the DEIS;
Effects assessment and mitigation measures specific to wildlife sensitivities not fully described in the DEIS;
Aircraft noise and significance of aircraft disturbance;
Impact of project on sea ice regimes and consequent impact on wildlife and Inuit travel/harvesting;
Likelihood and resulting impacts of species displacement on wildlife populations and Inuit harvesting;
Ballast water concerns around species introduction, water exchange and treatment;
Use the 50kPa threshold for blasting under ice cover as a precautionary measure;
Further exploration of possible adaptive management measures that would be feasible for mitigating vessel impacts;
Appropriateness of VEC selection for impact prediction and monitoring.

Reference 5 - 3.44% Coverage

It was agreed that the focus of the session would be on project monitoring and IR responses. It was also agreed that in terms of potential impacts of the project on Inuit, it would be prudent to link the previous days' discussions on VECs and how they impact on Inuit. Further it was agreed that monitoring of socio-economic impacts will require collaboration among several government agencies, QIA, communities and BIM, each having specific responsibilities in this area. A common goal is to have the monitoring program and management plans well enough advanced for inclusion in the FEIS. Further it was understood that elements of the IIBA could also factor in a monitoring structure.

Reference 6 - 3.17% Coverage

Community representatives noted specific concerns about impact prediction in the areas of wildlife and associated effects on Inuit harvesting, food security and proactive efforts to assist Inuit in receiving employment and money management. They also stated that the communities would want to know as soon as possible the details of monitoring and management plans to gain a comfort level that preventative measures will be in place. Further the community representatives raised the issue of GN redirecting new revenues generated by the project into programs and infrastructure to assist the affected communities to mitigate impacts.

Reference 7 - 1.22% Coverage

There was discussion on the methodology used to determine significance of impacts even in the absence of more detailed baseline information. Suggestions included working with data from similar projects elsewhere in northern Canada or the world.

Reference 8 - 2.39% Coverage

The GN took the lead on a discussion concerning impacts on the territorial economy. Several questions were raised including transparency of the economic models used, limited analysis at the regional or community level, scale of the project warranting further discussion which cannot be limited by data restrictions, and leakage of benefits/profits out of Nunavut. BIM also stated a commitment to negotiate a Development Partnership Agreement (DPA) but could not say how or when.

Reference 9 - 1.00% Coverage

Of particular note was the discussion on the interaction of effects and uncertainties across VECs and VSECs, and the implications for determining impact significance and assessing cumulative effects.

Reference 10 - 5.81% Coverage

Action:

Generally there was agreement for Doug B and INAC to work through outstanding issues as needed.

BIM will look at impacts on subsistence hunters who choose not to work with the mine and direct/indirect effects on harvesting, food security.

BIM will provide more analysis on risks if employment or other economic predictions are not realized.

BIM will work with QIA and other agencies to begin the development of a monitoring program.

QIA, GN and AANDC will further discuss the elements of a monitoring program, including roles and responsibilities, an appropriate integrated structure, indicators and development timelines over the period of the Technical Review and come back to BIM.

GN will send BIM and QIA the DPA with Agnico-Eagle.

BIM will prepare a document in response to concerns raised by INAC:IR-105 concerning cumulative effects.

BIM will review the experience from Nanisivik and Jericho mines for additional insight and possible areas meriting further analysis with regards to relevant VSECs for inclusion in the FEIS. BIM anticipates including a discussion of effects on households as a Subject Of Note in Volume 4, Section 6.6.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 15 references coded [11.03% Coverage]

Reference 1 - 0.34% Coverage

There have been changes in climate along with wind and water current directions around Cape Dorset in the past few years.

Reference 2 - 0.44% Coverage

Inuit also need to take responsibility for their part in protecting the environment (e.g. garbage such as motors and plastic bags that harm or contaminate).

Reference 3 - 0.65% Coverage

The Company's proposal for pre-development includes the construction of mine camps; 18 to 20 sealifts (ships) into Milne Inlet for the construction of the Milne port. The cost is 300 to 400 million dollars to construct the mine camps.

Reference 4 - 4.14% Coverage

Topic	Questions Posed	Main Comments
Social and cultural aspects (wellbeing, culture and harvesting)	If we can't hunt anymore, who are we as Inuit? How will people who choose not to work at the mine be supported? What is the community support fund? How does it work? Who will run it? Is there a separate fund available for healing? Will there be access to carving stone? What about crews from the ships? They could smuggle drugs or come to the communities. Will the snowmobile bridges across ship tracks work?	We have to know what the effects on our land and animals will be. The animals have to be protected. Things will never be the same. We are not trying to stop the Project, but we need to understand what it will mean. We need to do good planning. Communities want to participate in monitoring. This could create a different kind of employment for hunters; jobs that value their skills. The use of IQ must be recognized and enforced. Hunters are not being consulted. We know that there will be negative impacts in communities. We want to know how Baffinland, QIA, and the GN are planning. We want to hear from them. People need to learn how to manage money. Drug and alcohol counseling is needed. People need help. We need healing centres and programs on site and in the community (whether or not the project goes ahead) to help people with problems. Elders have to be involved. There needs to be a communication plan to tell people when the ship is passing.

Reference 5 - 0.34% Coverage

Money should be put aside for traditional knowledge learning. There needs to be focused programming, not just compensation.

Reference 6 - 0.09% Coverage

The language needs to be preserved

Reference 7 - 0.83% Coverage

Integrating laws into Inuit life and culture is difficult. It is an ongoing process, and should be discussed. Inuit weren't even allowed to vote until the 1960s.

Elders and middle-aged people are just learning about mines. Younger people also are not aware. We are gradually learning about mines.

Reference 8 - 0.19% Coverage

Revenues going to NTI should be used for swimming pools, recreation.

Reference 9 - 0.52% Coverage

Pond Inlet, Igloolik and Hall Beach are the most impacted communities. There needs to be separate provisions for these communities.

The operation of the mine is decided only by money.

Reference 10 - 0.14% Coverage

Sexually transmitted infections can be a problem.

Reference 11 - 0.24% Coverage

There are problems with foreign workers and interactions with people in the community.

Reference 12 - 1.94% Coverage

Topic	Benefits	Impacts
Project Trade-offs	<p>Economic</p> <p>Jobs</p> <p>Training and education</p> <p>Training – management, apprenticeships</p> <p>Contracts</p> <p>Financial stake</p> <p>Social and cultural</p> <p>Community infrastructure</p> <p>Inuktitut in the workplace</p> <p>Community wellbeing</p> <p>Some increased access to hunting areas</p> <p>Soapstone deposits</p>	<p>Environmental</p> <p>Water quality—freshwater, marine</p> <p>Wildlife—sea mammals, fish, food chain</p> <p>Integrity of certain areas (ecosystems) affected by: ballast release, shipping route, port sites</p> <p>Railway</p> <p>Port sites</p> <p>Tote road</p> <p>Ballast water</p> <p>Archaeological sites</p> <p>Social and cultural</p> <p>Loss of hunting</p> <p>Impact on traditional culture—land, communities</p> <p>Family problems—shift work, extra money</p>

Reference 13 - 0.49% Coverage

We are the ecosystem: everybody and all the animals and the environment.
We are moving more toward a wage economy. We must now take care of the environment and communities.

Reference 14 - 0.37% Coverage

The cost of living will increase, and it is not certain how many will get jobs; there will be family hardship to those with low incomes.

Reference 15 - 0.31% Coverage

Inuit can give the company advice on many things, e.g. hydrology in the area so that contamination doesn't occur.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_July 13-14, 2011> - § 2 references coded [4.90% Coverage]

Reference 1 - 2.53% Coverage

Member: notes that impacts will certainly be felt not just concerning caribou but with other wildlife as well. There will be other impacts such as the local economy and the social well being of the community. It is generally understood that the community of Pond Inlet will have the highest impact from the project. Focus will be needed to address concerns raised by the committee regarding the protection of wildlife around Pond Inlet.

Reference 2 - 2.38% Coverage

Monitoring issues should be done on annual basis and this advisory committee should be consulted at all times.

Collaboration between local agencies is needed to ensure compliance with rules and regulations and to ensure co-operation between all relevant parties.

Community consultations are a high priority through out the whole process.

Traditional and cultural issues will also have to be observed.

<Documents\Pond Inlet\PondInletConsultationonCaribou_QIANotes_July 13-14, 2011> - § 1 reference coded [1.52% Coverage]

Reference 1 - 1.52% Coverage

There was a worry that exotic species (rats were mentioned) would come in on ships and cargo;

<Documents\Pond Inlet\PondInletProjectCommittee_August 25, 2011> - § 1 reference coded [9.50% Coverage]

Reference 1 - 9.50% Coverage

Member: stresses the importance of forwarding all of our relevant concerns to BIMC in suggesting alternate locations for less sensitive areas despite the company's concerns on cost. It is acknowledged that affected communities and the land is more important to the Inuit and all preventative and mitigation measures be fully utilized to ensure maximum preservation of local animal habitat.

<Documents\Pond Inlet\PondInletProjectCommittee_August 3, 2011> - § 3 references coded [9.71% Coverage]

Reference 1 - 3.96% Coverage

Member pushes for SUPPORT for IGLOOLIK CONCERNS over STEENSBY INLET. Also mentions own CONCERNS over the proposed PORT in MILNE INLET and what construction materials will be used and how it will be used seasonally?

Reference 2 - 2.05% Coverage

COMMUNITY WELLNESS FUND
Committee feels this is as a HIGH PRIORITY and REQUESTS THROUGH REVIEW AND DISCUSSIONS.

Reference 3 - 3.70% Coverage

Pros and Cons weighed over possible developments and how it will affect the community in the long-term.

Member REQUESTS additions to include ON-THE-JOB TRAINING BE PROVIDED TO INUIT MINE EMPLOYEES

<Documents\Pond Inlet\PondInletProjectCommittee_July 17, 2011> - § 4 references coded [14.94% Coverage]

Reference 1 - 2.77% Coverage

Member: raises his concerns about the possible population size of mine and wonders if services like church and RCMP policing will be required.

Reference 2 - 2.10% Coverage

agrees with another member that some form of Religious Services, Counselling and support services is needed.

Reference 3 - 5.06% Coverage

QIA: states that progress being made on item 4. There is work still to be done and notes that the Agreement In Principal has been signed and indicates that Inuit Qaujimagatuqangit is being reviewed and that Land, Water and Wildlife issues are being drafted.

Reference 4 - 5.00% Coverage

Member: Negotiations under Article 26 of the Nunavut Land Claims Agreement? Clarification needed on terms such as Designated Inuit Organizations and ROLES and RESPONSIBILITIES and who has AUTHORITY and what REQUIREMENTS ARE NEEDED in INTERAGENCY committees.

<Documents\Pond Inlet\PondInletProjectCommittee_June 23, 2011> - § 4 references coded [14.72% Coverage]

Reference 1 - 5.65% Coverage

Possible Questions to bring to the workshop
Noise,
Land,
Soil, all the way down to permafrost,
Air quality,
Global warming,
Lakes, Rivers,
Ocean, Ice,
Sea mammals (sealife)
And Social issues.

We might send out questionnaires to the affected communities or we might visit them.

Reference 2 - 3.49% Coverage

Will the project affect the lakes, rivers?
Last time during the 2008/09 bulk sample program Baffinland had to transport water to Milne Inlet because the river was unsafe to drink.

Reference 3 - 1.89% Coverage

Member: Are the land animals and sea animals both included?

QIA: Yes, They have been included.

Reference 4 - 3.69% Coverage

Member: There was a mine near Arctic Bay, called Nanisivik. Arctic Bay delegates have already have experience in having a mine near their community, their input will be very helpful/useful.

<Documents\Pond Inlet\PondInletProjectCommittee_May 30, 2011> - § 1 reference coded [12.07% Coverage]

Reference 1 - 12.07% Coverage

Baffinland representatives met the people in Igloolik. Some people are not in favor of the project. When a question was about the project, some were in favor of the project. Elder wants his children, his children's children to benefit. The reason for that is that fact that we are dependent on money these days, we will need to come up with an IIBA that will benefit our children, the people of Igloolik want the company to study an alternative port to Nuvuiit, due to fact that Steensby area and the proposed shipping route is a place where seal pups are born.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 19 references coded [10.99% Coverage]

Reference 1 - 1.19% Coverage

Cape Dorset delegation indicates that although mention of traditional Inuit knowledge is brought up it is usually never integrated or implemented in any if the proposed action plans and notes climate change along with wind and current (water) directions have changed for Cape Dorset in the past few years.

Reference 2 - 1.00% Coverage

Questions also include winter time shipping routes and how that will affect hunters, development stage and noise levels that will be generated by the operation of the mine and how that will affect different animals species surrounding the development areas.

Reference 3 - 0.34% Coverage

Water temperatures currently unknown(winter)water may be heated to prevent freezing.

Reference 4 - 0.34% Coverage

Discussions about filtering- process may not include full filtering of smaller species

Reference 5 - 0.84% Coverage

-Questions and comments regarding roundtable discussions concerns include
-water quality
-Fish habitat/food source
-Commercial fishing quotas
-Ballast water discharge
-explosive around lakes

Reference 6 - 0.76% Coverage

Our table's concerns include:

- water quality around surrounding lakes
- recommendations to have the proposed camp in Steensby Inlet relocated
- remediation measures should be in place

Reference 7 - 0.21% Coverage

300 to 400 million dollars to construct the mine camps

Reference 8 - 0.61% Coverage

- Pre development and proposed construction of the mine camps discussed by this table.
- Projected timelines for construction of the mine camps, discussed.

Reference 9 - 0.38% Coverage

Environmental aspects and impacts Baffinland suggest impacts on the environment will be minimized.

Reference 10 - 0.23% Coverage

225 to 350 Million in revenue annually at full operation.

Reference 11 - 0.41% Coverage

Establishment of funds for social programs, traditional concerns should be made available and accessible.

Reference 12 - 1.29% Coverage

Topics in this discussion include concerns relating to Socio-economics, education and training initiatives.

- Community wellness programs/ funds
- Social aspects
- Possible increase use of drugs and alcohol
- Impacts on harvesting activities
- Provisions for soapstone accessibility
- The need for chapel services/ clergy

Reference 13 - 0.48% Coverage

Population Demographics; Human health and wellness issues

Health and social provisions
Community based programs

Reference 14 - 0.18% Coverage

Issues of hunting and harvesting activities

Reference 15 - 0.50% Coverage

Cultural wellbeing

Baffinland has stated that impacts on traditional and cultural practices will be minimized and respected.

Reference 16 - 0.56% Coverage

- Social/ Cultural
 - Community infrastructure
 - Inuktitut workplace
 - Community wellbeing
 - Some increased access to hunting areas

Reference 17 - 0.65% Coverage

- Impacts
 - Social/ Cultural
 - Loss of hunting
 - Impact on traditional culture
 - Land
 - Communities
- Family problems with shift work
 - extra money

Reference 18 - 0.71% Coverage

- Impacts/ Environment
 - Water quality-streams
 - oceans
 - Wildlife-sea mammals
 - fish
 - food chain
 - Integrity of certain areas (ecosystems)
 - rail line
 - port site

Reference 19 - 0.31% Coverage

Support and co-operation between all affected communities urged and supported

<Documents\Pond Inlet\PondInletProjectCommittee_September 12, 2011> - § 1 reference coded [9.75% Coverage]

Reference 1 - 9.75% Coverage

Employees in the mine should be returned back to their respective community instead of going to bigger centres like Iqaluit for shopping. Since the start-up of Mary River, employees were allowed to go any place where they want to go and this practice had seen increased in drug and alcohol related accidents and social problems because when a mine employee finishes his/her shift they go to Iqaluit to shop for alcohol and drugs then go back to their community with supplies, this has created social problems. The Health centre has experienced increased social problem. We were ensured that this practice is no longer allowed, mine employees are now restricted to go any other place other than their respective community.

<Documents\Pond Inlet\PondInletProjectCommittee_September 13, 2011> - § 5 references coded [23.68% Coverage]

Reference 1 - 2.22% Coverage

Human Health and Well-being

This section should be a top priority as it relates to the wellbeing of all people working in the mine and its vicinity.

Reference 2 - 5.53% Coverage

Iqaluit, the capital city of Nunavut will be most impacted on social issues as it will be the 'hub' for airlines, businesses and employees, how will the monitoring of social problems issues be dealt with in the capital? It is now known that whenever social issues arise in Iqaluit, the surrounding communities are affected such as alcohol bootleggers sell them to communities.

Reference 3 - 2.81% Coverage

The company should also ensure that the families being left while the parents are working be provided with essentials; ie: food, leisure time entertainment and self-help services (counselor).

Reference 4 - 6.82% Coverage

The word being used "minimize" 'the effects to the land or to harvesting....' In the short-term period it may be true, however, in the longer term, the employees working at the mine may be wealthier and have ability to purchase hunting equipment and supplies, but the area (Mary River area) will not be suitable for hunting as it will have railroad and people working with their humongous equipment. Plus there will be restrictions that the hunters may be abide by.

Reference 5 - 6.29% Coverage

"...the Project will have a large effect on the entire territorial economy", the question is how much will be directly enjoyed by the Pond Inlet people who had negotiated and picked Mary River area included in the NLCA. The question of "Inuit owned businesses" usually come to light when dealing with contracts as the non-Inuit spouses usually owned and operate the actual business, just using their Inuk spouse for their benefit.

<Documents\Pond Inlet\PondInletProjectCommittee_September 14, 2011> - § 5 references coded [25.88% Coverage]

Reference 1 - 13.79% Coverage

Baffinland Iron Mines Corporation has send document "Predevelopment Work, August 2011" for the committee to review. This document is a proposal they wanted to do separate from the DEIS as it is for the shipping of equipment to Milne Inlet, Steensby Inlet and Mary River prior to the actual exploration of mine. It is expected that the vessels will be travelling through Pond Inlet 18-20 times per year. It also includes plans to build port and other infrastructure in Milne Inlet and Steensby Inlet. This type of proposal has never been pursued by the Nunavut Impact Review Board up to this date and the company is saying that if this proposal is not approved, the IIBA items that had been negotiated and approved will be delayed until the actual operation begins, but the committee feels this is just a pressure tactic of the company.

The committee (PIMRP) feels that the proposal should not even be review until Pond inlet gets some funds for the impact that they already had felt since the beginning of the BIMC started and put their feet on our land.

Reference 2 - 3.37% Coverage

Number of pool of heavy equipment operators should also be monitored at all times, in order for the community to be able to have qualified operators on hand for municipal services and for the capacity building measures for training requirements in the future.

Reference 3 - 4.17% Coverage

Long term employees when being absent from home may result in experience of hunger by the youth and the children of employees, which in term will result in vandals and break/enter looking for food. Such infrastructures in the community may be the target of vandals, thus creating expensive and undesirable replacements.

Reference 4 - 1.85% Coverage

The hunters do not travel only on shorelines, they do travel all over ice but they may travel only on shoreline only if the central ice rough.

Reference 5 - 2.71% Coverage

For the hunter, with all the infrastructures and people in the region it will not be ideal area for hunting. There will no longer be clean water and environment to be sustainable, both for human and wildlife.

<Documents\Pond Inlet\PondInletProjectCommittee_September 15, 2011> - § 4 references coded [13.50% Coverage]

Reference 1 - 1.27% Coverage

Will impact majority of habitat both on the land and sea.

Reference 2 - 6.01% Coverage

When there is a development where there is a abundant of animals, the scientist use devises to scare off the habitat, this practice is a sad story for Inuit as they depend heavily on animals both from land and sea. Animals up here in the north do not live in farms they are wild.

Reference 3 - 2.20% Coverage

Travellers and campers will need to be given a CB radio while they are in the region for their safety.

Reference 4 - 4.03% Coverage

Shelters for the hunters and travelers in the region should be build in some areas for them to refuge if they should be stranded while waiting for the train or if there is an emergency.

<Documents\Pond Inlet\PondInletProjectCommittee_September 22, 2011> - § 2 references coded [11.11% Coverage]

Reference 1 - 5.45% Coverage

We will require additional fuel to travel now due to the project. How will we afford this, for those of us that do not want to work a rotational lifestyle.

Reference 2 - 5.66% Coverage

We do not want the caribou carcasses from the company from the animals that are hit by vehicles and the trains. They are contaminated and we do not want road kill.

<Documents\Pond Inlet\PondInletSiteTour_QIANotes_July 8, 2011> - § 7 references coded [39.20% Coverage]

Reference 1 - 3.04% Coverage

Committee: What about the bladder farm at Milne Inlet? Are they going to decommission it?
BIM: The plan is to decommission it.

Reference 2 - 12.23% Coverage

Committee: How deep is Deposit 1?
BIM: I will have to look at the mine plan again to find out the exact depth.
Committee: Where does the sewage go?
BIM: Sewage is treated and pumped into ponds where testing and further treatment is done. Effluent is not discharge into the lake until water license requirements are met.
Committee: Can steel and inert waste be brought back south as opposed to being put in a landfill?
BIM: The NWB license approves the burial of inert materials on site and it is economical to do this.

Reference 3 - 6.26% Coverage

Committee: Does the water become acidic from iron ore dust?
BIM: Aquatic effects and water license requirements outline testing that is required to detect any impacts from iron ore dust. There are plans to have a water collection system that will mitigate impacts.

Reference 4 - 4.81% Coverage

Committee: What is the location of the floating accommodation complex at Steensby?

The area was pointed out.
Committee: Would the bay of Steensby be used (ikpikiturjuaq)?
BIM: No, except for an ice road.

Reference 5 - 5.93% Coverage

Committee: Where is the drinking water location?
The Committee was shown km32 lake where potable water is taken.
There is a concern about dust from the iron stockpiles at Milne. People have observed red on the snow from the iron ore piles in winter.

Reference 6 - 2.31% Coverage

Committee: How much fuel will be at the site?
BIM: 40 million L will be stored at Milne Inlet.

Reference 7 - 4.62% Coverage

A concern was raised about an instrument in the water that is disturbing marine wildlife. Community person stated that DFO had asked to have instrument returned so maybe it was placed there by DFO?

IIBA

<Documents\Arctic Bay\ArcticBaySiteTour_QIANotes_July 9, 2011> - § 1 reference coded [2.71% Coverage]

Reference 1 - 2.71% Coverage

The IIBA/MOU is actively being negotiated and benefits include training, employment and business opportunities.

<Documents\Hall Beach\HallBeach_Igloolik BIMC Consultation_May 17, 2011> - § 1 reference coded [11.09% Coverage]

Reference 1 - 11.09% Coverage

We have a concern about the impact that this Project will have on our opportunities to develop a commercial fisheries in the Cockburn Lake and Steensby Inlet Area. How will the IIBA address this?

<Documents\Hall Beach\HallBeachProjectCommittee_July 26, 2011> - § 1 reference coded [11.08% Coverage]

Reference 1 - 11.08% Coverage

they will try and protect the land, and give us full story of what they are doing, and ask for people to join them . When the shipping starts. It says in the summary they are going to start and IIBA will be planning too. QIA will join the ship to see the sea that they will use. It would be nice if we can have a say on our concern and ask them to do this and that.

Maybe in English it's monitoring, I think it's stated like that and that has to be included. It has to be in mitigation. We have to put more on the IIBA planning and we have to work hard for this.

<Documents\Igloolik\HallBeach_Igloolik BIMC Consultation_May 17, 2011> - § 1 reference coded [11.09% Coverage]

Reference 1 - 11.09% Coverage

We have a concern about the impact that this Project will have on our opportunities to develop a commercial fisheries in the Cockburn Lake and Steensby Inlet Area. How will the IIBA address this?

<Documents\Igloolik\IgloolikSiteTour_July 11, 2011> - § 1 reference coded [1.97% Coverage]

Reference 1 - 1.97% Coverage

The IIBA/MOU is actively being negotiated and benefits include training, employment and business opportunities.

<Documents\Kimmirut\KimmirutProjectCommittee_July 27, 2011> - § 1 reference coded [10.10% Coverage]

Reference 1 - 10.10% Coverage

If the ships start going back and forth, we will be affected in some way for sure, so if the IIBA can help us in some way, we have to think of ways to benefit.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 3 references coded [10.29% Coverage]

Reference 1 - 7.90% Coverage

Topic	Questions Posed	Main Comments
Contracting and employment, Financial participation	<p>How will QIA distribute the money it gets from the mine?</p> <p>How will GN allocate money? We want to hear from the GN to know what they are planning.</p> <p>What will be the best use for this money?</p> <p>Will there be monitoring to ensure that policies and best practices will be implemented?</p> <p>How will the IIBA be enforced? Will there be monetary penalties and if so who will receive them?</p> <p>Will there be equal job opportunities for women?</p> <p>What training opportunities are being offered in the near future?</p> <p>Will there be training for jobs like helicopter and airplane pilots, ship captains?</p>	<p>General principle: maximize Inuit benefits at every possible point, and over time.</p> <p>Targets for Inuit employment will be based on labour force availability, and set each year (i.e. Maximum Inuit Employment Goal—MIEG). Contractors are obliged to comply.</p> <p>The most affected communities should receive priority for all benefit – training, financial, employment and contracting.</p> <p>Makivik distributed money directly to communities [Raglan Mine]. QIA should do the same.</p> <p>It must be ensured that BIM meets obligations for Inuit employment and contracting. There has to be monitoring for training and employment.</p> <p>There is a special provision in the IIBA to encourage and support female employees.</p> <p>The IIBA also needs to support hunters. Not everyone wants a job at the mine.</p> <p>Training fund: training available for Inuit for any of the 400 to 450 jobs on site. Also, a management training program. Efforts will be made to offer training in Inuktitut. A training partnership has been formed, consisting of BIM, QIA, the federal government, and training institutions (e.g., Kakivak).</p> <p>Scholarships will be offered each year.</p> <p>Other incentives for young people to stay in school should be developed so they can get the good jobs at the mine.</p> <p>There must be recognition of skills and experience of Inuit without formal certification.</p> <p>All contracts are open to Inuit and give advantage to Inuit firms. (Preference for letting contracts: Baffin Inuit firms, Nunavut Inuit firms, non-Inuit firms.) There will be a business development fund, and assistance offered for the contract bidding process.</p> <p>Language use policy: signs and reading materials will be in Inuktitut and English. The use of Inuktitut on site is encouraged, as long as it does not impair safety; use of Inuktitut should increase over time. How the language policy works in practice needs to be monitored.</p> <p>Testing should be in offered in Inuktitut, and some people need oral tests.</p> <p>Country food needs to be offered at work sites.</p> <p>Managers need to understand Inuit culture.</p> <p>A review committee will be established to meet annually and review compliance with obligations and commitments in the IIBA and to discuss any issues.</p>

Reference 2 - 0.63% Coverage

The broad outline of financial participation in the IIBA was given. Details were not provided since negotiations are ongoing. This was intended for information purposes only and there was time allotted for further discussion.

Reference 3 - 1.76% Coverage

Topic	Questions Posed	Main Comments
IIBA - Land, Water, and Wildlife Community Wellness Fund	How will these programs and impacts be monitored? Who will be responsible for implementing?	Compensation has yet to be fully developed under the IIBA negotiation process Monetary compensation will not balance / offset the value of impacts on land, wildlife and socio-economics. There will be a community wellness fund established via the IIBA. It is supported by both QIA and BIMC. It can be accessed by communities to provide funding for local initiatives to deal with project effects (e.g., cultural programs, healing centres).

<Documents\Pond Inlet\PondInletProjectCommittee_August 3, 2011> - § 3 references coded [8.21% Coverage]

Reference 1 - 0.88% Coverage

IIBA - ISSUE OF COMPENSATION FOR HUNTERS RAISED.

Reference 2 - 2.46% Coverage

Member discusses IIBA RATIFICATION PROCEDURES and places emphasis on THOROUGH PRE-COMMUNITY CONSULTATIONS PRIOR TO IIBA RATIFICATIONS.

Reference 3 - 4.88% Coverage

Committee feels this issue should be ADDED UNDER CLOSING COMMENTS in order to better FACILITATE PROVISIONS CONTAINED IIBA DISCUSSIONS.

Member agrees that the issue of NORTH AND SOUTH BAFFIN BOUNDARIES BE ESTABLISHED PRIOR to full OPERATION OF THE MINE PROJECT.

<Documents\Pond Inlet\PondInletProjectCommittee_July 17, 2011> - § 1 reference coded [6.06% Coverage]

Reference 1 - 6.06% Coverage

Member: Requires clarification on the INPK (The Fund) of the IIBA, Soap stone issues. The Inuit Qaujimagatuqangit provisions of the IIBA and puts emphasis on the HERITAGE ISSUES concerning ARTIFACTS and the need to inform and educate mine staff on proper regulations concerning the issue of traditional items.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 4 references coded [2.68% Coverage]

Reference 1 - 1.61% Coverage

Article 26 of the NLCA; QIA presents the overview of IIBA process and contents.

Since 2006, QIA has held meetings with Baffinland on matters dealing with IIBA

QIA provides an overview of IIBA process and explains the process.

Negotiations with Baffinland are ongoing in terms of the IIBA process.

Environmental Aspects discussed

IIBA and Negotiation process defined, team members introduced.

Reference 2 - 0.27% Coverage

IIBA issues; Inuit participation in contracting should be increased.

Reference 3 - 0.52% Coverage

IIBA; Financial participations

QIA as landowner of surface rights will receive royalties.

IIBA; Financial participation

Reference 4 - 0.27% Coverage

Environmental section still requires negotiations - IIBA negotiations

<Documents\Pond Inlet\PondInletProjectCommittee_September 12, 2011> - § 1 reference coded [1.26% Coverage]

Reference 1 - 1.26% Coverage

Hunters while hunting should have access to gas, grub and a bed in the mine area, IIBA issue?

<Documents\Pond Inlet\PondInletProjectCommittee_September 13, 2011> - § 1 reference coded [11.38% Coverage]

Reference 1 - 11.38% Coverage

The Committee feels that they should get more information on the IIBA negotiations and the protocol on dispensing funds to the beneficiaries directly. There will be "substantial revenue will be paid to Inuit", how will that be handled? By whom and would there be criteria or eligibility in order to access that funds.

Since the funds arising from the IIBA will be directed at the Baffin as a whole, the North Baffin should be given more than anybody else as they will be most impacted by the project. Although, the IIBA negotiation team has mentioned that they will try to get more benefits to the north Baffin, it may not work or there will be objections to the set-up, so the best scenario may be to split Baffin with North Baffin as separate entity as it is now set-up.

<Documents\Pond Inlet\PondInletProjectCommittee_September 14, 2011> - § 1 reference coded [13.79% Coverage]

Reference 1 - 13.79% Coverage

Baffinland Iron Mines Corporation has send document "Predevelopment Work, August 2011" for the committee to review. This document is a proposal they wanted to do separate from the DEIS as it is for the shipping of equipment to Milne Inlet, Steensby Inlet and Mary River prior to the actual exploration of mine. It is expected that the vessels will be travelling through Pond Inlet 18-20 times per year. It also includes plans to build port and other infrastructure in Milne Inlet and Steensby Inlet. This type of proposal has never been pursued by the Nunavut Impact Review Board up to this date and the company is saying that if this proposal is not approved, the IIBA items that had been negotiated and approved will be delayed until the actual operation begins, but the committee feels this is just a pressure tactic of the company.

The committee (PIMRP) feels that the proposal should not even be review until Pond inlet gets some funds for the impact that they already had felt since the beginning of the BIMC started and put their feet on our land.

<Documents\Pond Inlet\PondInletProjectCommittee_September 22, 2011> - § 2 references coded [7.87% Coverage]

Reference 1 - 5.42% Coverage

Socioeconomics are a major issue for us on site – we are going to see some major impacts in our communities. We need to ensure that the IIBA addresses us.

Reference 2 - 2.45% Coverage

The IIBA needs to ensure that employees also come from the communities.

INVOLVING OTHER COMMUNITIES

<Documents\Arctic Bay\ArcticBayProjectCommittee_June 9, 2011> - § 1 reference coded [5.18% Coverage]

Reference 1 - 5.18% Coverage

Q: Are Repulse Bay and Salliq are part of the process?

A: Perhaps they should be but since they are not a part of QIA then he figured that maybe QIA should write a letter to the appropriate Inuit Organizations within their area to see if they have any concerns.

IQ & IQ STUDY

<Documents\Hall Beach\HallBeachProjectCommittee_July 26, 2011> - § 2 references coded [9.46% Coverage]

Reference 1 - 3.36% Coverage

IQ who is it for? For the Inuit or white people? We Inuit already know what it is and white people have to learn the IQ, they have to know what we Inuit Qaujimajatuqangit.

Reference 2 - 6.10% Coverage

If there is going to be IQ in ten years there it will be great, since they will not be working till they go to bed. There should be something that can give them time to do IQ like set up an open area for IQ since if they're just going to work there they will live like white people. At least a culture program.

<Documents\Igloodik\IgloodikProjectCommittee_September 15-21, 2011> - § 1 reference coded [1.48% Coverage]

Reference 1 - 1.48% Coverage

Do not agree with the statement where traditional knowledge is not transferred

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 3 references coded [9.47% Coverage]

Reference 1 - 0.37% Coverage

Although traditional knowledge is often collected, usually it is never integrated or implemented in any of the proposed action plans.

Reference 2 - 4.96% Coverage

Topic	Questions Posed	Main Comments
Impacts on Steensby and Milne Inlets	<p>Who will be responsible for mitigating long-term impacts?</p> <p>Are there comparable projects elsewhere?</p> <p>Is IQ knowledge applied or taken seriously when designing Project components or mitigation measures?</p> <p>What are the seasonal impacts?</p> <p>What will the impact be on sea ice and currents?</p> <p>Will there be compensation for impacts to marine mammals in Steensby Inlet? (There is no way to avoid impact.)</p> <p>Narwhal are sensitive to sound. How will the noise from the passage of frequent and year-round ships impact narwhal?</p> <p>How will we even know how many marine mammals are affected by noise and disturbance?</p> <p>How much study has been done on pollutants, dust and contaminants in this area? What are the impacts?</p> <p>Has there been any consideration of impacts on kelp?</p>	<p>There is a high level of concern regarding impacts to marine mammals in Steensby Inlet and along the entire shipping route. More research should be carried out. Specific concerns discussed include:</p> <p>Loading and off-loading ships in Steensby Inlet and the impact these activities will have on marine life.</p> <p>Impacts to seals and walrus, especially given that seals, bearded seals and walrus breed in the area in the springtime.</p> <p>The effects of shipping on landfast ice, and the resulting consequences for marine mammals.</p> <p>Disturbances along migratory routes for marine mammals and mortality issues.</p> <p>Food sources for marine mammals and contamination.</p> <p>Travel safety on ice during the winter, and in summer for people out in small boats.</p> <p>Noise from helicopters as well as ships.</p> <p>Compensation should be more than money for store bought-food. This diminishes harvesting and cultural activities; compensation should facilitate hunting (e.g. fuel, equipment).</p>

Reference 3 - 4.14% Coverage

Topic	Questions Posed	Main Comments
Social and cultural aspects (wellbeing, culture and harvesting)	If we can't hunt anymore, who are we as Inuit? How will people who choose not to work at the mine be supported? What is the community support fund? How does it work? Who will run it? Is there a separate fund available for healing? Will there be access to carving stone? What about crews from the ships? They could smuggle drugs or come to the communities. Will the snowmobile bridges across ship tracks work?	We have to know what the effects on our land and animals will be. The animals have to be protected. Things will never be the same. We are not trying to stop the Project, but we need to understand what it will mean. We need to do good planning. Communities want to participate in monitoring. This could create a different kind of employment for hunters; jobs that value their skills. The use of IQ must be recognized and enforced. Hunters are not being consulted. We know that there will be negative impacts in communities. We want to know how Baffinland, QIA, and the GN are planning. We want to hear from them. People need to learn how to manage money. Drug and alcohol counseling is needed. People need help. We need healing centres and programs on site and in the community (whether or not the project goes ahead) to help people with problems. Elders have to be involved. There needs to be a communication plan to tell people when the ship is passing.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_July 13-14, 2011> - § 1 reference coded [0.95% Coverage]

Reference 1 - 0.95% Coverage

Member: wants to ensure full community consultation and Inuit Qaujimajatuqangit to be more fully implemented since they have first hand knowledge of caribou areas.

<Documents\Pond Inlet\PondInletProjectCommittee_August 25, 2011> - § 1 reference coded [11.21% Coverage]

Reference 1 - 11.21% Coverage

Member: notes the lack of Inuit Qaujimajatuqangit (IQ) knowledge in the DEIS and mentions how seasonal winds can impact development areas and caribou habitats, stating this issue should be considered by BIMC and he also notes the lack of data concerning ocean currents and streams surrounding affected areas.

Member: supports these concerns and recommends implementation of IQ knowledge where applicable to all aspects of mine development and operations.

<Documents\Pond Inlet\PondInletProjectCommittee_July 17, 2011> - § 3 references coded [13.05% Coverage]

Reference 1 - 1.79% Coverage

Member: also asked exactly how the IQ provisions will be implemented and used at the camp?

Reference 2 - 6.19% Coverage

Member: touches on the issue of cross-cultural preparedness and discrimination based on race or sex; and asks why economic or compensation issues are not included in the IIBA; and the issue of artifacts and how to deal with the processes.

QIA: states the traditional uses are included under Inuit Qaujimajatuqangit.

Reference 3 - 5.06% Coverage

QIA: states that progress being made on item 4. There is work still to be done and notes that the Agreement In Principal has been signed and indicates that Inuit Qaujimajatuqangit is being reviewed and that Land, Water and Wildlife issues are being drafted.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 1 reference coded [1.19% Coverage]

Reference 1 - 1.19% Coverage

Cape Dorset delegation indicates that although mention of traditional Inuit knowledge is brought up it is usually never integrated or implemented in any if the proposed action plans and notes climate change along with wind and current (water) directions have changed for Cape Dorset in the past few years.

<Documents\Pond Inlet\PondInletProjectCommittee_September 15, 2011> - § 1 reference coded [7.95% Coverage]

Reference 1 - 7.95% Coverage

IQ on caribou migration and movement of caribou should be recognized and used as tool to mitigate the migration potential problem. Inuit in each of the Baffin communities know the land and they know where the caribou migrates and calve, they should be contacted and use their knowledge instead of relying on classroom education and the date that was used ten years ago.

MONITORING & RESEARCH

<Documents\Other Meetings\CommonConcerns_ShippingImpact_MarineMammals_July 5 and 13, 2011> - § 1 reference coded [7.21% Coverage]

Reference 1 - 7.21% Coverage

The sensitivity of monitoring programs for identifying population level changes and their cause(s) was not adequately described in the DEIS. Many impact predictions are uncertain, so heavy reliance may be placed on adaptive management to mitigate unforeseen effects. Consequently it is very important to understand whether monitoring programs would be able to detect change before serious population-level effects occur.

<Documents\Other Meetings\Interagency_BIMCWorkshop_July 12-14, 2011> - § 3 references coded [6.95% Coverage]

Reference 1 - 2.74% Coverage

There was a discussion on the benefits of a comprehensive monitoring program that meets the needs of all the parties being designed collaboratively prior to the completion of the FEIS. The monitoring and management plans should at a minimum identify what needs to be monitored and how, identify thresholds for intervention and describe the responsibilities of all parties.

Action:

It was agreed that a small core group be mandated, after the Technical Review, to work on an enhanced monitoring program, including thresholds for intervention.

Reference 2 - 2.94% Coverage

The reviewing parties all agreed that focused attention is required now to begin building a community-based monitoring program with feedback to management and thresholds for intervention. Given the challenges related to uncertainty, sensitivity to detect change, attribution and scale, a collaborative process drawing on the expertise of all parties is warranted. It was also noted that this topic is relevant to the IIBA that is currently under development. All parties agreed to the importance of continuing to collaborate and provide input into the development of a monitoring program.

Reference 3 - 1.26% Coverage

QIA, GN and AANDC will further discuss the elements of a monitoring program, including roles and responsibilities, an appropriate integrated structure, indicators and development timelines over the period of the Technical Review and come back to BIM.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 3 references coded [8.50% Coverage]

Reference 1 - 5.08% Coverage

Topic	Questions Posed	Main Comments
Fisheries	<p>Will there be preventative measures to protect lakes?</p> <p>How would the fish be moved?</p> <p>Will the downstream fish be affected?</p> <p>How will fish be monitored and how will the impacts be determined for compensation?</p> <p>Who will do the monitoring?</p> <p>How will sea bottom feeders be affected? (e.g. clams, shrimp)</p> <p>What will be the impact of dust on the local lakes and streams?</p> <p>What is habitat compensation (vs. monetary compensation)? What type of compensation would be made?</p> <p>What impact will there be from the explosives on nearby fish stocks?</p> <p>Will spill response materials be made available?</p> <p>Is it possible to re-route the railway so that it does not affect the good fishing lakes?</p>	<p>Most fish harvest for Igloolik comes from this area.</p> <p>The current commercial fish quota at Steensby Inlet is 40,000 pounds. Loss of quota is a concern.</p> <p>The lake is close to the railway, and that is one reason why the port site should be moved, since it will result in some change to the rail route.</p> <p>BIM said that they could move fish to another lake, but beneficiaries do not accept this mitigation, and don't believe it will work.</p> <p>Nothing was mentioned about impacts to landlocked char or trout.</p> <p>There is concern for the amount of dust that will be generated from the mining, railway and port site.</p> <p>There is concern about the effects of chemicals generated from explosives; impacts are unclear; the amount of explosives that will be used is also unknown.</p> <p>There is concern with what will happen during spring run-off, and the impact to water quality.</p> <p>Entire communities would require monetary compensation.</p> <p>Monitoring of fish and habitat should start before construction.</p> <p>Communities should monitor habitat compensation process and outcomes.</p> <p>If the fish are contaminated, people will get contaminated.</p>

Reference 2 - 3.05% Coverage

Topic	Questions Posed	Main Comments
Project timelines, Pre-construction staging	<p>Do we have support for the Project if the port site is moved to Nuvuiit?</p> <p>What effects will ammonium nitrate have on the environment and how will it be monitored?</p> <p>Where will the skidoo crossings be, and how many will there be?</p> <p>Can changes still be made to the project plans and designs?</p> <p>Will the security amount be enough if the mine is approved?</p> <p>Will the allocation of harvest quotas be affected by the Project?</p>	<p>Reference was made to Nanasivik and the impacts it had on the ecosystem (animals left area, contaminants found in marine mammals; also travel concerns, skidoos lost)</p> <p>There is concern about the use of ammonium nitrate.</p> <p>It was expressed by some that the Project development should be based on what QIA/Inuit want and not dictated by Baffinland.</p> <p>Concerns were expressed that everything seemed approved without community involvement, particularly the selection of the Steensby port site.</p> <p>Monitoring of wildlife before, during and after construction of the mine camps remains an important requirement.</p>

Reference 3 - 0.36% Coverage

It is critical to develop community-based monitoring. Inuit should do a lot of the monitoring, especially for wildlife and land.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_July 13-14, 2011> - § 3 references coded [2.94% Coverage]

Reference 1 - 1.74% Coverage

Member: wishes to ensure this. It is felt that aerial surveys are insufficient for monitoring caribou and asks for alternate methods that could be less costly and more effective.

It is recommended that a letter be drafted to Hamlet council of Pond Inlet to include Hamlet council representation.

Reference 2 - 0.57% Coverage

Recommendation: to continue monitoring all animals species around the proposed mine site annually.

Reference 3 - 0.64% Coverage

Monitoring issues should be done on annual basis and this advisory committee should be consulted at all times.

<Documents\Pond Inlet\PondInletConsultationonCaribou_TerrestrialImpacts_QIANotes_July 13-14, 2011> - § 1 reference coded [10.60% Coverage]

Reference 1 - 10.60% Coverage

There was a call for continuing monitoring of caribou and other wildlife (including fish, marine mammals) as the mine begins, including construction;
Pond Inlet wants to be directly involved in the monitoring, and liked the idea about a monitoring agency to oversee the project;
No aerial surveys should be conducted for caribou monitoring, but there were no ideas of how monitoring could effectively occur;
The Committee wanted a monitor on site at all times to, among other things, monitor that rules about aircraft flight heights and disturbance are followed; this monitor should be around when the rail road was being constructed as well;

<Documents\Pond Inlet\PondInletProjectCommittee_August 25, 2011> - § 2 references coded [6.81% Coverage]

Reference 1 - 4.86% Coverage

Member: informs the committee regarding recommendations received from MRP workshop that allows provisions for community based monitoring surrounding the mine development, construction and operations.

Reference 2 - 1.95% Coverage

Community-based monitoring is highly supported by Pond Inlet review committee.

<Documents\Pond Inlet\PondInletProjectCommittee_August 3, 2011> - § 3 references coded [18.22% Coverage]

Reference 1 - 10.70% Coverage

Member raises CONCERN on SHIPPING TRAFFIC AND POSSIBLE EFFECTS ON NARWHALS and requests that this is added in the topic under Environmental Assessment and RECOMMENDS OUTSIDE MONITORING of SHIPPING TRAFFIC in the area.

Member agrees with monitoring and RECOMMENDS ONGOING MONITORING OF AFFECTED SPECIES such as SEALS and NARWHALS and how their populations will be impacted due to ship traffic, and that this be included under Environmental Assessment.

Also RECOMMENDS AERIAL SURVEYS AROUND THE AFFECTED areas and this be ongoing and compared to IQ (Inuit Qaujimajatuqangit).

Reference 2 - 3.68% Coverage

Member SUGGESTED MONITORING also be done on FISH POPULATIONS in order to determine FISHERIES COMPENSATIONS.

Member states that \$30,000.00 is lost per person in regards to LOSS OF FISHING ACTIVITIES.

Reference 3 - 3.83% Coverage

Member RECOMMENDS ANIMAL MONITORING be included in this topic.

Member RECOMMENDS outside MONITORING on PROJECT SITE. MONITORING on ALL ASPECTS of the Mary River Project HIGHLY STRESSED BY THIS COMMITTEE.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 7 references coded [1.89% Coverage]

Reference 1 - 0.19% Coverage

Monitoring issues, who and what will be involved.

Reference 2 - 0.21% Coverage

-Monitoring issues remain a high concern and priority

Reference 3 - 0.47% Coverage

It is mentioned that Baffinland will have to put together a caribou monitoring system in place around developed areas.

Reference 4 - 0.46% Coverage

-Monitoring of different animal species remain a high concern before, during and after construction of the mine camps.

Reference 5 - 0.19% Coverage

Community based monitoring system recommended.

Reference 6 - 0.08% Coverage

-Monitoring issues

Reference 7 - 0.29% Coverage

Monitoring issues in all aspects is a major concern around the communities.

<Documents\Pond Inlet\PondInletProjectCommittee_September 12, 2011> - § 1 reference coded [9.22% Coverage]

Reference 1 - 9.22% Coverage

Community Based Monitoring

As a result of our previous meeting, we wrote to QIA Project coordinator, with copies to QIA Executive that our committee strongly recommends that the community based monitoring should be implemented as soon as possible. The hunters and beneficiaries with participation from QIA staff will have better autonomy in monitoring measures prior to the start up of the project and during the life of the mining in Mary River.

One of the heads of the consultant teams had mentioned that this is a good idea and that other community has enquire about the same measure, consultant team and QIA staff are now in the process of how this could be implemented.

<Documents\Pond Inlet\PondInletProjectCommittee_September 13, 2011> - § 2 references coded [7.19% Coverage]

Reference 1 - 1.66% Coverage

Monitoring – what would be the basis for monitoring - what and which impact(s) would be considered “serious”?

Reference 2 - 5.53% Coverage

Iqaluit, the capital city of Nunavut will be most impacted on social issues as it will be the ‘hub’ for airlines, businesses and employees, how will the monitoring of social problems issues be dealt with in the capital? It is now known that whenever social issues arise in Iqaluit, the surrounding communities are affected such as alcohol bootleggers sell them to communities.

<Documents\Pond Inlet\PondInletProjectCommittee_September 15, 2011> - § 1 reference coded [5.99% Coverage]

Reference 1 - 5.99% Coverage

Commercial fishing will be impacted as it is expected that the lakes in the whole region will be contaminated on the long-term.

Monitoring programs and compensation schemes should be implemented as soon as possible before the “predevelopment work” has started or approved.

<Documents\Pond Inlet\PondInletProjectCommittee_September 22, 2011> - § 2 references coded [12.49% Coverage]

Reference 1 - 9.04% Coverage

The dust created from the project is going to have an impact on vegetation and water and we are concerned about this. How will they lessen this?

How will the dust be monitored? If the animals are impacted from the dust then so will we as Inuit as we eat them.

Reference 2 - 3.45% Coverage

What are the impacts to birds from the contaminated vegetation from dust? How will we monitor that?

OPERATIONS

<Documents\Arctic Bay\ArcticBayProjectCommittee_June 9, 2011> - § 1 reference coded [13.37% Coverage]

Reference 1 - 13.37% Coverage

Q: Why are the number of years the mine will be opened declining? When they first announced it, they had said it would be open for a hundred years and now it's down to 21 years. Also why will the Committee only be in function during the start of the mining process; the Committee should run throughout the mining process.

A: Each of the deposits have a certain number of years in which they will be worked on. Deposit 1 has a projected life of 21 years, the other deposits will be worked on in the future. This Committee is set to be in function only in the beginning, however maybe there will be other committees that will look after it once the Mine is up and running.

<Documents\Arctic Bay\ArcticBaySiteTour_QIANotes_July 9, 2011> - § 1 reference coded [4.12% Coverage]

Reference 1 - 4.12% Coverage

Committee: Are all of the ore deposits of high grade material?

BIM: We will need to conduct additional delineation drilling to map the ore bodies to determine its grade.

<Documents\Hall Beach\HallBeachSiteTour_QIANotes_July 27, 2011> - § 2 references coded [5.25% Coverage]

Reference 1 - 4.14% Coverage

Committee: Are people staying in the pre-staging camps right now?

BIM: No, these camps have not arrived on site yet. These camps will not be occupied until 2013 and will be trailer camps like Milne Inlet.

Reference 2 - 1.11% Coverage

Committee: Will remaining ore be shipped out?

BIM: Yes.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.74% Coverage]

Reference 1 - 0.74% Coverage

Topic	Questions Posed	Main Comments
Current operations	Will the dust from Mary River affect the wildlife and caribou? Has the water quality at Mary River been affected?	The current footprint of project operations at Mary River, Milne and Steensby was outlined.

<Documents\Pond Inlet\PondInletProjectCommittee_September 14, 2011> - § 1 reference coded [13.79% Coverage]

Reference 1 - 13.79% Coverage

Baffinland Iron Mines Corporation has send document "Predevelopment Work, August 2011" for the committee to review. This document is a proposal they wanted to do separate from the DEIS as it is for the shipping of equipment to Milne Inlet, Steensby Inlet and Mary River prior to the actual exploration of mine. It is expected that the vessels will be travelling through Pond Inlet 18-20 times per year. It also includes plans to build port and other infrastructure in Milne Inlet and Steensby Inlet. This type of proposal has never been pursued by the Nunavut Impact Review Board up to this date and the company is saying that if this proposal is not approved, the IIBA items that had been negotiated and approved will be delayed until the actual operation begins, but the committee feels this is just a pressure tactic of the company.

The committee (PIMRP) feels that the proposal should not even be review until Pond inlet gets some funds for the impact that they already had felt since the beginning of the BIMC started and put their feet on our land.

OTHER IMPACTS FROM MARY RIVER

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 3 references coded [6.32% Coverage]

Reference 1 - 3.17% Coverage

Member – When I was a young man our weather was really cold not like today. And there would be more ice on the ocean. There is a saying we will never see the winter in the future. Old ice are melting we don't see them as much and they don't rise from the bottom anymore due to climate change. Our animals will move to a colder place and for sure our animals will change. Since our ocean water will be warmer. And the ones with fur will have less fur in them.

QIA – Question – Is Mary River pollution is going to increase the climate change?

Member – when you are in south when its really hot you can see the wave of the hot air. Our land is never the same, at times we have lots of snow and at times we have less snow, we will have to keep an eye on this one.

Reference 2 - 2.04% Coverage

Member – soil was studied and from the studies they are saying not much planting area and that in studies it says there is not much, not enough food for the animals. This is life in high arctic we live on what we have, we try and survive on what is there. And from the soil that is much under it is permafrost and it's not deep to dig it. And if they are going to dig deep they are going to impact it. If they are going to use the land to make the roads they will have to scrape it not dig it.

Reference 3 - 1.11% Coverage

Member – I am going back to climate change when they do a study they use the pounce to check the pollution for green house emissions, since it will go to our air and how is it going to impact the permafrost I like to know how many inches permafrost is going to be less?

<Documents\Igloodik\IgloodikProjectCommittee_September 15-21, 2011> - § 2 references coded [4.01% Coverage]

Reference 1 - 1.70% Coverage

Human Health and Well-being

We need to look at this tab more closely and not in a rush it.

Reference 2 - 2.31% Coverage

Mitigation measure for a reduction in public service in the communities is the setup of a training program for hamlet workers.

<Documents\Other Meetings\Interagency_BIMCWorkshop_July 12-14, 2011> - § 1 reference coded [1.05% Coverage]

Reference 1 - 1.05% Coverage

There was discussion on the treatment of sea ice in the DEIS and the lack of differentiation from a habitat perspective. There was further discussion on working with a 30-year standard for sea ice data series.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.65% Coverage]

Reference 1 - 0.65% Coverage

- Impacts
 - Social/ Cultural
 - Loss of hunting
 - Impact on traditional culture
 - Land
 - Communities
- Family problems with shift work
 - extra money

<Documents\Pond Inlet\PondInletProjectCommittee_September 12, 2011> - § 2 references coded [19.36% Coverage]

Reference 1 - 9.61% Coverage

Since the airlines will be travelling from Ottawa and Iqaluit to Mary River, this may not be a too much of a concern at this time, however since the north has the better air quality and environment than south there are a lot of southern people who are just waiting for opportunity to move north and this should be taken into consideration for a long-term impact. The Committee discussed the

previous developments in the region and how it had impacted the quality of life within the community and added social problems that had come along with them.

Government devolutions will be experienced as the population grows and the mine will probably result in Government service personnel increase in the long-term.

Reference 2 - 9.75% Coverage

Employees in the mine should be returned back to their respective community instead of going to bigger centres like Iqaluit for shopping. Since the start-up of Mary River, employees were allowed to go any place where they want to go and this practice had seen increased in drug and alcohol related accidents and social problems because when a mine employee finishes his/her shift they go to Iqaluit to shop for alcohol and drugs then go back to their community with supplies, this has created social problems. The Health centre has experienced increased social problem. We were ensured that this practice is no longer allowed, mine employees are now restricted to go any other place other than their respective community.

<Documents\Pond Inlet\PondInletProjectCommittee_September 15, 2011> - § 1 reference coded [1.27% Coverage]

Reference 1 - 1.27% Coverage

Will impact majority of habitat both on the land and sea.

POWER GENERATION

<Documents\Arctic Bay\ArcticBaySiteTour_QIANotes_July 9, 2011> - § 1 reference coded [6.85% Coverage]

Reference 1 - 6.85% Coverage

Committee: I haven't seen any plans for hydro – is this in the plans?

BIM: The mining of the first deposit will be conducted using diesel-generated power. An environmental assessment to permit hydro power. Over all it is better to use hydro but initially diesel will need to be used.

SOAPSTONE AT MARY RIVER

<Documents\Arctic Bay\ArcticBaySiteTour_QIANotes_July 9, 2011> - § 1 reference coded [2.44% Coverage]

Reference 1 - 2.44% Coverage

Committee: Where is the soapstone quarry?

BIM: The location was shown on the map across Mary River.

<Documents\Igloodik\IgloodikSiteTour_July 11, 2011> - § 1 reference coded [1.70% Coverage]

Reference 1 - 1.70% Coverage

Committee: Will communities have access to soapstone quarry?

BIM: Yes – it is within the IIBA.

<Documents\Pond Inlet\PondInletProjectCommittee_July 17, 2011> - § 1 reference coded [3.02% Coverage]

Reference 1 - 3.02% Coverage

Member: raises concern on the availability of soapstone on the site and what steps can be taken to facilitate the supply of soap stone to local carvers.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 1 reference coded [1.29% Coverage]

Reference 1 - 1.29% Coverage

Topics in this discussion include concerns relating to Socio-economics, education and training initiatives.

- Community wellness programs/ funds
- Social aspects
- Possible increase use of drugs and alcohol
- Impacts on harvesting activities
- Provisions for soapstone accessibility
- The need for chapel services/ clergy

<Documents\Pond Inlet\PondInletSiteTour_QIANotes_July 8, 2011> - § 1 reference coded [2.15% Coverage]

Reference 1 - 2.15% Coverage

Committee: Will Inuit be able to access the soapstone quarry?

BIM: The IIBA addresses this.

SPILLS, CONTAMINATION, POLLUTION

<Documents\Cape Dorset\CapeDorsetConsultationonMarineMammals_Shipping_QIANotes_July 14-15, 2011> - § 1 reference coded [5.24% Coverage]

Reference 1 - 5.24% Coverage

The Committee expressed strong concern that ship accidents might cause spills that affect the marine environment. They were concerned in particular that local birds might be affected by oil if a spill occurred, and that a spill might affect the organisms that birds and mammals eat. There are strong currents in the Cape Dorset area that may spread oil quickly if there is a major spill. They wanted communities along the shipping route to be provided with cleaning equipment and training in its operation so clean-up operations could begin immediately in the event of a spill. They did not want to have to wait for equipment to arrive from other areas, and wondered whom to contact if they find oiled birds.

<Documents\Hall Beach\HallBeachProjectCommittee_September 12, 2011> - § 3 references coded [6.21% Coverage]

Reference 1 - 1.93% Coverage

QIA – Mary River's land is not flat and when the snow melts the dust will just drain away and the iron dust will just drain away to the lakes where there is fish, and not just the iron dust all the other dust too. It will also rain and that will drain to the lakes and rivers.

Member – it will impact the great lake of Angijujualuk since that lake has river to Ikpikitujuk, Tariuja, and from there to Milne Inlet, to Arctic Bay Ocean, and to the Iqalugasukvik.

Reference 2 - 3.17% Coverage

Member – When I was a young man our weather was really cold not like today. And there would be more ice on the ocean. There is a saying we will never see the winter in the future. Old ice are melting we don't see them as much and they don't rise from the bottom anymore due to climate change. Our animals will move to a colder place and for sure our animals will change. Since our ocean water will be warmer. And the ones with fur will have less fur in them.

QIA – Question – Is Mary River pollution is going to increase the climate change?

Member – when you are in south when its really hot you can see the wave of the hot air. Our land is never the same, at times we have lots of snow and at times we have less snow, we will have to keep an eye on this one.

Reference 3 - 1.11% Coverage

Member – I am going back to climate change when they do a study they use the pounce to check the pollution for green house emissions, since it will go to our air and how is it going to impact the permafrost I like to know how many inches permafrost is going to be less?

<Documents\Igloodik\IgloodikProjectCommittee_May 18 2011> - § 1 reference coded [6.51% Coverage]

Reference 1 - 6.51% Coverage

What will the water quality be like from the mining, railway and shipping activities. It will change our water and our health.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 1 reference coded [5.08% Coverage]

Reference 1 - 5.08% Coverage

Topic	Questions Posed	Main Comments
Fisheries	<p>Will there be preventative measures to protect lakes?</p> <p>How would the fish be moved?</p> <p>Will the downstream fish be affected?</p> <p>How will fish be monitored and how will the impacts be determined for compensation?</p> <p>Who will do the monitoring?</p> <p>How will sea bottom feeders be affected? (e.g. clams, shrimp)</p> <p>What will be the impact of dust on the local lakes and streams?</p> <p>What is habitat compensation (vs. monetary compensation)? What type of compensation would be made?</p> <p>What impact will there be from the explosives on nearby fish stocks?</p> <p>Will spill response materials be made available?</p> <p>Is it possible to re-route the railway so that it does not affect the good fishing lakes?</p>	<p>Most fish harvest for Igloolik comes from this area.</p> <p>The current commercial fish quota at Steensby Inlet is 40,000 pounds. Loss of quota is a concern.</p> <p>The lake is close to the railway, and that is one reason why the port site should be moved, since it will result in some change to the rail route.</p> <p>BIM said that they could move fish to another lake, but beneficiaries do not accept this mitigation, and don't believe it will work.</p> <p>Nothing was mentioned about impacts to landlocked char or trout.</p> <p>There is concern for the amount of dust that will be generated from the mining, railway and port site.</p> <p>There is concern about the effects of chemicals generated from explosives; impacts are unclear; the amount of explosives that will be used is also unknown.</p> <p>There is concern with what will happen during spring run-off, and the impact to water quality.</p> <p>Entire communities would require monetary compensation.</p> <p>Monitoring of fish and habitat should start before construction.</p> <p>Communities should monitor habitat compensation process and outcomes.</p> <p>If the fish are contaminated, people will get contaminated.</p>

<Documents\Pond Inlet\PondInletProjectCommittee_June 23, 2011> - § 1 reference coded [3.49% Coverage]

Reference 1 - 3.49% Coverage

Will the project affect the lakes, rivers?

Last time during the 2008/09 bulk sample program Baffinland had to transport water to Milne Inlet because the river was unsafe to drink.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 2 references coded [0.45% Coverage]

Reference 1 - 0.27% Coverage

coastal organisms, seabed spills are a high concern-MAJOR FOOD SOURCE

Reference 2 - 0.18% Coverage

-spill response materials to be made available

<Documents\Pond Inlet\PondInletSiteTour_QIANotes_July 8, 2011> - § 1 reference coded [4.95% Coverage]

Reference 1 - 4.95% Coverage

Committee: Where does the sewage go?

BIM: Sewage is treated and pumped into ponds where testing and further treatment is done. Effluent is not discharge into the lake until water license requirements are met.

TOWN SITE

<Documents\Hall Beach\HallBeachProjectCommittee_September 13, 2011> - § 2 references coded [6.98% Coverage]

Reference 1 - 5.77% Coverage

Member – Leaving your family for work. I am working at the Frantic for so many years and a lot of white people break up with their spouse that has kids too. This will be the issue for Mary River since they just want to be a work place.

Member – Families will fall apart and there are going to be some issues and how are we going to make this better? There will have to be a social worker here for them to go to. No one will ever say when they work for so long and when they come back and say here is the money I have been working you can go get some. That will never happen. 2 weeks in 2 weeks out is ok but they will want to work longer and that will be an issue. They will eventually live like white people and separated families.

Reference 2 - 1.21% Coverage

Employee's family will have to be notified that they will live alone for a long time looking after kids and all. And the impact will be less if we do this.

<Documents\Igloodik\IgloodikProjectCommittee_September 15-21, 2011> - § 2 references coded [3.92% Coverage]

Reference 1 - 2.42% Coverage

Concerning life Do you think it be best for the employees to come home and go back to work and not have Mary River as a community?

Reference 2 - 1.50% Coverage

Baffinland should investigate homes on site so people can go home every evening.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.34% Coverage]

Reference 1 - 0.34% Coverage

There should be a community on site so people can go home at night and families can stay together. Nanisivik had a school.

<Documents\Pond Inlet\PondInletProjectCommittee_September 13, 2011> - § 1 reference coded [3.32% Coverage]

Reference 1 - 3.32% Coverage

Employees with families should be given an option to be able to move to the mine if they are planning to work at the mine for long period of time. If they were allowed the mine may be able to keep same employees consistently.

TRADITIONAL USE OF MARY RIVER

<Documents\Arctic Bay\ArcticBaySiteTour_QIANotes_July 9, 2011> - § 1 reference coded [3.83% Coverage]

Reference 1 - 3.83% Coverage

Committee: Will we be allowed to come and hunt on the mine site?

BIM: The DEIS clearly states that access would be given in terms of accommodations and fuel.

<Documents\Igloodik\IgloodikSiteTour_July 11, 2011> - § 1 reference coded [3.83% Coverage]

Reference 1 - 3.83% Coverage

Committee: Will community members be allowed to hunt at camp?

BIM: Community members who are at camp to work will not be allowed to hunt or fish. If they are here on their time off, then yes they can hunt and fish.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.18% Coverage]

Reference 1 - 0.18% Coverage

-Issues of hunting and harvesting activities

<Documents\Pond Inlet\PondInletProjectCommittee_September 14, 2011> - § 1 reference coded [2.71% Coverage]

Reference 1 - 2.71% Coverage

For the hunter, with all the infrastructures and people in the region it will not be ideal area for hunting. There will no longer be clean water and environment to be sustainable, both for human and wildlife.

TRANSLATING

<Documents\Igloodik\IgloodikProjectCommittee_May 18 2011> - § 1 reference coded [9.33% Coverage]

Reference 1 - 9.33% Coverage

The translation of information or presentations that are provided to us by the Company are just translated and not interpreted so it is difficult for us to understand the concepts.

<Documents\Igloodik\IgloodikSiteTour_July 11, 2011> - § 1 reference coded [3.09% Coverage]

Reference 1 - 3.09% Coverage

Committee: Will the orientation/safety programs be translated and conducted in Inuktitut?
BIM: No, but they should be and this is something that that BIM has to work towards.

<Documents\Other Meetings\QIAMaryRiverProjectWorkshopSummary_August 8-12, 2011> - § 3 references coded [1.17% Coverage]

Reference 1 - 0.17% Coverage

Unilingual Inuktitut speakers should be able to work on site.

Reference 2 - 0.77% Coverage

Language use policy: signs and reading materials will be in Inuktitut and English. The use of Inuktitut on site is encouraged, as long as it does not impair safety; use of Inuktitut should increase over time. How the language policy works in practice needs to be monitored.

Reference 3 - 0.23% Coverage

Currently signs are not translated. Inuktitut speaking was not allowed on the radio.

<Documents\Pond Inlet\PondInletProjectCommittee_QIAWorkshopSummary_August 8-12, 2011> - § 1 reference coded [0.75% Coverage]

Reference 1 - 0.75% Coverage

Baffinland and QIA support the use of the Inuktitut language in the workplace documentation will be available in Inuktitut.

Publications and notices will also be available in Inuktitut.