



# **NIRB Public Meetings Summary Report**

**(Nunavik, Northern Quebec)**

Part 5 Review of

Baffinland Iron Mines Corporation's

**Mary River Project**

**(NIRB File No.: 08MN053)**



**December 2009**

**Nunavut Impact Review Board**

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## Acknowledgments

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### ACKNOWLEDGEMENTS

The Nunavut Impact Review Board (NIRB) would like to thank all those who participated in the recent public meetings held in various northern villages in the Nunavik region, Northern Quebec, as part of the NIRB's Part 5 Review of Baffinland Iron Mines Corporation's Mary River project proposal. The meetings were successful owing to the participation and assistance of local organizations and community members. The NIRB especially thanks the elders who actively participated, sharing their concerns about the project and their knowledge about the region with the NIRB staff and other meeting participants. The input from these public meetings assisted the Board in finalizing the NIRB's Environment Impact Statement Guidelines for this project.

The NIRB would also like to take this opportunity to thank Makivik Corporation for the assistance provided to the Board's staff in ensuring these meetings were a success!

Sincerely,



Stephanie Autut

Executive Director, NIRB

### 1.0 INTRODUCTION

#### 1.1 Outline of the Mary River Project

Baffinland Iron Mines Corporation's (Baffinland or the Proponent) proposed Mary River project (the Project) is located on Baffin Island, located approximately 160 kilometres (km) south of Pond Inlet and 1000 km northwest of Iqaluit. This project involves the construction, operation, closure, and reclamation of an 18 million tonne-per-annum (Mt/a) open pit iron mine. High-grade iron ore will be mined and processed using conventional crushing and screening methods. A railway system will transport the ore approximately 143 km from the mine site to an all-season deep-water port and ship loading facility at Steensby Inlet, where the ore will be loaded into ore carriers for overseas shipment through Foxe Basin and Hudson Strait. Year round shipping will be undertaken with a fleet of cape-sized ore carriers with the capacity to break ice, while additional non-icebreaking ore carriers and conventional ships will be used during the open water season.

The Project proposes the following major phases (as per Baffinland's March 2008 Project Development Proposal, and September 2009 Project Description update):

- 1) **Pre-construction staging:** Positioning of construction materials
- 2) **Construction phase:** Anticipated to be approximately 4 years
- 3) **Operation phase:** Anticipated to be 21 years, subject to additional exploration results
- 4) **Closure and reclamation phase:** Closure phase expected to be 3 years, followed by a minimum of 5 years of post-closure environmental monitoring

The proposed major project components and associated project activities include:

- 1) Iron ore mine at Mary River.
- 2) Railway transportation of iron ore from Mary River mine site to Steensby Inlet all-season sea port.
- 3) Open water shipping into Milne Inlet, through Eclipse Sound and Pond Inlet, via Baffin Bay and Davis Strait from southern Canada.
- 4) Transportation of supplies and materials from Milne Inlet via the Milne Inlet Tote Road to Mary River.
- 5) Operation of all-season sea port at Steensby Inlet.
- 6) Year round shipping (including ice breaking) at Steensby Inlet sea port through Foxe Basin and Hudson Strait to southern Canada and Europe.
- 7) Air transportation.

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8) Ongoing geotechnical exploration.

All information pertaining to the Mary River Project proposal can be accessed from the NIRB's ftp site at the following link:

[http://ftp.nirb.ca/REVIEWS/CURRENT\\_REVIEWS/08MN053-BAFFINLAND\\_MARY\\_RIVER/](http://ftp.nirb.ca/REVIEWS/CURRENT_REVIEWS/08MN053-BAFFINLAND_MARY_RIVER/)

### 1.2 Brief File History

On March 20, 2008 Baffinland submitted its Mary River project proposal to the NIRB, Nunavut Water Board and Nunavut Planning Commission (NPC). On April 30, 2008, the NIRB received a positive conformity determination from NPC for the Project in relation to the North Baffin Regional Land Use Plan (NBRLUP). The conformity determination also contained the provisions set forth in sections 3.5.11 and 3.5.12 of Appendix C of the NBRLUP, regarding the requirement for a joint public review by the NIRB and the NPC which would address the prospective transportation corridor proposed by the Project's railway routing and associated access roads.

The NIRB screened the Project in accordance with Part 4 of Article 12 of the Nunavut Land Claims Agreement (NLCA), and on June 27, 2008 issued a screening decision to the Minister of Indian and Northern Affairs Canada (INAC), recommending a review under Part 5 or 6 of Article 12 of the NLCA. Pursuant to Section 12.4.7 of the NLCA, on February 11, 2009 the Minister of INAC referred the Project to the NIRB for a review of the ecosystemic and socio-economic impacts under Part 5 of Article 12 of the NLCA. On the same day, the NIRB distributed the Minister's letter and commenced the Part 5 Review of the Mary River Project.

### 1.3 Objectives of NIRB's Public Meetings in Nunavik

Pursuant to the review process as set out in Part 5 of Article 12, of the NLCA, the NIRB will:

- Assess the ecosystemic and socio-economic impacts of proposed project;
- Gauge and define the extent the impacts will have on regions and communities; and
- Determine, on the basis of its review, whether the proposed Project should proceed, and if so, under what terms and conditions, and then report its determination to the Minister.

The first step in the NIRB's Part 5 Review process is to scope the Project proposal and the potential impacts associated with the development of the Project. This process aims to identify those components of the biophysical and socio-economic environment that may be impacted by the Project and/or for which there is public

## Introduction

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concern.

In his letter to NIRB, the Minister of INAC highlighted concern of potential impact in adjacent jurisdictions:

*Year-round shipping involving seasonal ice breaking at the rate proposed by the proponent is unprecedented in the North... Since the parties in adjacent jurisdictions might potentially be affected by the Proposal, I request the Board to encourage the participation of these groups in the review.*

In light of the potential for transboundary impacts and the Minister's subsequent direction, the NIRB included organizations in adjacent jurisdictions (Makivik Corporation, Kativik Environmental Quality Commission, etc.) in its distribution list since the beginning of Part 4 Screening of the project proposal. Pursuant to discussions between the NIRB and Makivik Corporation, the northern villages which might potentially be impacted by the proposed shipping activities through Hudson Strait were identified and were included in these Nunavik public information meetings.

These public meetings held by the NIRB staff are an essential component of the NIRB's review process. Through the public information meetings, the NIRB collected and categorized comments, concerns, and traditional and local knowledge received from members of the potentially affected communities, related to the project proposal, with a focus on the year round shipping component. Issues and concerns raised at the public meetings in Nunavik, combined with the input from members of the Nunavut Settlement Area have greatly assisted NIRB in its development of project specific guidelines to be issued to the Proponent for its preparation of an Environmental Impact Statement (EIS) for the Project.

## 2.0 NIRB PUBLIC MEETINGS

### 2.1 Overview of Public Meetings in Nunavik

The NIRB conducted public consultation and information meetings in seven communities identified by Makivik Corporation as being potentially impacted by the Project, specifically the proposed year round shipping through Hudson Strait. The public meetings were held from September 14 to September 20, 2009 in seven villages of Nunavik Region: Puvirnituk, Inukjuak, Akulivik, Ivujivik, Salluit, Kangiqsujuaq and Quaqtaq. In addition to the NIRB staff, Indian and Northern Affairs Canada was represented by Margaux Brisco, who acted as an observer for the department for all scheduled public meetings.

### 2.2 Setup of NIRB Public Meetings

Prior to the scheduled dates, the NIRB advertised the meeting schedule in *Nunatsiaq News*, followed by emailing and faxing the meeting posters to the villages. In addition, the NIRB announced the meeting venues one week prior to the schedule via the local radio station. Upon arrival in each community, the NIRB staff visited local organizations (Northern Village, Hunters Support Program, elementary and high schools, and landholding corporations) to inform public members of the upcoming meetings and ensured that the radio announcements were made again. The only exceptions were Kangiqsujuaq and Quaqtaq, where the radio stations were closed on the weekend and most businesses were closed. Flyers were also distributed to local stores and organizations prior to the meeting to ensure public awareness of the meeting.

To facilitate a better understanding of the Project and the NIRB's Review process, a Power Point presentation was delivered at each public meeting, which included an overview of the Project proposal, the NIRB's environmental assessment process and environmental factors which may be potentially impacted by the Project. The NIRB presentation was delivered in English, with simultaneous interpretation into the regional dialect of Inuktitut. Hardcopies of the Power Point presentation were provided in three languages (English, Inuktitut and French), along with maps indicating the proposed shipping route in the Hudson Strait. At the end of the presentation, the attendees were given an opportunity to voice their concerns and to ask questions. During the public meetings, the public was encouraged to comment on the proposed project, potential environmental impacts, and any concerns related to the Project. Both written and verbal comments were accepted at the public meetings and were recorded by the NIRB staff members.

### 2.3 Meeting Materials



## **NIRB Public Meetings**

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At each public meeting, the following materials were provided and available for public review:

- The NIRB's presentation (in English, French and Inuktitut)
- Minister of INAC letter to NIRB regarding the Review of the Mary River Project, dated February 11, 2009 (in English)
- The NIRB's Draft Scope of the Mary River Project (in English and Inuktitut)
- Comment Forms (in English, French and Inuktitut)
- NIRB Guides 1 through 7 (in English)
- Nunavut Land Claims Agreement (in English)
- NIRB Environment Assessment Brochure (in English)
- NIRB's 2008 Annual Report (in English and Inuktitut)
- Baffinland Mary River Project Development Proposal (in English)
- Maps of the proposed shipping route

### **2.4 Agenda and Venues of Public Scoping Meetings**

NIRB staff scheduled the public meetings based on consultation with community organizations and community events. The public meeting schedule was scheduled for September 2009 as follows:

<b>Community</b>	<b>Date</b>
Puvirnituq	September 14
Inukjuak	September 15
Akulivik	September 16
Ivujivik	September 17
Salluit	September 18
Kangiqsujuaq	September 19
Quaqtaq	September 20

### 3.0 SUMMARY OF IDENTIFIED KEY ISSUES

The following is a summary of the key issues raised verbally and in writing at the public meetings. Comments during the public meetings in Nunavik identified similar items that were brought up during the scoping meetings in Nunavut. These items have been incorporated in the final EIS Guidelines for the Mary River project, and will be addressed or considered throughout the environmental review process.

#### 3.1 Alternative Shipping Route

During the NIRB's public information meetings, the proposed year round shipping route originating from Steensby Inlet through Hudson Strait to Europe was raised as a key issue in most of the consulted communities. While members of the public generally indicated their support for the proposed Project, some individuals expressed their concerns over the proposed shipping route. The concerns raised regarding the shipping route originate from residents past experience with shipping passing through Hudson Strait, and their anticipated adverse impacts from shipping, in particular ice-breaking on marine wildlife and marine wildlife habitat. Comments made by members of the public indicated that the Foxe Basin and Hudson Strait are used by a variety of marine wildlife species for feeding, nursing and migration routes. A number of these species were identified to be either of significant importance to Inuit culture, or to be major nutrient sources for local diet, or both. Comments were also heard regarding impacts to the entire marine ecosystem, for example, catastrophic fuel spills or chronic noise impacts as a result of year round shipping activity.

Some public members proposed the shipping route along the east coast of Baffin Island as an alternative to the proposed Steensby Inlet shipping route to avoid potential impacts on marine wildlife in Foxe Basin and Hudson Strait.

#### 3.2 Potential Impacts on Wildlife

- a. Hudson Strait was identified by the public in both Nunavut and Nunavik as very important habitat and a migration corridor for a variety of marine mammals including: polar bear, seal, walrus, and beluga whales. Marine mammals, their habitats and migration patterns, will potentially be disrupted by the Project's proposed year round shipping, especially owing to the intensive icebreaking required.
- b. The impact of noise and vibrations on marine bird species was discussed, as the Hudson Strait is very important habitat for numerous marine bird species. Icebreakers and shipping create tremendous noise, and escalated noise levels might potentially disturb important habitat for these marine bird species.

## Summary of Identified Issues

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- c. Potential for cumulative impacts on wildlife, taking into account the existing shipping activities through the Hudson Strait.

### 3.3 Potential Impact on Physical Environment

- a. The proposed shipping route passes an area around Ivujivik that has strong ocean currents; any spills in the area would likely spread quickly to other areas.
- b. Intensive shipping through the Hudson Strait, particularly shipping with ice breaking activities might contribute to climate change and result in earlier ice break-ups and later freeze-ups.
- c. Potential impact on the marine environment from leakages and spills of chemicals and fuel, as results of major accidents/incidents.
- d. Concern for onboard sewage and solid waste disposal and related potential impacts to marine wildlife. From past experience, onboard sewage and other wastes have been dumped directly into the Hudson Strait from other shipping operations.
- e. Potential impacts on air quality resulting from gaseous emissions from shipping fleet of the Project.

### 3.4 Socio-Economic Environment

- a. Positive impact from the project will be greater than negative impacts if the project is properly monitored.
- b. The proposed shipping route in Hudson Strait is not in close proximity to the communities of Nunavik, however the hunting activities occurring at Salisbury Island, Nottingham Island and surrounding areas for walrus and seals, will potentially be impacted by the proposed year round shipping. Accordingly, the traditional and current land use activities will be impacted by the project.
- c. Concerns regarding social problems as a result of increased income in the Project region, such as drug and alcohol abuse.
- d. Potential impacts on present and future well-being of communities as a result of changes to their social and economic patterns (e.g. diet)

### 3.5 Compensation for Impacts

Local residents in Nunavik indicated that they depend on the wildlife in the area as their main food source, and concerns were raised with regards to the potential impact on wildlife as a result of the Mary River project. Specifically, potential impacts from the proposed shipping route through the Hudson Strait. It was suggested that

## Summary of Identified Issues

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compensation might be provided to the potentially impacted villages in Northern Quebec, should the Project proceed and impacts on marine wildlife be proven.

### 3.6 Public Awareness

Updates of the NIRB's review process and project development should be publicly released to the media. Residents of Inukjuak would like to be kept updated on the status of the review process and the project.

### 3.7 Frequently Asked Questions

- a. Questions regarding Project proposal:
  - Date the project will commence operation.
  - Production rate of iron ore.
  - Footprint of mine site.
  - Annual revenue from mine.
  - Have alternative shipping routes been studied?
  - Shipping operator to be hired by Proponent.
  - Frequency of shipping operation through Hudson Strait.
  - Current market for iron products.
  - Questions about the shipping route maps (jointly owned lands).
  - When did the exploration commenced for this Project.
  - Iron ore process and whether dust will be released from the ships during shipping.
- b. Question on the NIRB review process:
  - What were the concerns raised by other villages in Nunavik?
  - Which communities did NIRB visit in Nunavik? In Nunavut?
  - What were the concerns raised by the communities in Nunavut?
  - How does the NIRB deal with public concerns raised during review process and during these meetings?
  - When will the NIRB respond the questions and concerns brought to the NIRB by public?
  - Will NIRB re-visit the villages to provide a response to the questions and concerns raised?

**A1-PUBLIC MEETING FLYER**

# THE NUNAVUT IMPACT REVIEW BOARD

## PUBLIC MEETINGS

The **Nunavut Impact Review Board (NIRB)** will be holding Public Meetings related to **Baffinland Iron Mine Corporation's Mary River Project** and the NIRB's Environmental Assessment Process.

The NIRB invites everyone to attend and learn more about:

- ⇒ WHAT IS NIRB?
- ⇒ WHAT IS THE MARY RIVER PROJECT?
- ⇒ WHAT IS THE SCOPE OF THE PROJECT?
- ⇒ HOW CAN YOU PARTICIPATE IN THE REVIEW PROCESS?

**NIRB WANTS TO HEAR FROM YOU!**

**THIS IS YOUR CHANCE TO ASK QUESTIONS AND PROVIDE INPUT!**

**MEETINGS WILL BE FROM 6:30 PM TO 10:00 PM AT**

PUVIRNITUQ	SCHOOL GYM	—SEPTEMBER 14
INUKJUAQ	PINGUAVIK RECREATION CENTER	—SEPTEMBER 15
AKULIVIK	COMMUNITY CENTER	—SEPTEMBER 16
IVUJIVIK	IPIUTEQ COMMUNITY CENTER	—SEPTEMBER 17
SALLUIT	COMMUNITY CENTER	—SEPTEMBER 18
KANGIJSUJUAQ	ARSANIQ SCHOOL GYM	—SEPTEMBER 19
QUAQTAQ	ISUMMASAQVIK SCHOOL GYM	—SEPTEMBER 20

**COFFEE AND TEA WILL BE PROVIDED AND  
DOOR PRIZES WILL BE GIVEN AWAY!**

### CONTACT US:

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Phone toll-free: 1 (866) 233-3033

Email: [info@nirb.ca](mailto:info@nirb.ca)

FTP site: <http://ftp.nirb.ca>





## A2- NEWS PAPER ADVERTISEMENT

**NİRB**  
Nispetiye Kurumları Kurumu  
Nispetiye Kurumları Kurumu

Nunavut Impact Review Board  
PO Box 1360, Cambridge Bay, NU X0B 0C0  
Fax: 1-867-983-2594  
Email: [info@nirb.ca](mailto:info@nirb.ca)  
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[illegible]

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**A3- RADIO ANNOUNCEMENT SAMPLES**

**Cover Letter of Radio Announcement (English)**

August 7, 2009

**Public Service Announcement – Radio**

**Akulivik**

Good Day,

The Nunavut Impact Review Board (NIRB) will be visiting Akulivik on September 16<sup>th</sup> and we would greatly appreciate your assistance in helping us make this visit a success.

We would ask that you make the following announcement three times daily starting August 9<sup>th</sup> and run it until September 16<sup>th</sup>. Once in the morning, lunchtime, and evening would be excellent.

If you have any questions, please call Sophia Granchinho at NIRB, 1-866-233-3033. We look forward to seeing you soon!

Thank You!

Sophia Granchinho

Nunavut Impact Review Board

## Summary of Identified Issues

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### Announcement

The Nunavut Impact Review Board (NIRB) is holding Public Meetings to discuss the review of **Baffinland Iron Mines Corp.'s Mary River project**, in accordance with Part 5 of Article 12 of the Nunavut Land Claims Agreement. These meetings also constitute initial steps in the Nunavut Planning Commission (NPC) and NIRB's public review of the transportation corridor proposed by this project, in accordance with Section 3.5.12 of the North Baffin Regional Land Use Plan.

The NIRB invites everyone to attend and learn more about:

- WHAT IS NIRB?
- WHAT IS THE **MARY RIVER** PROJECT?
- WHAT IS THE SCOPE OF THE PROJECT?
- HOW CAN YOU PARTICIPATE IN THE REVIEW PROCESSES?

The NIRB will be hosting these meetings at the <location> at the following times:

- **September 16<sup>th</sup>** Public Scoping Meetings from **6:30 pm** to **10:30 pm**.

Coffee and tea will be provided and door prizes will be given away!





**Appendix B: Meeting Notes from NIRB Public Meetings****Puvirnituk Meeting Notes****DATE**

September 14, 2009

**TIME**

7:00-9:30 pm

Attendance: 25

**Comments, Concerns and Questions:**

1. Wildlife in our area will potentially be impacted by the project, especially due to the proposed shipping route. If this is the case, how will communities be compensated?
2. Concerns regarding the year round shipping. The global warming trend is getting faster and more significant, and the proposed shipping will accelerate this trend. As ice breaking will delay the freezing of the water time in the winter season and increase ice melting in the early spring (ice melt will occur earlier), How will the ecosystem be impacted by the project, especially the wildlife in winter season?
3. Concerns about the project. We live in Puvirnituk which is far away from immediate proximity of the proposed shipping route; however, we do go hunting for walrus, and pick up eider down and whale baleen on the islands in Hudson Strait (Salisbury Island and Nottingham Island). Our hunting activities will be impacted by the project.
4. Concerns regarding accidents that might occur during shipping.

**Photo 1: Public Meeting in Puvirnituk**

**Inukjuak Meeting Notes****DATE**

September 15, 2009

Attendance: 16

**TIME**

6:00-10:00 pm

**Comments, Concerns and Questions:**

1. Ice breaking was a major concern. Concerns were raised regarding the potential impacts from ice breaking on the marine wildlife. Residents depend on marine wildlife as a major food source.
2. Is there any possibility to build a bridge across the Hudson Strait and avoid using the ice breakers in the Hudson Strait? Do not want ice breaker to pass through Hudson Strait due to potential impacts on the wildlife.
3. The Hudson Strait is used by wildlife (bowhead whales and beluga whales) in the winter as a wildlife habitat. It is also a migration route for marine mammals. If the proponent uses the proposed shipping route, where will the marine wildlife go?
4. If the residents in Nunavut will be receiving royalties from the project, then the residents in Nunavik should also be receiving royalties.
5. Two islands in the Hudson Strait is used as a walrus hunting ground for the Nunavik residents (resident referred to the two jointly owned lands by Nunavik and Nunavut; Salisbury Island and Nottingham Island), and another two small islands on the shipping route are also used as hunting grounds by the Nunavik residents.
6. Questions were raised about where the products from Mary River project will be sold. If it is being sold to the European market, then the "North Pole" might be a shorter route to ship out the products from Nunavut instead of going through the Hudson Strait.
7. There should be a shipping route in North Baffin region which is shorter than the proposed one in Hudson Strait.
8. Waters are deteriorating, lakes are diminishing and waters are getting shallower in Nunavik. Have there been studies done to determine if there are wildlife and fish (arctic char) on the islands (Salisbury Island and Nottingham Island) in the Hudson Strait? The islands should have char and caribou, and they should be preserved for both Nunavut and Nunavik residents. However, there is different opinions about the wildlife and fish on these islands (traditional knowledge?), as these islands are not being used as for wildlife preservation.

9. If the project is approved, and the proposed shipping route (with ice breaking) is used by the proponent, then as compensation, the company should pay 14 million dollars to the Makivik Corporation. This would equal to 1 million dollars for each community in Nunavik (Total 14 communities) in royalties. Seals will be scared away from the shipping route, and there will be no mussels and Ptarmigan available.
10. It is not clear in the presentation, is there an economic reason that the shipping route was chosen by proponent rather than by Inuit?
11. Air will be polluted by the proposal. We want to be healthy.
12. Inuit depend on country food rather than store food; therefore residents have concerns over impacts on wildlife from the ice breaking.
13. Question about the meaning of yellow line on the map (means the jointly owned lands between Nunavik and Nunavut).
14. There are different species of whales in Nunavut and Nunavik. Inuit have lived on whales for many centuries and the concerns for impacts on the whales by ice breakers in Hudson Strait are high.
15. Some people will benefit from the project through royalties, but there are concerns come from social impacts. Some of the people will abuse the money to buy drugs and alcohol. Taking account that the mine will operated roughly many years, concerns are related for the future generations; there are no social services in the community, nor conservation officers in the schools to teach kids about wildlife conservation/management. The kids should be educated in wildlife conservation and management.
16. Concerns about whale's population. As DFO (*Department of Fisheries and Oceans Canada*) has jurisdiction in this regard, it must pay special attention to this issue as Inuit depend on whales.
17. Proponent is proposing the project without having an idea of how important wildlife is to northerners, and what connections are between them. Also the project will have a global impact. The project (proponent?) should consider the people that might be potentially impacted by the project before selected an appropriate route. For example, the proponent should look at a route through the North Pole, or along the Atlantic Ocean to avoid the use of the Hudson Strait.
18. Updates of the project should be publicly release by media, and let residents in Inukjuak be informed.
19. It is a shock to the residents that the project review process has been going on for one year, and the project is proposing to use Hudson Strait. Residents in



Nunavik were not informed of this. The oceans are under federal government (INAC) and because the INAC Minister has directed the project for a review, it seems that it will go ahead regardless our concerns. The project will benefit governments and people who are pro economic development. The Inuit always have concerns on wildlife, and the relevant concern must be voiced loudly, then INAC Minister will address this issue as he has the power.



**Photo 2: Public Meeting in Inukjuak**

20. When concerns are brought to NIRB, how will they be dealt with? How do the questions get answered? Will the NIRB be coming back to our community?
21. Given that ongoing shipping activity (communities supply shipping) to Rankin Inlet and Sanikiluaq has already impacted the community, if the year round shipping including ice breakers were to come to the area, then the wildlife will be impacted. Residents depend on country food over store food. Store food is more suitable for southerners.
22. We request that the federal government provide compensation of one trillion dollars to Nunavik if the project is approved since waters are owned by the local Inuit.
23. Concerns regarding the 2 main islands, they should be considered in the review process as they are the main wintering ground for sea mammals and arctic char.



24. Questions regarding when NIRB will respond to the questions/concerns in simple and short replies.

**Akulivik Meeting Notes****DATE****TIME**

September 16, 2009

8:00-9:30 pm

Attendance: 1

**Comments, Concerns and Questions:**

When the NIRB staff arrived at Akulivik, they were told that there would be a church service and other events taking place in the evening of September 17, 2009. The NIRB staff intended to reschedule the public meeting from the evening to the afternoon, however the community hall, which was booked by the NIRB one month before, was occupied by local Rangers for their annual training sessions. Following the recommendation of the acting Mayor, the meeting was postponed to 8:00 pm in the evening and the time change was to be announced by the acting Mayor on the local radio. However, only one individual showed up to the meeting at 9:00 pm, and this person wanted to know how the meeting was going. To deliver the project information to the community, the NIRB staff left meeting materials at the northern village office and made an announcement on September 17<sup>th</sup> to encourage community members to pick up the meeting materials and contact the NIRB should they have any concern regarding the meeting..

**Ivujivik Meeting Notes****DATE**

September 17, 2009

Attendance: 18

**TIME**

6:30-9:30 pm

**Comments, Concerns and Questions:**

1. NIRB has presented the scale of the project (e.g. 18 million tonne/year production rate, 21 years operation lifespan), what is the frequency of the proposed shipping per year?
2. When did exploration for this project start? Who will be operating the shipping (government of the company)? What is spud barge?
3. It was a shock when we heard about the project for the first time. The waters on the proposed shipping route are full of marine mammals, such as walrus, and they are very sensitive to noises and vibrations coming from ships even at a far distance.
4. NIRB has come to our community; does that mean we could stop the project?
5. The scientists have proven that pollution is destroying our world. Raglan mine has impacted fish in the Salluit area. People who have eaten the fish from the area near Raglan are getting sick. Pollutants from transport trucks have affected the land and vegetation due to pollution migration. The pollution that goes onto the lands has affected the ocean water quality (in Hudson Strait).
6. When ships pass through the Hudson Strait, which is used by a variety of marine wildlife as their habitat, the wildlife habitat will be impacted. In addition, there are strong currents in this area (of Ivujivik), and the shipping will create stronger currents.
7. It appears that Nunavut looks will be impacted mostly by the project. The hunters might get assistance from the project. There are a lot of hunters in the community; could the Proponent help the hunters by transporting equipment? The hunters are refused by the cruise ships.
8. Concerns about global warming and potential enhancement by shipping, the rate of climate change would be getting faster with shipping. Ice will melt sooner in spring; therefore the community would have to stop the shipping in their waters.
9. Have there been any studies regarding an alternative shipping route to Europe by using Baffin Bay and David Strait?
10. Where is the iron ore being taken to in the European market?

11. What is the annual profit of project?
12. Raglan mine provided royalties to the surround communities; it also transports supplies to communities like Salluit and Akulivik. Will Baffinland do the same for communities affected by the project?



**Photo 3: Public Meeting in Ivujivik**

13. Ships dump sewage into the ocean; draft woods and plastic containers have come to the shore line from ships. Also concerns about malfunction and/or accidents. How will Baffinland deal with these issues?
14. Will Inuit be employed on the ships both from Nunavut and Nunavik?
15. The iron exploration started in early 1960's, why is the shipping issue only being brought up now?
16. What are the concerns and question from other communities regarding this project?
17. How big of an area will be blasted each year?
18. There will be some materials left at Mary River site; will the iron ore be crushed?
19. Has Makivik approved this project? Have they been consulted about the project?
20. Since gaseous pollutants are released into the atmosphere, and the ozone layer is diminishing, have any studies been done regarding the impact range to other areas from air pollutants and dusts as results from the project?

**Salluit Meeting Notes****DATE**

September 18, 2009

**TIME**

3:00-5:30 pm

Attendance: 11

**Comments, Concerns and Questions:**

1. The residents in Salluit use the Hudson Strait to travel to a few islands in summer only, they don't use proposed shipping route in the winter season.
2. Raglan mine has impacted the residents' health due to contamination to fish which the local residents use as a major food source. There are two rivers close to Raglan mine, of which the closer one has been polluted. Someone who ate fish has been sent out for treatment by Medivac.
3. Will there be royalties for the residents close to Mary River Project?
4. As the proposed shipping route will impact marine mammals, ultimately both Nunavut and Nunavik will be impacted, if the residents in Nunavut get compensation from the project; the residents in Nunavik should get compensation as well.
5. Some residents have mentioned that they are depended on a pension; question on whether or not it will be possible that there will be money involved as a supplement for their pension as a result of the shipping route in Hudson Strait.
6. The Proposed shipping route seems closer to the Nunavut side; it would not impact Salluit significantly, therefore there are not so many concerns for us.
7. Where will the iron ore from the project be shipped to?
8. Wildlife always migrates through the region and there are concerns that the contaminants will be carried by the wildlife along the migration routes. For example, geese are a migrating bird and comes to Nunavut and Nunavik in June and flies back south in the fall for wintering. Also, the fish caught in Salluit migrated from Deception Bay, where Raglan mine was in operation when the elder worked at the mine.
9. An elder who used to work at mine site to control dusts said he was knowledgeable and could help out if it is necessary with this project on to provide input on dust control. It was mentioned that the permafrost (usually 100 ft below ground) thaws when drilling was conducted during exploration and mining in Deception Bay. Drill additives (calcium chloride) were added to the drilling and wildlife (especially caribou) were being poisoned by these drill additives.

10. Will the iron ore from the project be dumped into ocean due to malfunction? and will dust be generated from iron shipping? (iron dust stored on the ships will be blown onto the ocean by the wind?)
11. Concerns over contamination of ice from iron ore dust falling during the winter season. Would it make ice black when shipping containers are open? It is very important that all mitigation measures be designed carefully and be put into place.
12. When will the Mary River project start to mine the iron ore?
13. Question on whether the iron mining will produce mercury, which is very harmful to wildlife.
14. During the elders youth (when he was a boy), there was only 5 ships used for community supplies, but now both ships and aircrafts are being used for the same purpose. These transportation methods have caused contamination of lands/waters. Previous spilled fuel killed wildlife and dogs from the community, therefore a broader consideration should be given to not only iron ore, but other material which might have negative impact on the environment.
15. Calcium chloride (from drilling) is not the only substance to kill wildlife; there were spills in Deception Bay that killed fish, therefore leakage detections are an important means to prevent leakage from occurring. There were a total of 10 cases of fish contamination since the spills at Deception Bay and many dead fish were washed to shore due to nickel poisoning.
16. There are hazardous materials such as barrels and old batteries that are being left at the old mine site, the acid in spent batteries is dangerous to environment.
17. Deception Bay asbestos mine started in 1958; it was the first mine in the area, and was closed in the 1970's. However, there were no public meetings and there was no information available on where the wastes were being deposited at that time. Because of this, the wastes were not properly managed resulting in many fish contamination cases. If proper management measures had been in place, there would not have been so much contaminant in the environment. The cases also included the fish contamination in Frobisher Bay, where US army left fuel barrels.
18. There were numerous caribous in Nanisivik back in 1958, when I saw caribou for the first time at the age of 23 or 24 years old. I was excited as they are such beautiful creatures and at that time there were no caribou at Salluit. It is said that caribou population is declining, but that is not true, they just move to other places. Because of this, the caribou are getting closer to Salluit. It is also said that the whale population is going down; however since whale hunting is now managed by restricted quota, residents in Salluit have never gone whale hunting since.



19. Mining is very bad industry which decreases populations of wildlife. In Labrador, whales beached themselves (because of industry?) and it is worse than the hunting done by Inuit.
20. Malfunctions and accidents of ships will result in spills into the ocean and that will contaminate all marine mammals.



**Photo 4: Elders at Public Meeting in Salluit**

21. We have not killed whales since 1980's, before that there were so many southerners that hunted whales for 100 years. We used to hunt more than 100 whales, but now we are only allowed 20 since the quota/code came into effective.
22. Residents want to get truth from government. When the Hydro project started at Good Bay River, the local residents were told that there would no impact from the project, but there were impacts, even as far as Salluit.
23. The environment is continuously changing. There are not so many narwhals in Nunavik, but one was caught recently. The media states that polar bears in Nunavut are declining, but the population of polar bears in Nunavik has been increasing. The residents used to use polar bear as a food sources, but not anymore as there are so many alternatives of wildlife that could be consumed as food. Also, in Nunavut bears were tranquilized.

### Kangiqsujaq Meeting Notes

**DATE**

September 19, 2009

Attendance: 5

**TIME**

6:30-9:30 pm

**Comments, Concerns and Questions:**

1. General information get from Kangiqsujaq:
  - a. The oldest mine in Nunavik region was asbestos mine, located at Asbestos Hill close to Salluit, it was opened in the 1940's and closed in 1983. The mine built a road connecting the mine site and the deep sea port at Deception Bay nearby to Salluit.
  - b. Current mine in operation is Raglan mine owned by Xstrata, which was constructed between 1995 and 1997, and has been in operation since 1997. Raglan mine owns a deep sea port in Deception Bay, which was renovated from the previous abandoned sea port. A connecting shipping route passes through Hudson Strait to Norway.
  - c. The shipping of Raglan mine operates from June to February, in accordance with an agreement signed between Raglan mine and local hunters. From March to May the shipping activity is halted to protect the seal pups from the impact of shipping, as this is a critical time for the seal pups.
  - d. In order to minimize the impact on the environment, Raglan mine extended the existing road from Asbestos Hill to Raglan mine site, and the deep sea port was renovated from previously used old seaport by asbestos mine, instead of building a shorter new road closer to the mine for marine shipping.
  - e. In Nunavik, exploration activities were not regulated through the environmental protection regulations until it was put in place by the James Bay and Northern Québec Agreement in 1975<sup>1</sup>, and as a result, there was contamination to fish in Deception Bay waters.
  - f. The resident in the region use Hudson Strait mainly in the summer season; primarily for walrus and seals hunting at those islands in Hudson Strait, including the Jointly Owned Lands by Inuit of Nunavut and Inuit of Northern Quebec (i.e., Nottingham Island and Salisbury Island) at west entrance, and other Island such as Charles Island in the middle of Hudson Strait. The

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1 *An Inventory of Abandoned Mining Exploration Sites in Nunavik*,  
<http://www.chaireconditionautochtone.fss.ulaval.ca/extranet/doc/115.pdf>



activities in winter season are limited to the coastal area, and nearby islands, such as Digges Island which is close to Ivujivik.

- g. There are a few geotechnical explorations in the region for iron deposits.
2. The NIRB is welcomed to the community to inform the public of the Mary River Project. The project sounds like a good project and iron ore is not a big concern; however the proposed shipping should be properly monitored.
  3. There are mines in the region and communities have experienced. If the project passes through environmental assessment process, and appropriate agreements have been reached, then the key point is to ensure monitoring is done when the project comes into operation. The environmental monitoring is an important in order to ensure that the impacts can be minimized and properly managed.
  4. There are concerns related to rivers and lakes at the proximity of the project. Any contamination to these water courses and water bodies will impact the environment and the food chains. If proper procedure is followed, there should be no significant negative impact.
  5. The year round shipping route is a major concern; there is shipping at Deception Bay operated for most of the year. The shipping is halted from March to May, as that period of time is critical time for seals pups. We hope NIRB respect IQ during the review of Mary River Project with consideration of wildlife and proper mitigation measures. It is recommended that the same shipping period be suggested for the Mary River project; halt shipping from March to May.
  6. Due to global warming, there will be more icebergs in the Foxe Basin, spill contingency plans and emergency plans should be in place and be ready to deal with the worst scenarios in case ships carrying cargo or fuels hit the icebergs.
  7. From social impact perspective, the positive impacts outweigh the negative ones from the project. It is suggested that communities, such as Pond Inlet, take full advantages of the project development by being more actively involved in the project. This way they could get more control over the project and create more benefits for the residents, such as training for community capacity building, fly in and fly out from mine site, etc.
  8. Based on DFO's marine mammals studies using tag and radar locating methods, beluga whales and narwhals rely on the Hudson Strait as their migration route. The noise generated by shipping and/or ice breaking will disturb migrations of those species.
  9. There are ducks and other bird nests on the islands in Hudson Strait, shipping noise will be a big concern for those nesting birds.

10. Based on NIRB's brochure, NIRB's jurisdiction should include both biophysical and social impact assessment, how do the employees come into the mine site? Is it only by the fly in and fly out method? Is there any ground transportation from Pond Inlet?



**Photo 5: Public Meeting in Kangiqsujuiaq**

11. Work shift is a concern, such as 2 weeks in and 2 weeks out, 4 weeks in and 2 weeks out, even 2 weeks in and 2 weeks out is a good arrangement, it is still hard for families, especially for those young families. Most of the residents could not work on mine site for more than 5 years because of the shift work. It is possible that there would be more than 50-75% employees who are Inuit if the shift work is different. It would be better for the employees from Pond Inlet to have ground transportation, so they could go home daily.
12. The mine in the region has training programs, which would help to build up skills of local residents. Hope the potentially impacted communities in the north Baffin can make full use of the opportunities to get the benefits in skills/capacities building, employment, business and contracting, etc.
13. One of audience member was an adult teacher. She visited a mine site before and found the work environment to be difficult for Inuit female employees, some of them were her students. They have to face numerous challenges including sexual harassment; as a result, all her female students quit their jobs at the mine site.

Concerns related to this should be included in the company's policies to respect women employees on the future mine site.

14. Main concern is the environment, wildlife and habitats surrounding the proposed shipping routes. Also concerns regarding the huge ships that will be used to transport the iron ore. Any resource development such as iron ore and minerals of all kinds should be looked at very closely and monitoring should be carried out at the project areas. It is recommended to study the project closely, but not overlap any suggestions given by the Inuit of Nunavut.
15. Air quality is a concern. Make sure Inuit benefit from this project once it is approved and proceeds.

**Quaqtaq Meeting Notes****DATE**

September 20, 2009

**TIME**

6:30-9:30 pm

Attendance: 3

**Comments, Concerns and Questions:**

1. Residents in Quaqtaq don't go to the other side of Hudson Strait; instead they usually go hunting and fishing at the nearby coastal areas.
2. The iron ore project has been heard by the residents in Quaqtaq, when it was mentioned in Kangiqsujaq and we know that it is still in exploration phase.
3. It has been found that icebergs in Quaqtaq are contaminated by fuel and grease (from ships passing through Hudson Strait). Therefore, it is a concern that fish will be impacted by fuel spills.



**Photo 6: NIRB staff answering questions at Public Meeting in Quaqtaq**

4. Drift debris show up on the shoreline from shipping in the Hudson Strait (hard hat found on the shore from Raglan mine). This will be the same concerns for the proposed shipping operation.
5. Questions were raised about compensation if wildlife were to be impacted by the Mary River Project.

**Appendix C: NIRB Public Meeting Sign-In Sheet**



# NUNAVUT IMPACT REVIEW BOARD

Baffinland – Mary River Project




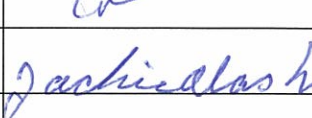


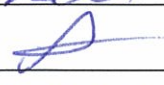
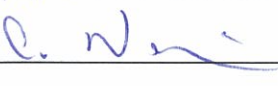
Community Information Meeting in Nunavik, Quebec

## SIGN-IN SHEET

Community: Puvirnituk

Date: Sep 14, 2009

Time: 6:00~10:00pm

No.	Name (please print )	Organization of community	Signature
1	Anna Naalunga	POV	
2	Lucy Novaling	POV	
3	PaulusIE KOPERQUALUK	POV	PK
4	Louie Naalunga	Puv	
5	Jackie Alashuk	P.O.V.	
6	LIZZIE SILVAPIK	P.O.V	
7	6 ✓ 16 ✓ 15 ✓		
8	1 ✓ 15 ✓ 15 ✓		
9	Sarah Ammaluk		
10	Daniel Apalu	Puv.	
11	Annie Apalu	Puv	so so so.
12	Tamusikiataing	Puv.	
13	PAUL APALU	Puv.	Paul A.
14	Alasuk Amittu	Puv	
15	Leah Amittu	Puv	L. Amittu
16	Leah Ballerdek	POV	Leah Ballerdek
17	ANNIE AMAMOTUA	Puv	A.A
18	Mina Surusila	Puv.	msurusile
19	Ali Naalunga	Puv	
20	Lucy Naaluk		



# NUNAVUT IMPACT REVIEW BOARD

Baffinland – Mary River Project

Community Information Meeting in Nunavik, Quebec

## SIGN-IN SHEET

Community: Puvirnituq

Date: Sep 14, 2009

Time: 6:00~10:00pm

No.	Name (please print )	Organization of community	Signature
1	Tania Jimmugak		T. Jimmugak
2	Eva Tullaugak		E. Tullaugak
3	SARAH AMITTU		S. Amittu
4	Louisa Tullaugak		L. Tullaugak
5	Simon Nuvallingak		S. Nuvallingak
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# NUNAVUT IMPACT REVIEW BOARD

Baffinland - Mary River Project  
Community Information Meeting in Nunavik, Quebec

## SIGN-IN SHEET

Community: Inukjuak

Date: Sep 15, 2009

Time: 6:00~10:00pm

No.	Name (please print)	Organization of community	Signature
1	Kathryn Delaney		K. Delaney
2	Lizzie NIVIAK		
3	Isis Ad-Ad		
4	Noah P.		
5	PC Ad-Ad		
6	Johnny Kingalik		
7	Jeanessie Nunguk		
8	Isis Ad-Ad		
9	Isis Ad-Ad		
10	Maggie Augutigulak		
11	Isis Ad-Ad		
12	Isis Ad-Ad		
13	Isis Ad-Ad		
14	Rhoda Kokiapik		
15	Isis Ad-Ad		
16	Billy Amidak		
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# NUNAVUT IMPACT REVIEW BOARD

Baffinland - Mary River Project

Community Information Meeting in Nunavik, Quebec

## SIGN-IN SHEET

Community: Ivujivik

Date: Sep 17, 2009

Time: 6:00~10:00pm

No.	Name (please print )	Organization of community	Signature
1	Passa Mangiuk	Ivujivik	
2	Adamie Kalingo	Ivujivik	
3	JACOB AUNDAALUK		
4	Pauline Anduk	Ivujivik	
5	MARRIAVUK		
6	Adam Taskiuk		
7	K A A N O O O		
8	L P A A A		
9	SL A A A L Y A	Ivujivik	
10	IC A A A	Ivujivik	
11	MARGIE AINAKIK		
12	LEC A A A		
13	Ida Nahmyuk		
14	Mayf D.		
15	alokel, Angyeko		
16	Pauline S. S. S.		
17	Charlie Paringajuk	Ivujivik Q C	
18	SAILASI USUARJUK		
19			
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# NUNAVUT IMPACT REVIEW BOARD

Baffinland – Mary River Project

Community Information Meeting in Nunavik, Quebec

## SIGN-IN SHEET

Community: Salluit

Date: Sep 18, 2009

Time: 8:00-6:00  
~~6:00 pm-10:00 pm~~

No.	Name (please print )	Organization of community	Signature
1	Natwiguk Kadyulik		e → v.
2			
3	Betsy Kenuajuk	K.S.B stud	
4	Rhoda OKITUK	K. SB. stud	Rhoda OKITUK
5	Elena Vahre	Kahvik School Board	Vahre
6	ISACIE		
7	Itapegatuk		
8	→ 61'600P		
9	↓ 5-2 ↓ 5-4		
10	↓ 5 6 0 8 ↓		
11	Josepi Fadlayat		
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# NUNAVUT IMPACT REVIEW BOARD





Baffinland – Mary River Project

Community Information Meeting in Nunavik, Quebec

## SIGN-IN SHEET

Community: Kangiqsujuaq Date: Sep 19, 2009

Time: 6:00 pm~10:00 pm

No.	Name (please print )	Organization of community	Signature
1	Alouga Kulula	Hunter support program	
2	Auttoo Pitor Tuut	Nunaturlike Land holding Corp.	
3	Sarah Rogers	Nunatsiag News	
4	Marion James		
5	Madeline Yaaka		
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# NUNAVUT IMPACT REVIEW BOARD



Baffinland - Mary River Project  
Community Information Meeting in Nunavik, Quebec

## SIGN-IN SHEET

Community: Quaqtaq

Date: Sep 20, 2009

Time: 6:00 pm~10:00 pm

No.	Name (please print )	Organization of community	Signature
1	Tommy ARNAPIK	Council	
2	Adri Lalek		
3	Talasia Tukguk	POV	
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**Appendix D: NIRB PowerPoint presentation**

The complete NIRB PowerPoint presentation (in English, French and Inuktitut) is available on the NIRB ftp site by using the following link:

[http://ftp.nirb.ca/REVIEWS/CURRENT\\_REVIEWS/08MN053-BAFFINLAND\\_MARY\\_RIVER/2-REVIEW/04-COMMUNITY%20CONSULTATIONS/](http://ftp.nirb.ca/REVIEWS/CURRENT_REVIEWS/08MN053-BAFFINLAND_MARY_RIVER/2-REVIEW/04-COMMUNITY%20CONSULTATIONS/)



## Appendix E: The NIRB Public Meeting Comment Form

## INFORMATION MEETING COMMENTS FORM

## NIRB Part 5 Review of the Mary River Project

## Information Session in Nunavik

## Major Project Components:

1. Mine at Mary River
2. Use of Milne Inlet Tote Road
3. Railway operation from Mary River to Steensby Inlet
4. Sea port operation at Steensby Inlet
5. Year round marine shipping (include ice breaking shipping ) from Steensby Inlet through Hudson Strait to Europe
6. Milne Inlet open water shipping
7. Air traffic

## Indicate your concerns about the project proposal below:

- |   |   |
|---|---|
| <input type="checkbox"/> no concerns                            | <input type="checkbox"/> traditional uses of land             |
| <input type="checkbox"/> Marine water quality                   | <input type="checkbox"/> Inuit harvesting activities          |
| <input type="checkbox"/> terrain disturbance                    | <input type="checkbox"/> community involvement & consultation |
| <input type="checkbox"/> air quality                            | <input type="checkbox"/> local development in the area        |
| <input type="checkbox"/> terrestrial wildlife and their habitat | <input type="checkbox"/> tourism in the area                  |
| <input type="checkbox"/> marine mammals and their habitat       | <input type="checkbox"/> human health issues                  |
| <input type="checkbox"/> birds and their habitat                | <input type="checkbox"/> fish and their habitat               |
| <input type="checkbox"/> transboundary effects                  |   |
| other: _____  |   |

## Please describe the concerns indicated above:

## Do you have any suggestions or recommendations for this application?

Your Name \_\_\_\_\_ Organization: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_



FORMULAIRE DE COMMENTAIRES DE LA RÉUNION  
D'INFORMATION

**Partie 5 de la révision de la CNER du Projet Mary River**

**Session d'information à Nunavik**

**Éléments principaux du projet :**

1. Mine de Mary River
2. Utilisation de la route Tote à Milne Inlet
3. Opération ferroviaire de Mary River à Steensby Inlet
4. Opération du port maritime de Steensby Inlet
5. Navigation maritime à longueur d'année (incluant la navigation des brise-glaces) depuis Steensby Inlet à travers le détroit d'Hudson vers l'Europe
6. Navigation en pleine mer dans Milne Inlet
7. Trafic aérien

**Veillez indiquer vos inquiétudes sur la proposition de projet ci-dessus :**

- |  |   |
|--|---|
| <input type="checkbox"/> N'a pas d'inquiétudes                 | <input type="checkbox"/> Utilisation traditionnelle des terres    |
| <input type="checkbox"/> Qualité de l'eau marine               | <input type="checkbox"/> Activités de récolte des Inuits          |
| <input type="checkbox"/> Perturbation du terrain               | <input type="checkbox"/> Engagement communautaire et consultation |
| <input type="checkbox"/> Qualité de l'air                      | <input type="checkbox"/> Développement local dans la région       |
| <input type="checkbox"/> La faune terrestre et son habitat     | <input type="checkbox"/> Le tourisme dans la région               |
| <input type="checkbox"/> Les mammifères marins et leur habitat | <input type="checkbox"/> Questions sur la santé humaine           |
| <input type="checkbox"/> Les oiseaux et leur habitat           | <input type="checkbox"/> Les poissons et leur habitat             |
| <input type="checkbox"/> Effets transfrontaliers               | Autre: _____  |

**Veillez décrire les inquiétudes signalées ci-dessus :**

**Avez-vous des suggestions ou des recommandations pour cette demande ?**

**Votre nom** \_\_\_\_\_ **Organisation :** \_\_\_\_\_

**Signature :** \_\_\_\_\_ **Date :** \_\_\_\_\_