

**Table 1.0:** Information Requests (IRS)/Comments that the NWB Require BIMC to Address

Intervener	IR/Comment No.																						
AANDC	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	22	23	24	27	28	Annex A
CTA	1	2																					
DFO	7.12	7.13																					
EC	11	12	21	22	23	24a	24b	25	26	27	28a	28b	28c	28d	28e	29	31	32	33				
GN	26	32																					
NRCAn	1*	2*	1 <sup>#</sup>	2 <sup>#</sup>																			
QIA	F-23																						
TC	1																						

### **Acronyms**

AANDC: Aboriginal Affairs and Northern Development Canada

BIMC: Baffinland Iron Mines Corporation

CTA: Canadian Transportation Agency

DFO: Fisheries and Ocean Canada

EC: Environment Canada

GN: Government of Nunavut

NWB: Nunavut Water Board

NRCAn: Natural Resources Canada

QIA: Qikiqtani Inuit Association

TC: Transport Canada

### **Notes**

See table 1-1 for the description of the IRS highlighted "Yellow"

"\*"signifies IRs in NRCAn submission addressed to the NIRB

"#"signifies NRCAn submission addressed to the NWB

**Table 1-1:** Description of Comments/IRS Highlighted "Yellow" in Table 1.0

Intervener	IR No.	IR/Comment
CTA	1	BIMC had committed to providing additional information in the FEIS regarding the manner in which it would deploy resources to respond to spills of contaminants or fuel from derailments of trains given the remoteness of the project site and the constraints which the high Arctic climate can pose. In their response to this earlier request, BIMC indicated they "would draw from the experience gained at ArcelMittal's Mount Wright-Port Cartier railway operations in finalizing the Emergency Response Plan for railway operations". This information was not found.
CTA	2	<p>Although the number of trains travelling the proposed railway line will be limited in comparison to the main lines of major railway carrier, a considerable portion of the railway line would be in close proximity to large water bodies. As was explained in the CTA's review of the draft EIS, deploying outside resources, such as drawing upon firms specialized in emergency response, in a timely manner may often be difficult given the project's remoteness. Maintaining trained teams of BIMC employees prepared to intervene rapidly and effectively despite the fact that these teams will have limited experiences upon which to draw compared to a major railway carrier may also add to the difficulty of rapidly responding to spills.</p> <p>The proponent is therefore requested to provide such a discussion of it will take into account the project's remoteness and the rigorous meteorological conditions in its Emergency Response Plan.</p>
TC	1	David Hohnstein letter dated March 2, 2012 regarding the "Yellow" highlighted items still not resolved by Baffinland Iron Mines Corp- The due date was March 9, 2012. We are looking forward to resolution of Item 295, as it is still not addressed.