Baffinland

Attachment 2: Mine Site SNP and D1-05 Sample Location Map

Baffinland

LEGEND

● Sampling Locations

ᓄᓇᒥ ᐅᐃᓪᓕᐅᕐᓂᖅ MARY RIVER PROJECT

Spill #2024-367 – Follow Up Report – elevated TSS locations

Projection: NAD 1983 UTM ZONE 17N.
Base Map: © ESRI Imagery 2024.

0 40 80 160 Meters
Scale 1:8,000

N

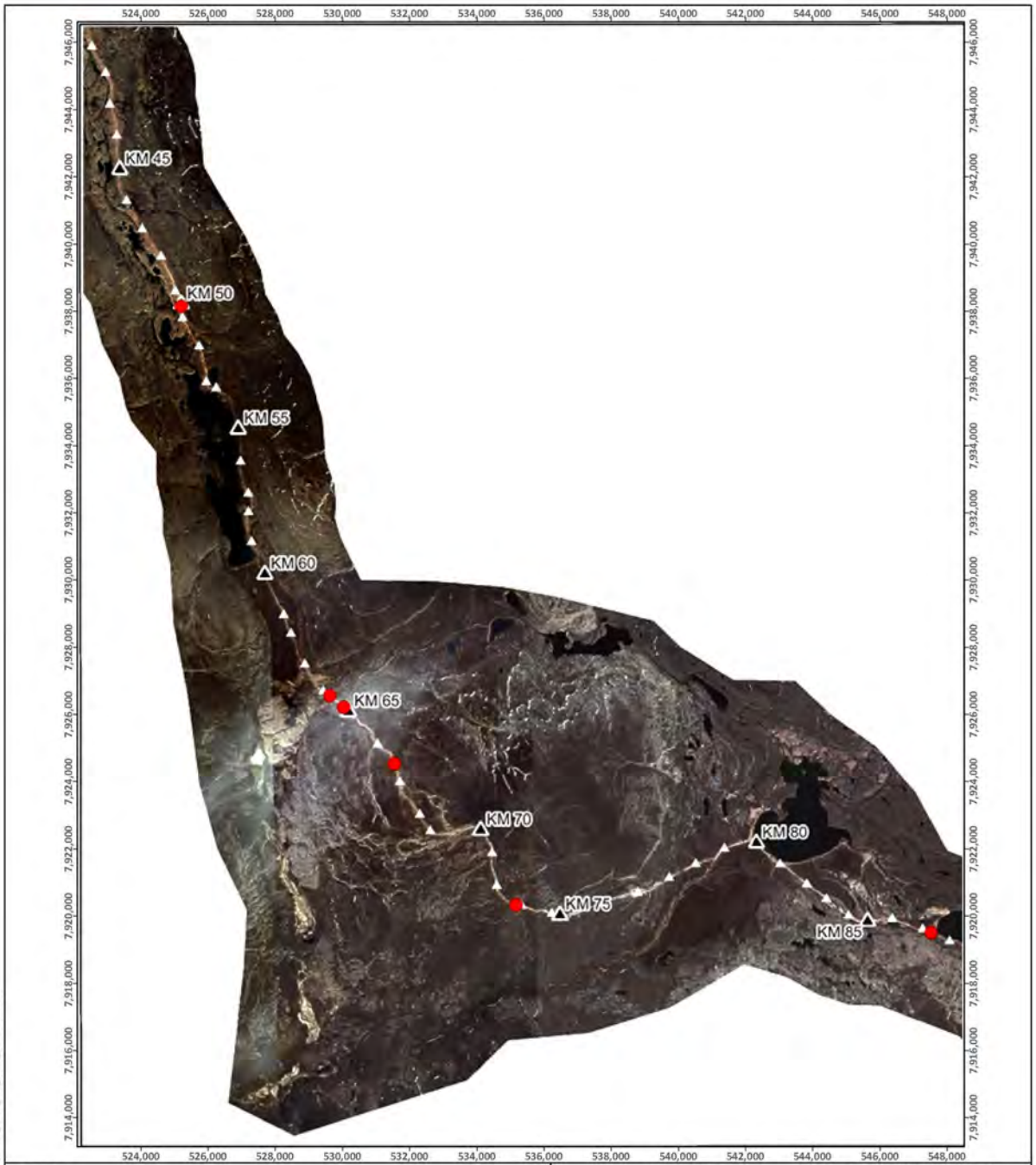
Baffinland

ᑎᑎᖅᐅᔾᔨᒪᔭ FIGURE 1

Baffinland

Attachment 3: Tote Road Erosion and Infrastructure Damage Location Map

Baffinland



LEGEND

△ Tote Road KM Markers

● Erosional Events

ᓄᓇᕗᑦ ᐅᕙᖃᓂᐅᔮᖅᑐᑦ MARY RIVER PROJECT

Re: Unprecedented Rainfall Event – September 21

Projection: NAD 1983 UTM ZONE 17N.

0 1.25 2.5 5 km

Scale 1:162,500

N

Baffinland

ᑎᑎᕋᕐᕕᒃᓴᓪᓗᒍ **FIGURE** 1

Attachment 4: Baffinland NT-NU Spill Report #2024-478

Baffinland

NT-NU SPILL REPORT

OIL, GASOLINE, CHEMICALS AND OTHER HAZARDOUS MATERIALS

Government of Northwest Territories · Nunavut · Canada · Inuvialuit Land Administration

NT-NU 24-HOUR SPILL REPORT LINE
Tel: (867) 920-8130 • Email: spills@gov.nt.ca

A	Report Date: 9 / 22 / 24	Report Time:	☑ Original Spill Report OR ☐ Update # _____ to the Original Spill Report	Report Number:
B	Occurrence Date: 9 / 21 / 24	Occurrence Time: 6:00 pm		
C	Land Use Permit Number (if applicable): IOL - Commercial Lease No.: Q13C301		Water Licence Number (if applicable): 2AM-MRY1325 Type "A"	
D	Geographic Place Name or Distance and Direction from the Named Location: Mary River Project Mine Site, Baffin Island, NU		Region: ☐ NT ☑ Nunavut ☐ Trans-boundary or Ocean	
E	Latitude: 71 Degrees 18 Minutes 56 Seconds		Longitude: 79 Degrees 17 Minutes 50 Seconds	
F	Responsible Party or Vessel Name: Baffinland Iron Mines Corp.		Responsible Party Address or Office Location: 360 Oakville Place Dr. Suite 300, Oakville, ON, Canada, L6H6K8	
G	Any Contractor Involved: N/A		Contractor Address or Office Location: N/A	
H	Product Spilled: ☐ Potential Spill: Sediment laden water	Quantity in Litres, Kilograms or Cubic Metres: Unquantified	U.N. Number: N/A	
I	Spill Source: Multiple sites	Spill Cause: Extreme Precipitation Event	Area of Contamination in Square Metres: N/A	
J	Factors Affecting Spill or Recovery: Ongoing extreme precipitation	Describe Any Assistance Required: N/A	Hazards to Persons, Property or Environment: N/A	
K	Summary of the spill incident and efforts / description of the incident: Multiple exceedances of Total Suspended Solids (TSS) are expected across the Mary River site from natural sedimentation events and Project-related run-off associated with a severe rainfall event. Water quality monitoring has been initiated at the Mine Site under the Surveillance Network Program (SNP) and will be conducted along the Tote Road as areas are opened up and made safe for field staff to access. Areas will be assessed and erosion and sediment control measures will be planned and implemented where possible based on safe access and local ground conditions in accordance with the Surface Water Aquatic Effects Management Plan (SWAEMP). Ongoing monitoring to characterize the releases will be included in the follow up report. This spill is being reported as required by the conditions of Water License no. 2AM-MRY1325, Part H, item 9(b) pursuant to subsection 12(3) of the Nunavut Waters and Nunavut Surface Rights Tribunal Act and as required by subsections 35(1) and 38(5) of the Fisheries Act.			

	Reported to Spill Line by:	Position:	Employer:	Location Calling From:	Telephone:
L	Todd Swenson	Environmental Superintendent	Baffinland Iron Mine	Baffinland	(647) 253-0598
M	Any Alternate Contact: Connor Devereaux	Position: Environmental Manager	Employer: Baffinland Iron Mine	Alternate Contact Location: Baffinland	Alternate Telephone: (647) 253-0598

REPORT LINE USE ONLY

	Received at Spill Line by:	Position:	Employer:	Location Called:	Report Line Number:
N					

Lead Agency: ☐ EC ☐ CCG/TCMSS ☐ GNWT ☐ GN ☐ ILA ☐ CIRNAC ☐ CER ☐ Other: _____

File Status: ☐ Open ☐ Closed

Agency:	Contact Name:	Contact Time:	Remarks:
Lead Agency:			
First Support Agency:			
Second Support Agency:			
Third Support Agency:			

Attachment 5: Baffinland Severe Rainfall Event Notification (Sep 22, 2024), and Technical Memorandum (Sep 24, 2024)

September 22, 2024

Resource Management Officer
Nunavut Region
Crown Indigenous Relations and Northern Affairs Canada
Box 100
Iqaluit, NU X0A 0H0

Regulatory Manager
Qikiqtani Inuit Association
P.O. Box 219
Iqaluit, NU X0A 0H0

Fishery Officer
Ontario Field Unit – Parry Sound Detachment
Conservation & Protection
Fisheries and Oceans Canada, Government of Canada

Enforcement Officer
Environment and Climate Change Canada
933 Mivvik Street
Iqaluit, NU X0A 0H0

Re: Unprecedented Rainfall Event – September 21
Mary River Project - Water Licence No. 2AM-MRY1325

Summary:
Baffinland is experiencing unprecedented rainfall at the Mary River Operation which began late evening on September 20, 2024. Precipitation monitoring on September 21 recorded rainfall of 77mm over 24 hours at the Weather Haven station, which equates to greater than a 200 year 24-hour flood event and the rain continues. This event has resulted in a number of issues across the site, including significant erosion and washouts on the Tote Road that are still being assessed, however preliminarily findings as of 14:00 September 22 are described below. The precipitation event is forecasted to continue into the evening, September 22, with another large system anticipated to move into the area later this week.
At this time, known Tote Road infrastructure issues include damage at KM 87 (Minor surface capping removed), KM 72 dip (loss of capping and severe degradation of roadway, but road passable via single lane), KM 67 hill (loss of capping and severe degradation of roadway, but road passable via single lane), KM 63.5 (complete loss of roadway – see Photo #1), and KM 51 and 51.5 (severe degradation of roadway). In addition to Tote road infrastructure, there is also evidence of natural landform erosion and sedimentation from flows that have no interaction with Project infrastructure (see Photo #2). It is believed this kind of landform erosion observation is likely to be widespread throughout the local area. This will be investigated further by aerial reconnaissance once conditions allow.

Baffinland is continuing to assess the problematic areas along the Tote Road and across site to determine the full scope of impact and remediation requirements, and to monitor receiving environment conditions. The Tote Road is currently shut-down, as significant sections are inaccessible to all traffic, including emergency vehicles. A helicopter is available for transportation between Milne Port and Mary River for emergency services with high-risk activities discontinued when helicopter access is constrained due to weather conditions. An interim emergency plan is being implemented to re-establish partial use of the Tote Road for emergency vehicles, critical fuel supplies, resources and for transportation of staff between sites for upcoming shift change flights.

In addition to the Tote Road erosion and wash-outs being reported, multiple exceedances of Total Suspended Solids (TSS) are expected across site from natural sedimentation events and Project-related run-off associated with this rainfall event. Water quality monitoring has been initiated at the Mine Site under the Surveillance Network Program (SNP) and will be conducted along the Tote Road as areas are opened up and made safe for field staff to access. Areas will be assessed and erosion and sediment control measures will be

planned and implemented where possible based on safe access and local ground conditions in accordance with the Surface Water Aquatic Effects Management Plan (SWAEMP).

Finally, Sedimentation Pond MP-05 at Milne Port, which was previously emptied in preparation for winter conditions, continued to have water pumped to pond MP-06 to maintain low pond level conditions during ongoing precipitation throughout September. Additional pumping was established at MP-05 on September 21 due to the increased rainfall and rising pond levels. On the morning of September 22, rainfall water and wave action caused ponded water to overtop the berm during this intense rainfall event. All available pumps were subsequently re-deployed to established a controlled discharge and eliminate the overflow from the pond via the engineered spillway. As of 16:00 September 22, all uncontrolled release from the pond has ceased and the discharge is fully controlled via pumping. Ongoing monitoring to characterize the release will be included in the follow up report.

These events are being reported as required by the conditions of Water License no. 2AM-MRY1325, Part H, item 9 (b) pursuant to subsection 12(3) of the Nunavut Waters and Nunavut Surface Rights Tribunal Act and as required by subsections 35(1) and 38(5) of the Fisheries Act.

Photo 1: Complete loss of roadway at KM 63.5
Note that this is not a culverted crossing, but a washout created by overland flow away from natural water crossing locations.

Baffinland

Photo 2: Natural erosion of surface sediments from high flows at KM 88. There may be other examples of natural erosion not visible from the Tote Road.

Should you require further information or clarification on the incident described above, please feel free to contact the undersigned at (647) 253-0596 ext. 6016.

Prepared by:

Todd Swenson
Environmental Superintendent

Cc: Jeremy Fraser, Sean Noble-Nowdluk (CIRNAC)
Andrew Jaworenko, Amoudla Kootoo (QIA)

Tim Sewell, Megan Lord-Hoyle, Lou Kamermans, Francois Gaudreau, Martin Beausejour, Connor Devereaux, Katie Babin, Allison Parker, Dale Kristoff, Irniq Lecompte (Baffinland)

Technical Memorandum

Date: **September 24, 2023**

To: **Omer Pasalic (CIRNAC), Conor Goddard (QIA), Shauna Seeteenak (ECCC), Nathan Murray (DFO)**

From: **Todd Swenson (Baffinland)**

Re: **Summary of Tote Road Conditions Following Unprecedented Rainfall Event**

Following the recent unprecedented rainfall event at the Mary River Project (77 mm in 24 hours, 100 mm in 48 hours = >200 year 24-hr precipitation event), Baffinland is continuing to assess the problematic areas along the Tote Road to determine the full scope of impact and remediation requirements, and to monitor receiving environment conditions.

The Tote Road currently remains closed, as significant sections are inaccessible to all traffic, including emergency vehicles. A helicopter is temporarily available (seasonal and must depart within a few days) for transportation between Milne Port and Mary River for emergency services. A Twin Otter aircraft has also been temporarily secured to transport Port passengers to the Mary River Aerodrome for scheduled rotational departures. A further precaution, all high-risk activities have been curtailed when aircraft access is constrained due to weather conditions. An interim emergency measures plan is currently being implemented to re-establish and restore the Tote Road to immediately facilitate emergency vehicles, critical fuel supplies, resources and for transportation of staff between sites for upcoming shift change flights, and hunter/visitor transportation if required.

Based on the latest inspection information from staff, other crossings along the Tote Road have been inspected, and the seven newly installed crossings this past winter, as well as the bridge crossings at km 97, km 80, km 63, and km 17 were not affected by this storm event.

At this time, known Tote Road infrastructure issues include damage at km 87, the km 72 dip, the km 67 hill, km 64, km 63.5 and km 51/km 51.5. Further details of each location are provided in the summary below. Figure 1 attached shows the approximate locations of these areas.

Km 87

- Minor surface capping removed
- Road passable via single lane
- Remediation started and ongoing

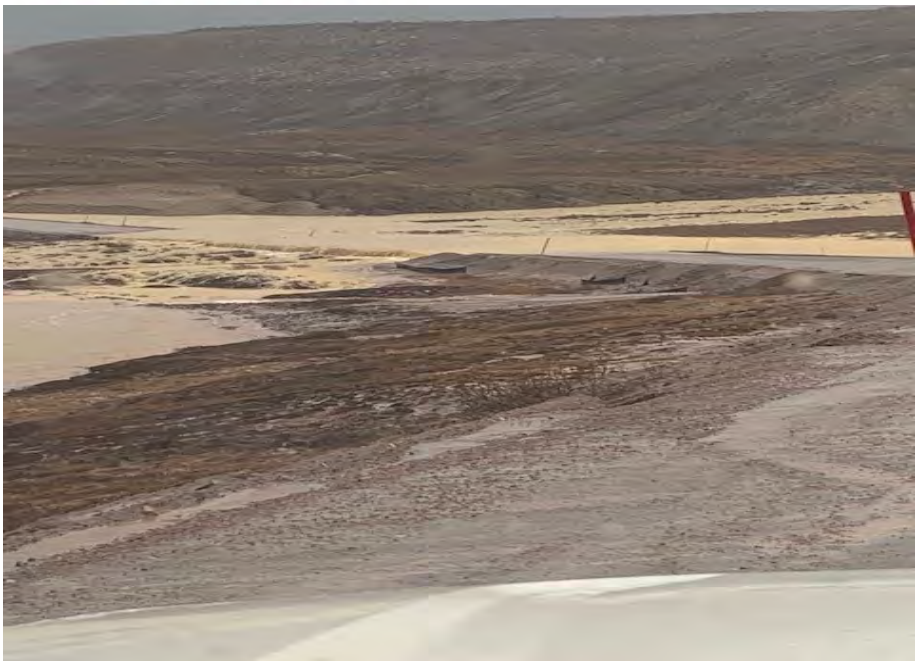


Photo 1: km 87 - Rainfall Event September 21-22 (highly sediment laden water source is natural upstream of Tote Road)

Km 72 Dip

- Loss of capping and severe degradation of roadway
- Road passable via single lane
- Remediation started and ongoing

Photo 2: km 72 Dip - Rainfall Event on September 21-22

Km 67 Hill

- Loss of capping and severe degradation of roadway
- Road passable via single lane

- Remediation started and ongoing

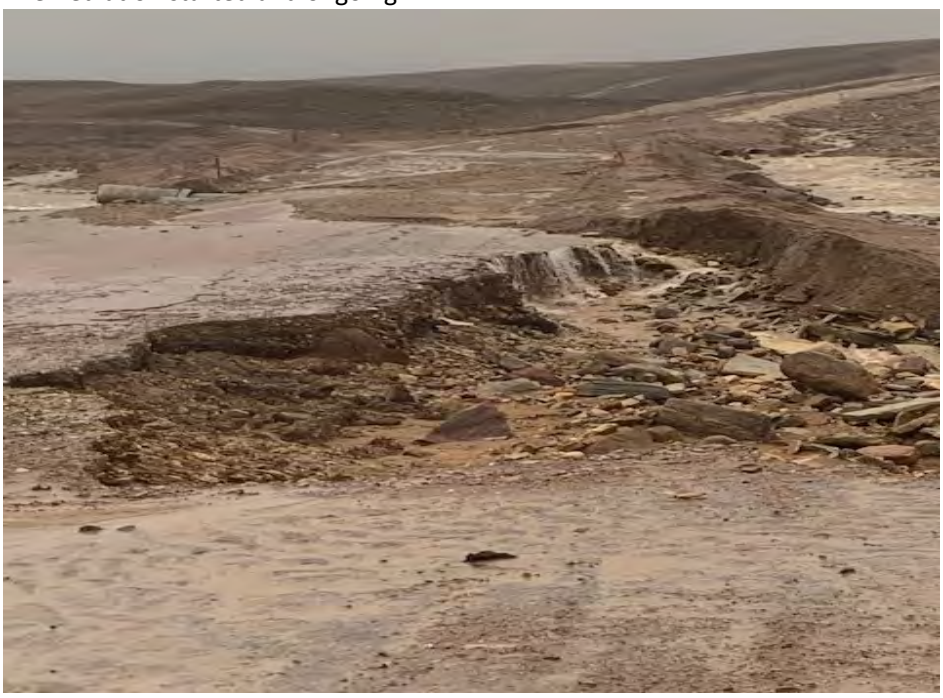


Photo 3: km 67 Hill - Rainfall Event on September 21-22

Km 64 and 63.5

- Complete loss of roadway in two separate locations
- Emergency remediation started and ongoing

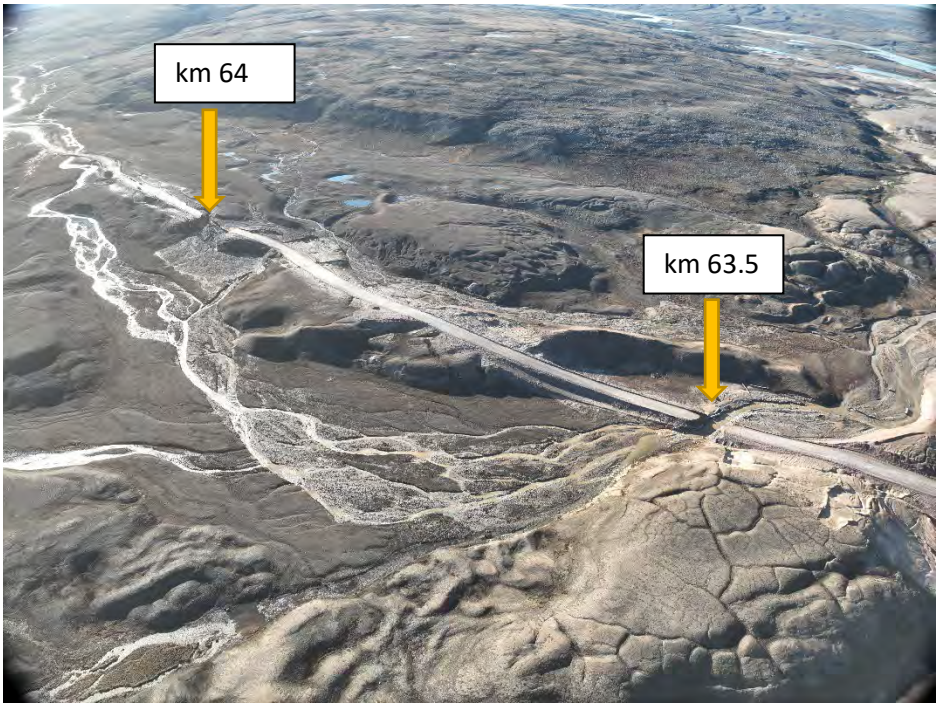


Photo 4: km 64/63.5 Aerial Photo Showing Damage to Roadway following Rainfall Event (September 23)

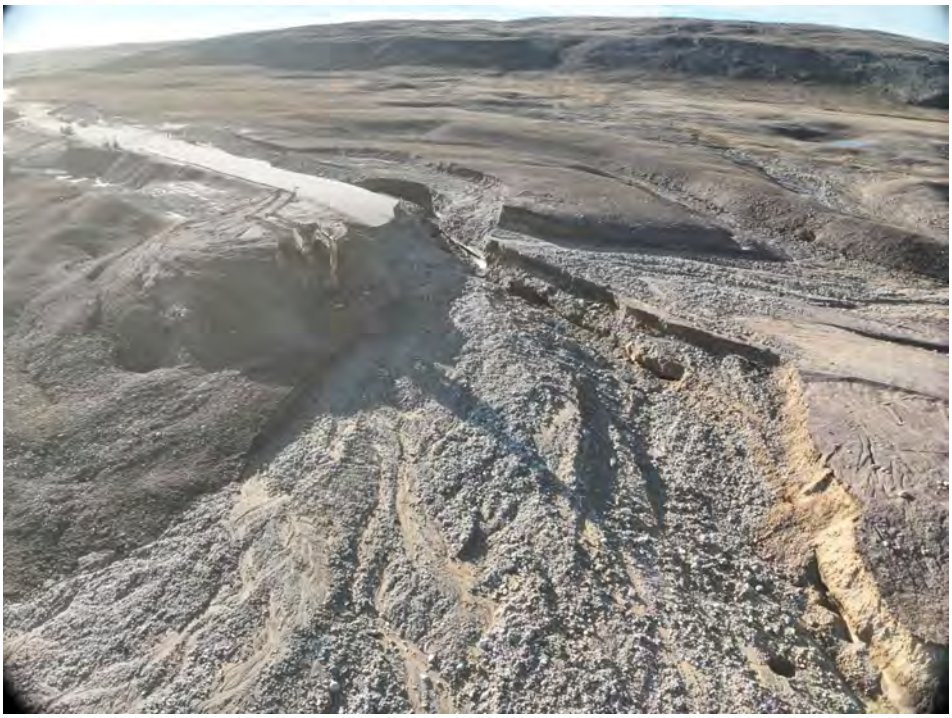


Photo 5: km 64 Aerial Photo Showing Damage to Roadway following Rainfall Event (September 23)

Km 64/63.5

- Complete loss of roadway in two locations
- Emergency remediation started and ongoing

Photo 6: km 64 Aerial Photo Showing Damage to Roadway following Rainfall Event (September 23)

Photo 7: km 63.5 (CV-48) Aerial Photo Showing Damage to Roadway following Rainfall Event (September 23)

Km 51/km 51.5

- Severe degradation of roadway
- Road passable via single lane
- Emergency remediation started and ongoing

Photo 8: km 51/51.5 - Rainfall Event on September 21-22

As prefaced earlier, the Tote Road currently remains closed, as significant sections are inaccessible to all traffic, including emergency vehicles. A helicopter is temporarily available (seasonal and must depart within a few days) for transportation between Milne Port and Mary River for emergency services. A Twin Otter aircraft has also been temporarily secured to transport Port passengers to the Mary River Aerodrome for scheduled rotational departures. As further precaution, all high-risk activities will be curtailed when aircraft access is constrained due to weather conditions. An interim emergency measures plan is currently being implemented to re-establish and restore the Tote Road to immediately facilitate emergency vehicles, critical fuel supplies, resources and for transportation of staff between sites for upcoming shift change flights.

Objectives and milestones for the Tote Road Recovery Plan include:

1. Emergency remediation plans for km 87 (BG-24), km 72 Dip (CV-040), km 67 Hill , and km 51/51.5 (CV-079, CV-078) include:
    a. Replacement and re-compaction of any stripped road bed material above the ordinary high water mark
    b. Placement of sufficient capping material to establish safe travel for equipment to access further areas).
    c. Ongoing remediation of disturbed materials above the ordinary high water mark.
    d. Longer term construction to return road to full functionality will take place during winter.

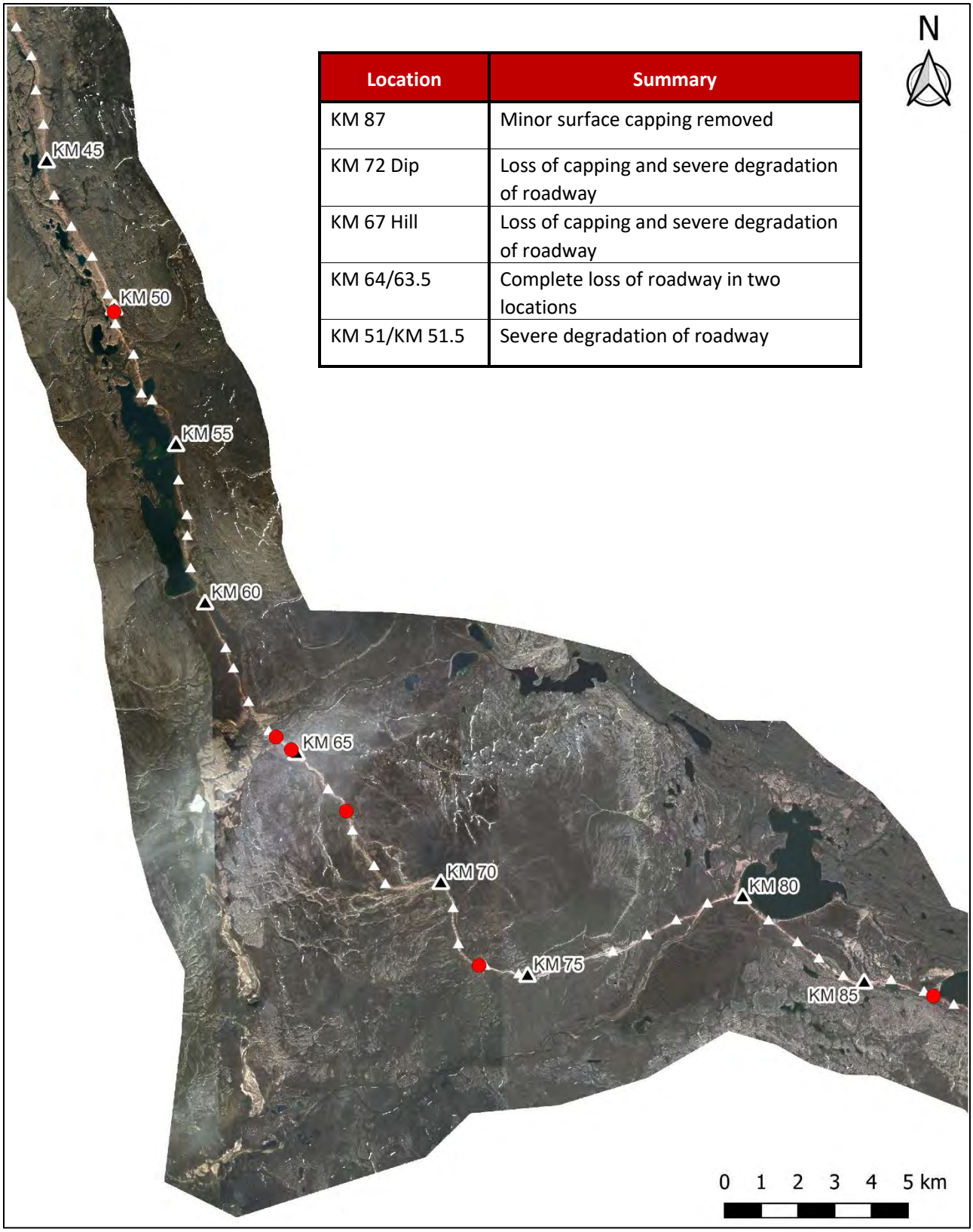
2. Remediation plans for km 64 area include; (Note this is > 100 m away from closest watercourse)
    a. Creation of a berm at km 64.2 to ensure water flows thru the two existing culverts.
    b. Straightening out of upstream ditch near km 64.2 to ensure water flows thru the two existing culverts (CV-048A, CV-048B).
    c. Protecting the exposed permafrost at km 64 with sand and water.
    d. Returning the washed out road subgrade to km 64 area and packing it.

3. Remediation plans for km 63.5 (CV-049). Sketch of proposed ESC measures for this specific area is depicted in Figure 2.
    a. Cutting access ramps down to the stream level at CV-049
    b. Installing 2 x 1.8m dia. culverts into the stream area at km 63.5.
    c. Backfilling and packing around the culverts.
    d. Armouring the inlet and outlet areas of the culverts.
    e. Capping the road.

Environmental protection measures that will be implemented for any works adjacent or in water works;

- Limit in-stream activity, as much as possible, to low flow
- Sediment and erosion control measures shall be implemented prior to work and shall be left in place and maintained until all disturbed areas have been stabilized. These features will be field fit.
- Any stockpiled materials shall be stored and stabilized 31 metres away from the OHWM of any waterbody, unless for immediate use.
- Install crossings to minimize approach grades and at right angles to the watercourse to prevent significant alteration to the original direction of stream flow.
- Stabilize crossing approaches during construction to control runoff of sediment-laden water and erosion.
- Minimize in-water work to the shortest amount of time practicable.
- Machinery is not permitted to travel up the stream bed and fording of any water body is to be kept to a minimum and limited to one area.
- Backfill water crossings with suitable material and ensure stable.

While working adjacent or in water a construction log will be maintained. Prior to any in water work a visual assessment for fish will occur. Due to current water temperatures and velocities it is not expected that any fish are in these streams at this time and none have been observed. If fish are encountered, DFO will be notified and an emergency fish salvage will occur. ESC installations and construction monitoring activities will be documented and records provided in subsequent follow up reporting.



Location	Summary
KM 87	Minor surface capping removed
KM 72 Dip	Loss of capping and severe degradation of roadway
KM 67 Hill	Loss of capping and severe degradation of roadway
KM 64/63.5	Complete loss of roadway in two locations
KM 51/KM 51.5	Severe degradation of roadway

Figure 1: Locations of Known Tote Road Infrastructure Issues

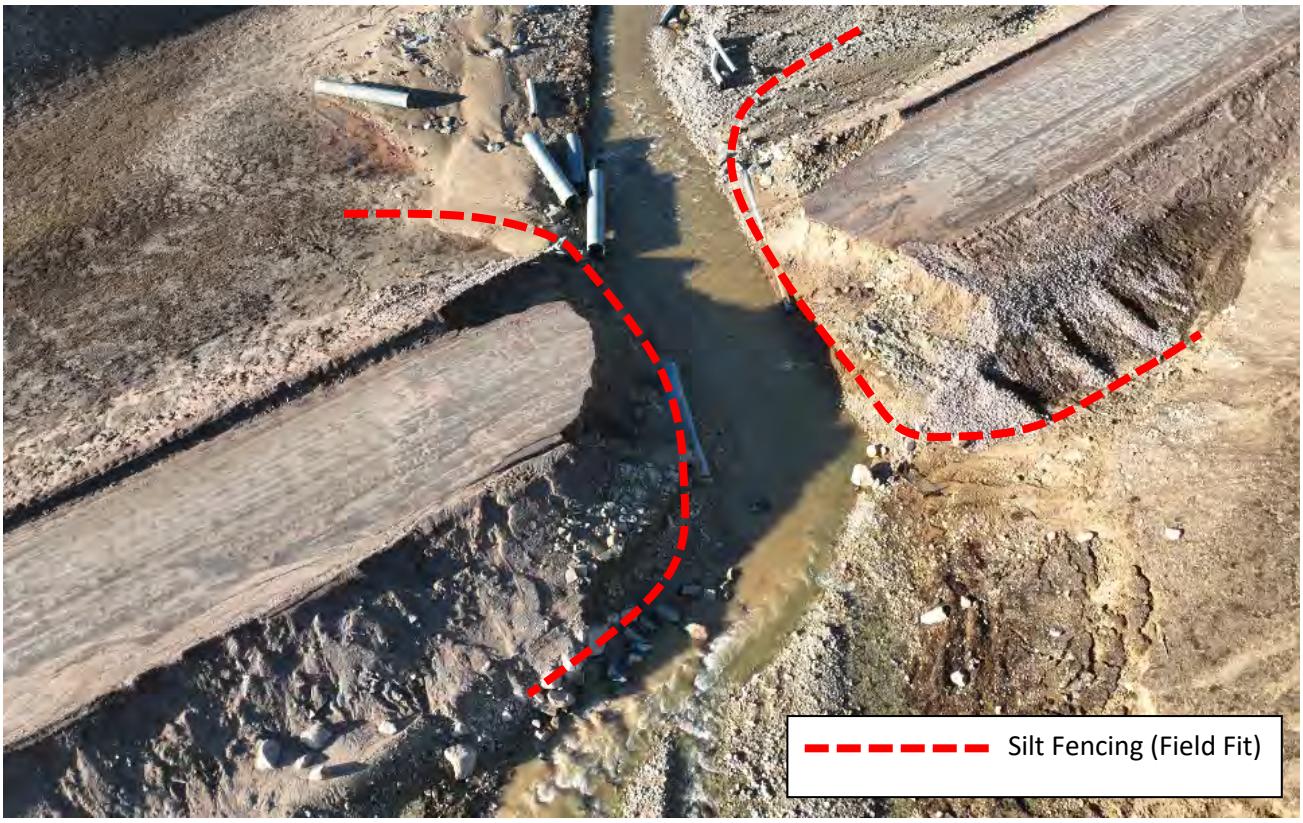
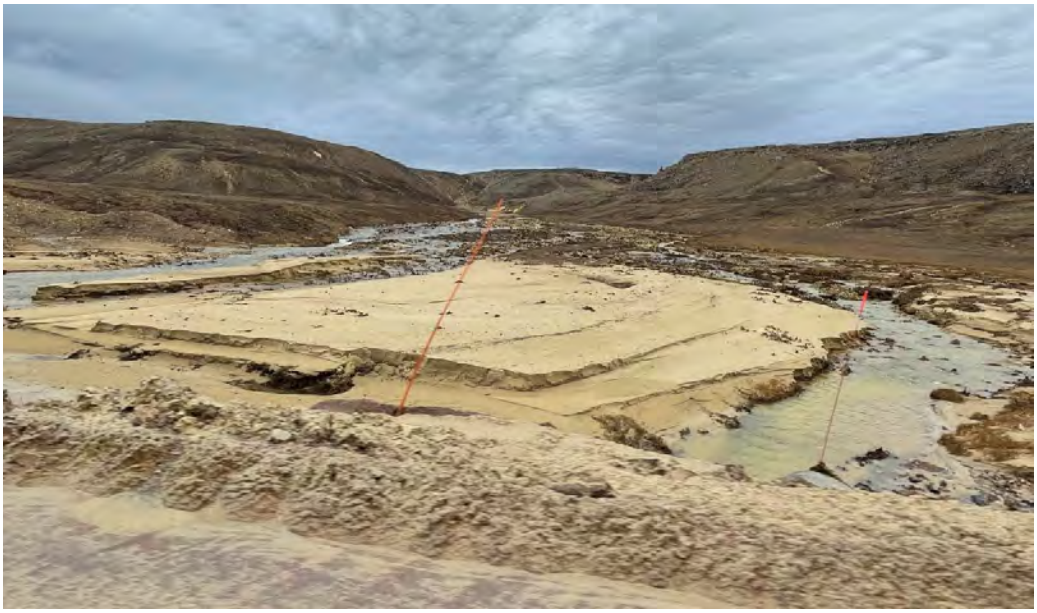


Figure 2: ESC plan for km 63.5 work adjacent to water

It is important to highlight that this was an unprecedented rainfall event, and that there is evidence of natural landform washouts that are not associated with Project infrastructure, that have greatly contributed to the overall impacts to the receiving environment, such as the below example washout from the hillside adjacent to km 88.



Baffinland

Attachment 6:
Summary of Natural Sedimentation Events and Washouts in Areas Surrounding Mary River

Baffinland

Map of Area with Photo Locations Marked

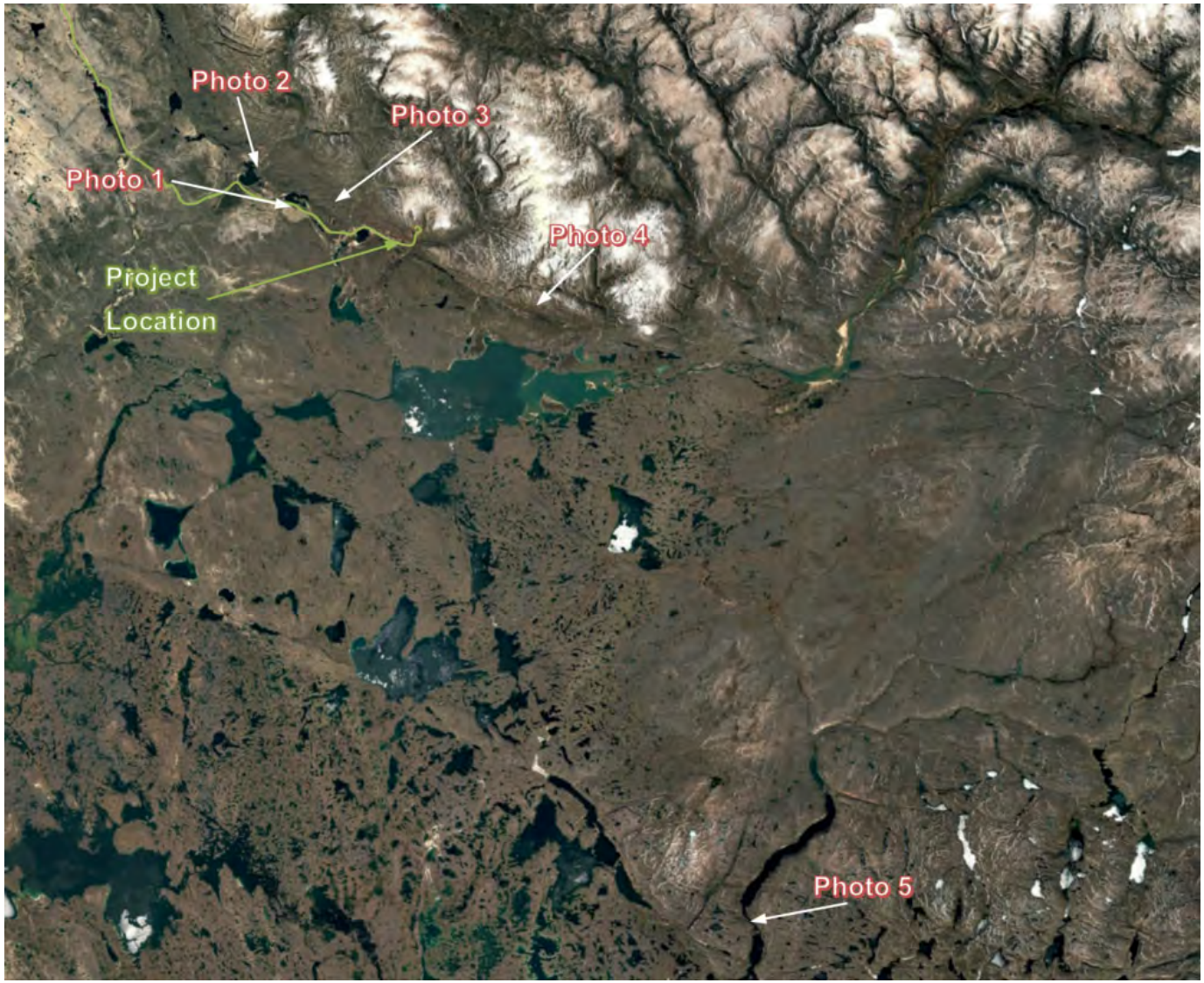


Photo 1: Significant natural slope failure near David Lake, resulting in sediments entering stream and lake. Not related to Project infrastructure, 2024-09-24.

Photo 2: Natural sedimentation event upstream of Muriel Lake resulted in significant deposition of TSS into lake. Not related to Project infrastructure, 2024-09-24.

Photo 3: Slope failure into unnamed lake, resulting in apparent iron-rich TSS loadings to lake 9 km NW of Project, 2024-09-24.

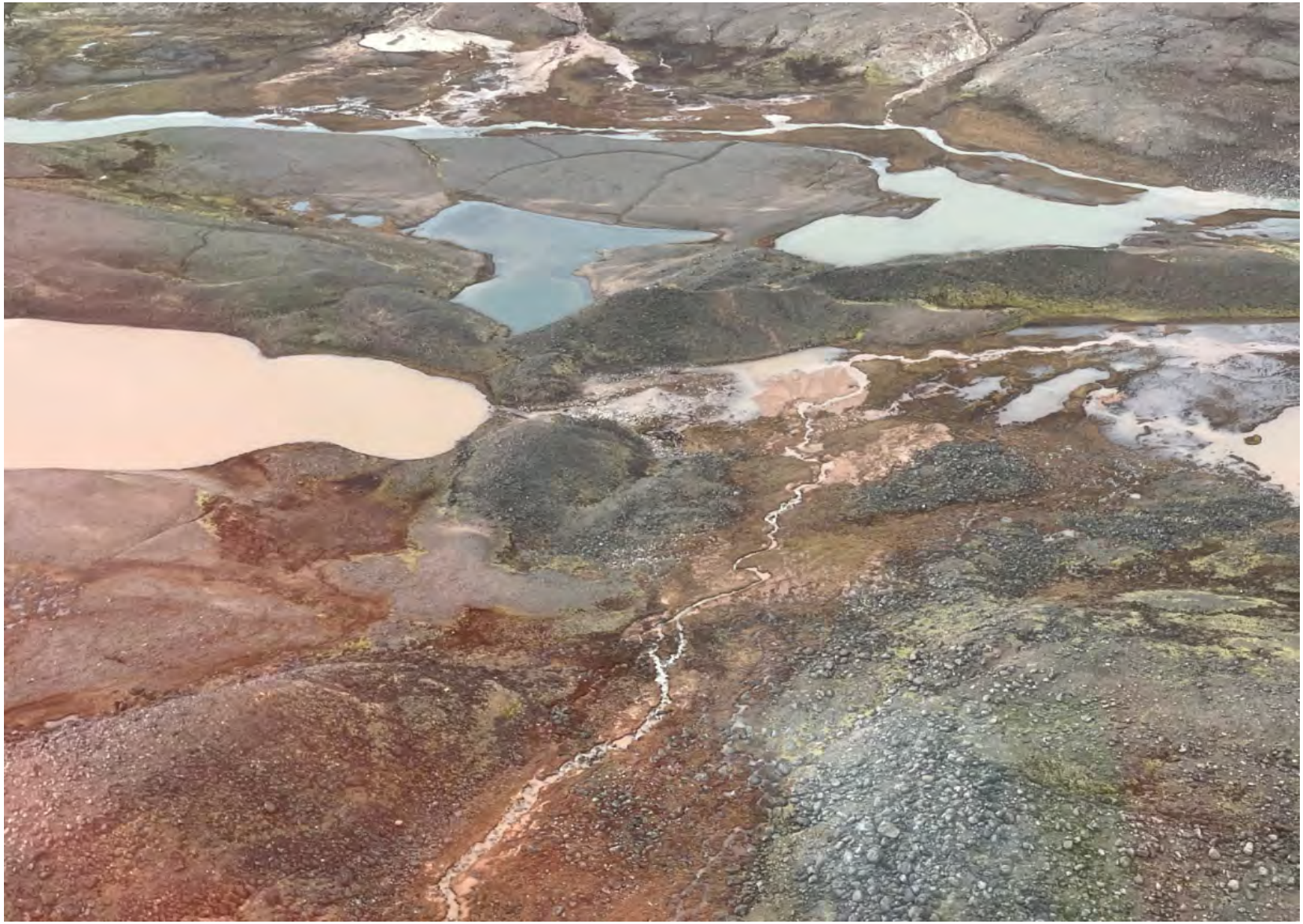
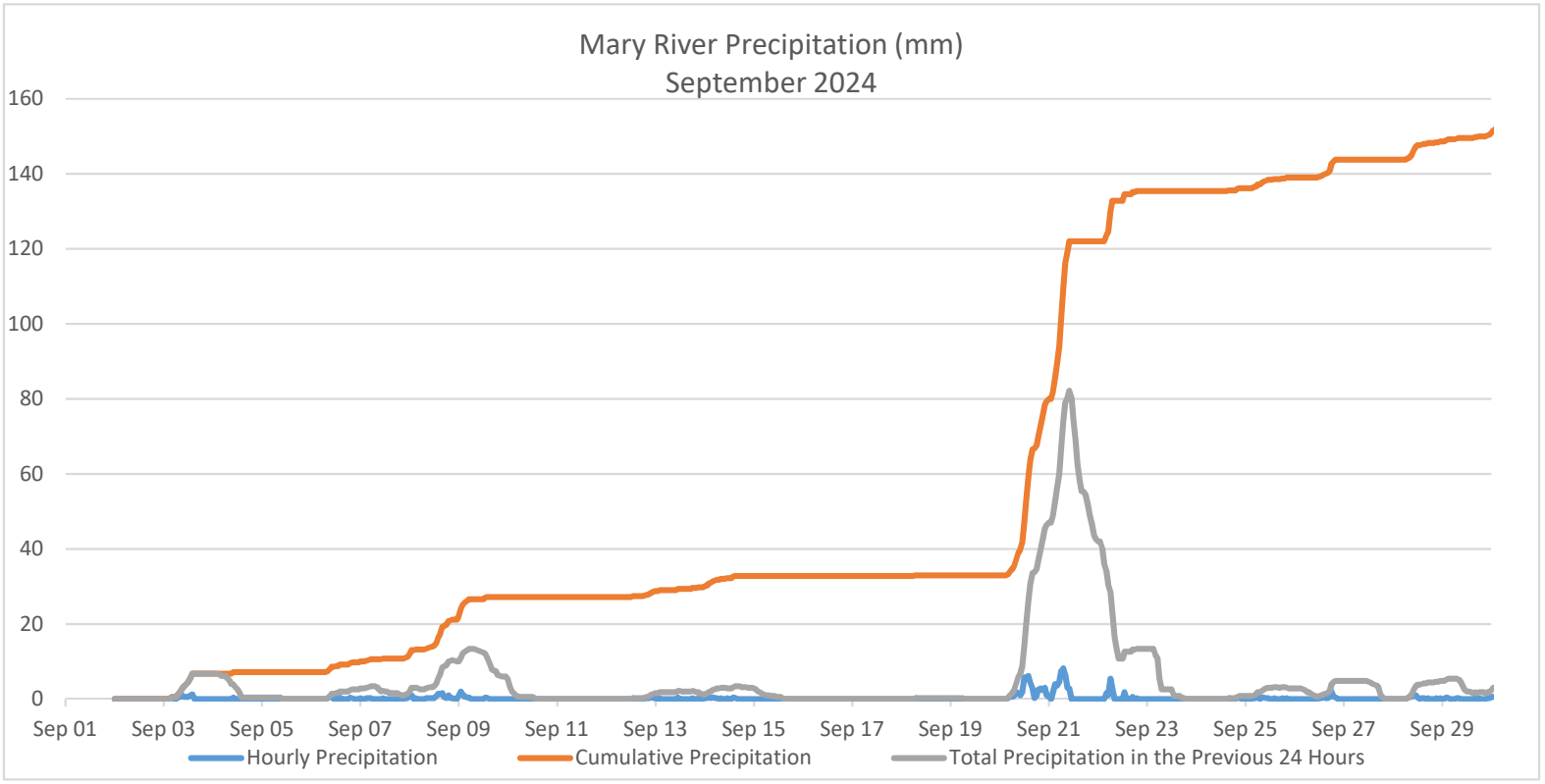


Photo 4: Multiple sedimentation events resulting in new delta creation and TSS loadings to unnamed lakes and stream, 27 km SE of Project (different catchment basin), 2024-09-27.

Photo 5: Hillside slope washout 101 km SE of Project, 2024-09-27.

Attachment 7:
Tabulated Precipitation Data September 20 – 23, 2024 for Mary River



Time	Hourly Precipitation	Cumulative Precipitation	Total Precipitation in the Previous 24 Hours
2024-09-20 3:00	0	33	0.0
2024-09-20 4:00	0.2	33.2	0.2
2024-09-20 5:00	0.8	34	1.0
2024-09-20 6:00	0.6	34.6	1.6
2024-09-20 7:00	0.8	35.4	2.4
2024-09-20 8:00	1.8	37.2	4.2
2024-09-20 9:00	1.6	38.8	5.8
2024-09-20 10:00	1	39.8	6.8
2024-09-20 11:00	1.8	41.6	8.6
2024-09-20 12:00	5.8	47.4	14.4

2024-09-20 13:00	5.8	53.2	20.2
2024-09-20 14:00	6.2	59.4	26.4
2024-09-20 15:00	4.4	63.8	30.8
2024-09-20 16:00	2.8	66.6	33.6
2024-09-20 17:00	0.2	66.8	33.8
2024-09-20 18:00	0.8	67.6	34.6
2024-09-20 19:00	2.6	70.2	37.2
2024-09-20 20:00	2.8	73	40.0
2024-09-20 21:00	2.4	75.4	42.4
2024-09-20 22:00	3	78.4	45.4
2024-09-20 23:00	1	79.4	46.4
2024-09-21 0:00	0.6	80	47.0
2024-09-21 1:00	0	80	47.0
2024-09-21 2:00	1.8	81.8	48.8
2024-09-21 3:00	4	85.8	52.8
2024-09-21 4:00	3.6	89.4	56.2
2024-09-21 5:00	4.6	94	60.0
2024-09-21 6:00	7.4	101.4	66.8
2024-09-21 7:00	8.2	109.6	74.2
2024-09-21 8:00	6.6	116.2	79.0
2024-09-21 9:00	3	119.2	80.4
2024-09-21 10:00	2.8	122	82.2
2024-09-21 11:00	0	122	80.4
2024-09-21 12:00	0	122	74.6
2024-09-21 13:00	0	122	68.8
2024-09-21 14:00	0	122	62.6
2024-09-21 15:00	0	122	58.2
2024-09-21 16:00	0	122	55.4
2024-09-21 17:00	0	122	55.2
2024-09-21 18:00	0	122	54.4
2024-09-21 19:00	0	122	51.8
2024-09-21 20:00	0	122	49.0
2024-09-21 21:00	0	122	46.6
2024-09-21 22:00	0	122	43.6

2024-09-21 23:00	0	122	42.6
2024-09-22 0:00	0	122	42.0
2024-09-22 1:00	0	122	42.0
2024-09-22 2:00	0	122	40.2
2024-09-22 3:00	0	122	36.2
2024-09-22 4:00	1.6	123.6	34.2
2024-09-22 5:00	1	124.6	30.6
2024-09-22 6:00	5.4	130	28.6
2024-09-22 7:00	2.8	132.8	23.2
2024-09-22 8:00	0	132.8	16.6
2024-09-22 9:00	0	132.8	13.6
2024-09-22 10:00	0	132.8	10.8
2024-09-22 11:00	0	132.8	10.8
2024-09-22 12:00	0	132.8	10.8
2024-09-22 13:00	1.8	134.6	12.6
2024-09-22 14:00	0	134.6	12.6
2024-09-22 15:00	0	134.6	12.6
2024-09-22 16:00	0	134.6	12.6
2024-09-22 17:00	0.6	135.2	13.2
2024-09-22 18:00	0	135.2	13.2
2024-09-22 19:00	0.2	135.4	13.4
2024-09-22 20:00	0	135.4	13.4
2024-09-22 21:00	0	135.4	13.4
2024-09-22 22:00	0	135.4	13.4
2024-09-22 23:00	0	135.4	13.4
2024-09-23 0:00	0	135.4	13.4
2024-09-23 1:00	0	135.4	13.4
2024-09-23 2:00	0	135.4	13.4
2024-09-23 3:00	0	135.4	13.4
2024-09-23 4:00	0	135.4	11.8
2024-09-23 5:00	0	135.4	10.8
2024-09-23 6:00	0	135.4	5.4
2024-09-23 7:00	0	135.4	2.6
2024-09-23 8:00	0	135.4	2.6

2024-09-23 9:00	0	135.4	2.6
2024-09-23 10:00	0	135.4	2.6
2024-09-23 11:00	0	135.4	2.6
2024-09-23 12:00	0	135.4	2.6
2024-09-23 13:00	0	135.4	0.8
2024-09-23 14:00	0	135.4	0.8
2024-09-23 15:00	0	135.4	0.8
2024-09-23 16:00	0	135.4	0.8
2024-09-23 17:00	0	135.4	0.2
2024-09-23 18:00	0	135.4	0.2
2024-09-23 19:00	0	135.4	0.0

January 11, 2025

Resource Management Officer
Nunavut Region
Crown Indigenous Relations and Northern Affairs Canada
Box 100
Iqaluit, NU X0A 0H0

Regulatory Manager
Qikiqtani Inuit Association
P.O. Box 219
Iqaluit, NU X0A 0H0

Re: Follow-Up to Spill #2024-462
Mary River Project - Water Licence No. 2AM-MRY1325

Summary:

On December 12, 2024, at approximately 10:45, an estimated 600 litres of treated sewage was released to the environment immediately outside the Milne Port 380 Camp Waste Water Treatment Plant (WWTP). As part of the operations of the WWTP, aerobic sludge is transferred from an aeration tank to a tote using a waste-activated sludge (WAS) transfer pump. The tote was filled approximately halfway, and the WAS transfer pump was shut off. At approximately 11:30, a Supervisor noticed liquid outside the plant building. Upon inspection, it was discovered that the tote had overflowed, releasing the sludge onto the floor of the building.

The sludge then migrated outside onto frozen ground adjacent to the WWTP, contaminating roughly 30 square meters. An investigation concluded that a siphon effect occurred between the aeration tank and the tote due to the transfer line still being submerged. The nearest water body is located 350m away from the WWTP and is currently frozen.

Immediate and Follow-Up Action:

Upon discovery of the release by the Supervisor, a valve on the tote's intake line was closed. The reason for this valve remaining open was to prevent treated sewage from hardening within the pipes. However, it was presumed only the remaining sewage within the pipe would transfer to the tote, and a siphon effect would not occur.

Following this, cleanup was initiated utilizing a vac truck to vacuum up the impacted area, which was then deposited into the Milne Port Polishing Waste Stabilization Pond. Further, a loader was utilized to scrape up impacted snow. Monitoring of the area will occur once thawing conditions prevail to ensure cleanup activities were effective.

Corrective actions implemented as a result of the incident include creating a Safe Work Instruction (SWI) for transferring from the aeration tank to a tote, which indicates the requirement to close the valve on the line filling the tote. This will ensure the siphoning effect between the aeration tank, and the tote does not reoccur. An intrinsically safe shut-off switch for the WAS transfer pump will also be installed closer to the pump.

Current Status:

The Milne Port 380 WWTP is currently active and treating effluent. A shutoff valve close to the WAS pump, which isolates the pump from the discharge pipe, has been installed. A further upgrade to install a switch in close proximity to turn the power to the pump on and off is coming forthwith.

Should you require further information or clarification on the incident described above, please feel free to contact the undersigned at (647) 253-0596 (ext.6016).

Prepared by:

William Bowden

William Bowden
Senior Environmental Superintendent

Reviewed by:

Drew Blais
Site Services Superintendent

Cc: Jeremy Fraser, Sean Noble-Nowdluk (CIRNAC)
Andrew Jaworenko, Amoudla Kootoo (QIA)
Tim Sewell, Megan Lord-Hoyle, Lou Kamermans, Francois Gaudreau, Martin Beausejour, Dwayne Dergousoff, Eli Iannelli, Connor Devereaux, Todd Swenson, Allison Parker, Irniq Lecompte (Baffinland)

Attachments:
Attachment 1: Photos
Attachment 2: Spill Location
Attachment 3: Baffinland NT-NU Spill Report #2024-462

Baffinland

Attachment 1: Photos

Photo 1: Aerobic sewage that migrated outside of the Milne Port 380 WWT - December 12, 2024

Photo 2: Tote inside Milne Port 380 WWTP that overflowed, resulting in release – December 12, 2024

Photo 3: Post release of aerobic sewage adjacent to Milne Port 380 WWTP following first clean up – December 12, 2024

Photo 4: Location of aerobic sewage release at Milne Port 380 WWTP following second clean up – January 5, 2024

Baffinland

Attachment 2: Spill Location

Baffinland

SAVED: C:\Users\Tim.Rast\Documents\GIS Data\Maps\Spill\2024-462_Letter_L - Legend H.mxd; 03-Jan-25

LEGEND

Milne Port 380 WWTP

ᓄᓇᕗᑦ ᐅᓪᓗᕈᓘᐅᑎᓪᓗᒍ MARY RIVER PROJECT

Spill Report 2024-462

Projection: NAD 1983 UTM ZONE 17N.
Base Map: © ESRI Imagery 2024.

0 40 80 160 Meters
Scale 1:8,000

N

Baffinland

ᑎᑎᕋᐅᓯᖏᓐᓄᑦ **FIGURE** 1

Attachment 3: Baffinland NT-NU Spill Report #2024-462

NT-NU SPILL REPORT

OIL, GASOLINE, CHEMICALS AND OTHER HAZARDOUS MATERIALS

Government of Northwest Territories | Nunavut | Canada | Inuvialuit Land Administration

NT-NU 24-HOUR SPILL REPORT LINE
Tel: (867) 920-8130 • Email: spills@gov.nt.ca

A	Report Date: 12 / 13 / 24	Report Time: 10:00 am	☑ Original Spill Report OR ☐ Update #. _____ to the Original Spill Report	Report Number: 24-
B	Occurrence Date: 12 / 12 / 24	Occurrence Time: 11:30 am		
C	Land Use Permit Number (if applicable): IOL - Commercial Lease No.: Q13C301		Water Licence Number (if applicable): 2AM-MRY1325 Type "A"	
D	Geographic Place Name or Distance and Direction from the Named Location: Mary River Project Mine Site, Baffin Island, NU		Region: ☐ NT ☑ Nunavut ☐ Trans-boundary or Ocean	
E	Latitude: 71 Degrees 52 Minutes 33 Seconds		Longitude: -80 Degrees 54 Minutes 19 Seconds	
F	Responsible Party or Vessel Name: Baffinland Iron Mines Corp.		Responsible Party Address or Office Location: 380 Oakville Place Dr. Suite 300, Oakville, ON, Canada, L6H6K8	
G	Any Contractor Involved: Eclipse Camp Solutions-Horizon North		Contractor Address or Office Location: 380 Milne Port Site Baffin, Nunavut	
H	Product Spilled: ☐ Potential Spill: Partially treated sewage	Quantity in Litres, Kilograms or Cubic Metres: 600L	U.N. Number: N/A	
I	Spill Source: Wastewater Treatment Plant	Spill Cause: Siphoning	Area of Contamination in Square Metres: 30	
J	Factors Affecting Spill or Recovery: N/A	Describe Any Assistance Required: N/A	Hazards to Persons, Property or Environment: N/A	
K	Summary of the spill incident and efforts / description of the incident: On December 12, 2024, at 11:30, Site Services Supervisor discovered a spill of partially treated sewage that was overflowing from the aeration tank of the Milne Port 380 Person Camp Wastewater Treatment Plant. Initial investigation shows that there was a siphon effect that occurred when the RAS pump on the aeration tank was shut off, which resulted in a spill of approximately 600 Liters to the ground outside of the WWTP building. The siphoning was stopped and the spill stopped immediately. The spill was contained to the area immediately adjacent to the WWTP and did not migrate. The closest water body is approx. 350m away and is currently frozen. A vac truck was used to remove the spilled material. This spill is being reported as required by the conditions of Water License no. 2AM-MRY1325, Part H, item 9(b) pursuant to subsection 12(3) of the Nunavut Waters and Nunavut Surface Rights Tribunal Act.			

L	Reported to Spill Line by: Todd Swenson	Position: Environmental Superintendent	Employer: Baffinland Iron Mines	Location Calling From: Mary River Mine (Ext. 6016)	Telephone: (867) 253-0956
M	Any Alternate Contact: William Bowden	Position: Environmental Superintendent	Employer: Baffinland Iron Mines	Alternate Contact Location: Mary River Mine (Ext. 6016)	Alternate Telephone: (867) 253-0956

REPORT LINE USE ONLY

N	Received at Spill Line by:	Position:	Employer:	Location Called:	Report Line Number:

Lead Agency: ☐ EC ☐ CCG/TCMSS ☐ GNWT ☐ GN ☐ ILA ☐ CIRNAC ☐ CER ☐ Other: _____

File Status: ☐ Open ☐ Closed

Agency:	Contact Name:	Contact Time:	Remarks:
Lead Agency:			
First Support Agency:			
Second Support Agency:			
Third Support Agency:			