30 December 2019

Assol Kubeisinova
Nunavut Water Board
P.O. Box 119
Gjoa Haven, NU
X0B 1J0

**Re: Responses to Intervener Submissions and Updated 2020 Work Plan Scope of Work**
**2020 Work Plan Annual Security Review**
**Mary River Project, Type A Water Licence No. 2AM-MRY1325**

Baffinland Iron Mines Corporation (Baffinland) provides the following letter to the Nunavut Water Board (NWB) in response to the intervener submissions received from Crown Indigenous Relations and Northern Affairs Canada (CIRNAC)[1] and the Qikiqtani Inuit Association (QIA)[2], in regards to the 2019 Annual Security Review (ASR) for the Mary River Project (the Project) Type 'A' Water Licence No. 2AM-MRY1325 (as amended). Where applicable, Baffinland has provided responses to intervener questions to clarify or revise the position presented by Baffinland in the 2020 Marginal Closure and Reclamation Financial Security Estimate[3] (2020 Security Estimate). Where possible Baffinland has attempted to clarify discrepancies between the estimates prepared by interveners and the 2020 Security Estimate. Additionally, Baffinland has provided clarifications on the scope of the 2020 Work Plan and the requested confirmation to the NWB on the total value of reclamation security currently posted for the Mary River Project.

## Revised 2020 Work Plan Scope of Work

As a result of the adjournment of the Phase 2 public hearing and the uncertainty associated with the timeline for the hearing to resume, and the subsequent impact to Baffinland's financial position, the Company must adjust the scope of work and forecast for the 2020 sealift in the 2020 Work Plan. The revised 2020 Work Plan and the associated 2020 Marginal Closure and Reclamation Financial Security Estimate will be provided following the 2020 ASR teleconference to ensure all intervenor comments and concerns are addressed in the revised versions issued. A draft version of the amended Table 3-1 and Table 8-2 from the 2020 Work Plan are provided as Attachment 1 to this letter, and are intended to provide the NWB and intervenors advance notice of the revised scope of work that will be presented, and to facilitate any necessary discussion during the 2020 ASR teleconference.

[1] CIRNAC (2019). Re: Crown-Indigenous Relations and Northern Affairs Canada's Reclamation Cost Estimate for the 2020 Annual Security Review for Baffinland Iron Mines Corporation's Mary River Project, Water Licence 2AM-MRY1325 Amendment No. 1. 13 December 2019
[2] QIA (2019) Re: Licence No. 2AM-MRY1325 Type "A"; Mary River Project, Baffinland Iron Mines Corporation, Annual Security Review Associated with 2020 Work Plan. 13 December 2019
[3] Baffinland (2019a) 2020 Marginal Closure and Reclamation Financial Security Estimate. 1 November 2019

**Confirmation of Reclamation Security Values Currently Held**

The total value of reclamation security currently held for the Mary River Project is provided in the below table. Baffinland notes an omission in the 2020 Security Estimate Table 4-1 regarding the current value of security held by Fisheries and Oceans Canada (DFO) under current Fisheries Act Authorizations, however this does not have a material impact on the securities held under the Type 'A' Water Licence 2AM-MRY1325, and is provided herein for completeness. There were no addendums to the Work Plan issued in 2019.

| | Authorization | Liability | Total Value of Reclamation Security Currently Posted ($) |
|---|---|---|---|
| 1 | Type A 2AM-MRY1325 | IOL[2] | 104,687,658 |
| 2 | | Crown | 1,448,801 |
| 3 | | Water | - |
| 4 | | Land | - |
| 5 | *Subtotal Type A* | | 106,136,459 |
| 6 | Type B Exploration 2BE-MRY1421 | IOL[2] | - |
| 7 | | Crown | 1,250,000 |
| 8 | | Water | - |
| 9 | | Land | - |
| 10 | *Subtotal Type B Exploration* | | *1,250,000* |
| 11 | DFO Security Associated with Ore Dock | IOL[2] | - |
| 12 | | Crown | 563,000 |
| 13 | | Water | 563,000 |
| 14 | | Land | - |
| 15 | DFO Security Associated with Freight Dock | IOL[2] | - |
| 16 | | Crown | 4,250,000 |
| 17 | | Water | 4,250,000 |
| 18 | | Land | - |
| 19 | *Subtotal DFO* | | *4,813,000* |
| 20 | AANDC Land Lease 47H/16-1-2 | IOL[2] | - |
| 21 | | Crown | 4,975,000 |
| 22 | | Water | - |
| 23 | | Land | 4,975,000 |
| 24 | *Subtotal AANDC Land Lease* | | *4,975,000* |
| 25 | **GRAND TOTAL** | | **117,174,459** |

In 2019, Baffinland and QIA entered into an arbitration process regarding the value of reclamation security associated with the 2019 Work Plan. As the arbitration process has yet to conclude, the value of reclamation security held by QIA in respect of the Commercial Lease Q13C301 is subject to change. Baffinland remains committed to resolving this matter in a timely fashion and gaining alignment with QIA.

**Crown Indigenous Relations and Northern Affairs Canada Estimate**

The submission provided by CIRNAC included both an estimate of the reclamation security for the 2020 Work Plan prepared by SNC-Lavalin Group[4] (SNC) dated December 12, 2019, as well as an estimate for the Phase 2 proposal currently under review for an amendment to the Type 'A' Water Licence 2AM-MRY1325, prepared by Arcadis Canada Inc.[5] (Arcadis) dated July 15, 2019.

Baffinland has not reviewed the document prepared by Arcadis for the Phase 2 proposal in detail as this is outside the scope of the 2020 Annual Security Review process. It is noted however that the total value of the reclamation security estimate put forward by Arcadis differs significantly from the value published by CIRNAC in their July 15, 2019 technical review[6] of the Phase 2 Amendment application. Baffinland requests that CIRNAC clarify this discrepancy through the Phase 2 proposal review process in advance of technical meetings for the Water Licence amendment.

Baffinland has provided the below responses to the recommendations outlined by CIRNAC in their December 13, 2019 submission. A general comment regarding the SNC estimate is that it fails to take into account the unit rate updates completed in 2018, and validated by SNC[7] during the 2019 ASR. This has resulted in a number of review questions posed to Baffinland that were addressed in full during the 2019 ASR, as well as an overestimation of the value of reclamation security associated with the 2020 Work Plan. Baffinland requests that CIRNAC issue a revised estimate for 2020 in consideration of the unit rate updates used by CIRNAC in the 2019 ASR.

| CIRNAC Recommendation | Baffinland Response |
|---|---|
| Based on the materials provided by BIMC, and CIRNAC review, CIRNAC is of the opinion that a security of $146,893,961 would ensure that the project is secured for the peak projected reclamation costs for 2020, including those Phase 2 items BIMC proposes for 2020. A security of $180,389,874 would ensure that the project is secured for the peak projected reclamation costs including all Phase 2 cost, but excluding 2020 work plan items for the currently approved project. If BIMC provides a separation in EBS of 2020 work plan items approved under the current project from those for Phase 2, CIRNAC could better prepare an estimate which would cover all items inclusive of the 2020 work plan and Phase 2.<br><br>Presently CIRNAC holds $1,448,801 in financial security for reclamation purposes. CIRNAC recommends that an additional $1,764,129 be added to the amount already | Baffinland requests that CIRNAC provide an updated estimate for 2020 respecting the unit rate updates completed in 2018 and validated by SNC.<br><br>Baffinland will be required to update the Phase 2 estimate to reflect the scope of the 2020 Work Plan, as it was prepared in April 2019 prior to the scope of the 2020 Work Plan being considered. This will be completed outside the 2020 ASR process, and in line with the review process for the Water Licence Amendment process under the guidance of the NWB. |

[4] SNC (2019) Mary River Project, FINAL 2020 Annual Security Review, Crown-Indigenous Relations and Northern Affairs Canada. SNC-Lavalin Group, File No. 670026. 12 December 2019
[5] Arcadis (2019) Reclaim Estimate for 2019 Annual Security Review with Phase 2 Program, Mary River Mine. Water Licence Application 2AM-MRY1325. Arcadis Canada Inc., 351455-000. 15 July 2019
[6] CIRNAC (2019) Re: Crown-Indigenous Relations and Norther Affairs Canada Technical Review Comments on Baffinland Iron Mines Corporation Phase 2 Amendment Application for the Mary River Project, Water Licence 2AM-MRY1325 – Amendment No. 1
[7] SNC (2018) 2018 Unit Rates Update and Revised Report. Memorandum to Sarah Forte, Wajid Dadouda, Ian Parsons. Ref. 658342-3000-4GER-0002_00. 20 December 2018

| CIRNAC Recommendation | Baffinland Response |
|---|---|
| held by the Minister for a total of $3,212,930 to cover the Crown portion of reclamation security for 2020. | |
| CIRNAC recommends that BIMC not engage in any work that is secured under the 2020 Work Plan, which may require a modification or an amendment to the licence without obtaining appropriate approvals from the NWB. | Baffinland confirms that work outlined in Table 3-1 of the 2020 Work Plan will not commence until the required regulatory approvals are received. |
| To assist in refining the security estimates, CIRNAC recommends that BIMC provide:<br><br>a) Clarifications requested in Table 5-1 of the SNC-Lavalin report in Annex A;<br><br>b) Separation of work plan items which are approved and those which require approval within the EBS model;<br><br>c) Updates to the Interim Closure and Reclamation Plan and the Phase 1 Waste Rock Management Plan, with consideration of design amendments as outlined in Table 5-1 of the SNC-Lavalin report in Annex A. | a) Responses to SNC's Table 5-1 are provided as Attachment 2.<br><br>b) The Marginal Reclamation Security Estimate is designed to approximate the total value of reclamation security required for the scope of work outlined in the Work Plan. As presented, the 2020 Security Estimate provides the highest reclamation liability for the Mary River Project for the coming year. Separation of these items in the EBS will not increase the accuracy of the estimate, will create unnecessary granularity to an already complex estimation process, and will create redundancy in the calculation of indirect costs. For these reasons, the 2020 Security Estimate and associated EBS will not be revised to reflect the approvals required.<br><br>c) The 2020 Security Estimate was prepared based on the available information at the time of publishing. Further, the Interim Closure and Reclamation Plan (ICRP) and the Waste Rock Management Plan (WRMP) updates will not have a material impact on the 2020 ASR. Contrary to the position taken by CIRNAC, direct costs for open pit development are not relevant to the 2020 ASR as the active mining at Deposit 1 consists of a hill top outcrop and not an active open pit, nor is open pit development to be initiated in 2020. Regarding the Waste Rock Facility (WRF), Baffinland increased the post closure monitoring costs associated with the operation of the WRF Water Treatment Plant for an assumed period of three (3) years during the 2019 ASR. Further updates may be required based on the WRMP in subsequent years or for the Phase 2 estimate. |

**Qikiqtani Inuit Association Estimate**

The submission provided by the QIA contained did not contain any specific requests for additional information or recommendations based on the estimate prepared by Arktis Solutions[8] (Arktis). Where discrepancies between the estimates exist, or new positions taken by Arktis, Baffinland has attempted to reconcile these and/or provide a response.

Baffinland does not agree with the Arktis position that reasonable evidence does not exist to support a reduction in reclamation security associated with mobile and mechanical equipment. Baffinland acknowledges that while work has been completed to improve the use of SAP in tracking of equipment, further work is required to provide QIA with the certainty they require and to reconcile lists of equipment with the Baffinland and Arktis models. Despite this, Baffinland has provided lists of equipment mobilized and demobilized in 2019 from the sealift manifests, for which no uncertainty exists as these are fully audited and validated. Arktis has failed to utilize the manifest information provided in the 2020 Security Estimate in the preparation of their estimate and as a result has compounded the inaccuracy in their estimate and overestimated the liability associated with mobile and mechanical equipment. This is not only true for items that were backhauled from site following their use or decommissioning, but also items proposed in the 2019 Work Plan that did not arrive at the Mary River Project in 2019.

Baffinland disputes the findings of the 2019 Environmental Audit presented in Table 3-3 of the Arktis report, outlined as follows;

- **Ore Crusher Stockpile** – The total footprint of the Crushing Pad at the Mine Site from the as-built drawing in the 2018 QIA/NWB Annual Report is 106,574 $m^2$, inclusive of the previously expanded area of 12,500 $m^2$. Arktis indicates in the 2019 Environmental Audit that the total area in the estimate liability is 71,640 $m^3$. However, the value used from the 2014 Work Plan (33,940 $m^2$) is incorrect. Baffinland allocated 121,021 $m^2$ for the crushing pad in the 2014 Complete Project Financial Security Estimate. The EBS contains a total allocation of 194,901 $m^2$, which includes the yet-to-be-constructed expansion in the 2019 Work Plan of 12,000 $m^2$. This demonstrates that Baffinland is overbonded by 88,327 $m^2$, or approximately $131,600. Baffinland is not seeking an reduction in the currently held liability at this time as the use of satellite imagery (Photosat) to assess total disturbed areas is still under review in consultation with QIA and any discrepancies can be reconciled once this practice is implemented. However, based on the current liability held there is no rationale for increasing the value as proposed by Arktis.
- **Ore Stockpile Settling Pond 1a** – Arktis has incorrectly cited the allocation for Pond 2a (4,400 $m^2$, yet to be constructed) from the 2019 Work Plan. The security allocation for Pond 1a is 5,000 $m^2$, as outlined in the 2018 Work Plan. Based on the Arktis evaluation of the as-built documentation provided for Pond 1a, the total actual disturbed area is 4,688 $m^2$. Therefore, Baffinland is overbonded by 312 $m^2$, or approximately $465. As this discrepancy is minor, no adjustment in the liability is required.
- **Airstrip** – Arktis has included an allocation for the reclamation of the airstrip at the Mine site. However, as outlined in the ICRP (Rev. 5), the airstrip is to remain in place at closure. Based on

[8] Arktis (2019) 2020 Mary River Reclamation Security Report, Version 1. Arktis Solutions, 13 December 2019

the closure strategy for the airstrip, no allocation for grade and re-contour of the facility will be included in the Baffinland estimate, and should be removed from the Arktis estimate.

- **Tote Road** – Arktis has included an allocation for the reclamation (grade and re-contour) of the Tote Road. While Baffinland has including allocations for the reclamation of Tote Road water crossings (culverts and bridges), as well as historical borrow sources, Baffinland has not included an allocation for the reclamation of the road. As outlined in the ICRP (Rev. 5), the Tote Road is to remain in place at closure. Additionally, the Tote Road is defined as a public road under Article 21, Part 4 of the Nunavut Land Claims Agreement, which would prevent Baffinland from removing the roadway as a transportation route. Based on the closure strategy for the Tote Road, no allocation for grade and re-contour will be included in the Baffinland estimate, and should be removed from the Arktis estimate.

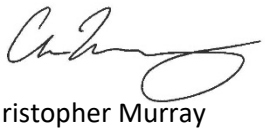
Baffinland notes that many of the discrepancies between the Arktis estimate and the Baffinland estimate are attributed to the identified 'High Uncertainty Items'[9] (Rev. 3, 2019). While it is the expectation from Baffinland that the current arbitration process will provide guidance on the High Uncertainty Items, it is acknowledged that these differences in position still exist for the 2020 ASR and have informed the respective estimates. Baffinland does not agree with the position presented by Arktis with respect to worker mobilization, disturbed areas, fuel, application of inflation, contingency and inventories.

The Arktis estimate increases the percentages applied for indirect costs for 'Supervision, Project Management and Contract Administration' (from 9.4% to 15%) and Engineering Fees (from 3.9% to 5%) without providing adequate justification for the revision. The Ontario Society of Professional Engineers (OSPE) fee guideline for 2015 indicates that for projects with a cost greater than $10,000,000 the applicable fee is 14%, not 15%. Additionally, the OSPE guideline includes Engineering Design Services, which for the purpose of the estimate have been separated from the Supervision, Project Management and Contract Administration fee, thereby overestimating the indirect cost by double counting. Engineering fees of 3.9% were deemed appropriate by Arktis in their 2014 Comprehensive Security Estimate[10] given the "average complexity" of the reclamation activities. Given that the complexity of the reclamation activities has not meaningfully increased with the scope of work proposed in the 2020 Work Plan, only the scale of the activities, Baffinland does not believe an increase to the percentage applied for engineering fees is valid.

[9] Baffinland and QIA (2019) Mary River Financial Security Estimate High Uncertainty Items, Revision 3. 18 January 2019.
[10] Arktis (2014) QIA 2014 Comprehensive Security Estimate for Baffinland Iron Mines Corporation's Mary Rover Project Activities Occurring on Inuit Owned Lands. Arktis Solutions, 12 December 2014.

Please advise if any further information requests are received or if there is any clarification needed on the responses Baffinland has provided herein. Baffinland looks forward to the ASR teleconference on January 10th and welcomes any further questions on the above topics and the remainder of the 2020 Security Estimate.

Regards,



Christopher Murray
Environmental & Regulatory Compliance Manager

cc. Megan Lord-Hoyle, Lou Kamermans (Baffinland)
Richard Dwyer, Karén Kharatyan, Stephanie Autut (NWB)
Chris Spencer, Jared Ottenhof (QIA)
Bridget Campbell, Godwin Okonkwo, Spencer Dewar (CIRNAC)

Attachments:
Attachment 1: Draft Revised 2020 Work Plan Items
Attachment 2: Baffinland Responses to SNC Report

**Attachment 1**

**Draft Revised 2020 Work Plan Items**

Baffinland

**Table 3-1: Scope of Work for 2020**

| Item No. | Property Section | Land Use Area | Approximate Location | Description | Description of Effect on Feature(s) | Anticipated Completion Year | Required Permit or QIA Applications | Other Information |
|---|---|---|---|---|---|---|---|---|
| | *e.g. Milne Inlet/Tote Road/Mine Site* | *e.g. Impact Area /Exploration Area* | *Approximate UTM (if known) (Zone 17W)* | *Provide a detailed description of the activity.* | *A description of how the feature(s) (topographical and/or manmade) will be affected* | *N/A* | *List any associated permit applications if applicable.* | *e.g. Issued for construction documentation* |
| **Scope of Work for 2020 – Pre-Project Certificate Approval** | | | | | | | | |
| 1 | Mine Site | Impact Area | N7913348 E561121 | Installation of fuel line and associated piping between the mine site fuel storage areas and gensets. Total of 250m pipe. | Minor leveling and grading within Potential Development Area. | 2020 | Security | IFCs |
| 2 | Mine Site | Impact Area | N7913321 E560631 | Installation of a mine dry facility at the Sailivik Camp. | No effect, will be placed on developed laydown within Potential Development Area | 2020 | Security | Layout Drawings |
| 3 | Mine Site / Milne Port | Impact Area | (A) Mine Site - N7914780 E558420<br>(B) Milne Port - N7975973 E503774 | Installation of two (2) new waste incineration units; one (1) at the Mine Site, one (1) at Milne Port | No effect, will be placed on developed laydown within Potential Development Area | 2020 | Security<br>Water Licence Modification | IFCs |
| 4 | Mine Site | Impact Area | N7916800 E563270 | Construction of a new sedimentation pond at the Waste Rock Facility. Pond will be lined and have an approximate footprint of 50,000 $m^2$. | Leveling and grading within Potential Development Area | 2020 | Security<br>Water Licence Modification | IFCs |
| 5 | Mine Site | Impact Area | N7916744 E563228 | Expansion of the Waste Rock Facility Water Treatment Plant to include an additional geotube settling containment area. Total footprint of new lined area is 3,000 $m^3$. | Leveling and grading within Potential Development Area | 2020 | Security<br>Water Licence Modification | IFCs |
| 6 | Mine Site | Impact Area | N7915730 E563348 | Installation of a hard line for transfer of water from Deposit 1 to the Waste Rock Facility sedimentation pond. Hard line will replace current use of layflat hose. Total length of line is 3,500 m. | Positive environmental effect, focus on improving water management and reduction of spill potential. Minor leveling and grading with the Potential Development Area | 2020 | Security<br>Water Licence Modification | IFCs |
| 7 | Mine Site | Impact Area | N7915529 E564028 | Construction of a sedimentation pond at the Mine Haul Road to manage surface water runoff. Pond will be lined and have a footprint of 10,000 $m^2$. | Leveling and grading within Potential Development Area | 2020 | Security<br>Water Licence Modification | IFCs |
| 8 | Mine Site | Impact Area | N7914428 E563192 | Implementation of a water management plan for Deposit 1, including berms and ditching to manage surface water. | Leveling and grading within the ultimate limit of Deposit 1 | 2020 | None | IFCs |

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| | *e.g. Milne Inlet/Tote Road/Mine Site* | *e.g. Impact Area /Exploration Area* | *Approximate UTM (if known) (Zone 17W)* | *Provide a detailed description of the activity.* | *A description of how the feature(s) (topographical and/or manmade) will be affected* | *N/A* | *List any associated permit applications if applicable.* | *e.g. Issued for construction documentation* |
| 9 | Mine Site | Impact Area | N7913203 E561491 | Construction of concrete pad apron exterior to the HD Shop. Total footprint of 1,020 $m^2$. | No effect, will be placed on developed laydown within Potential Development Area | 2020 | Security | Layout Drawings |
| 10 | Mine Site | Impact Area | N7913312 E561706 | Expansion of the area east of the Mine Site workshops and mine haul road for improved traffic management. Additional footprint of 18,000 $m^2$. | Leveling and grading within Potential Development Area | 2020 | Security | Layout Drawings |
| 11 | Mine Site | Impact Area | (A) KM 104 - N7916450 E562500<br>(B) Mine Site - N7911913 E561737<br>(C) Milne Port - N7967739 E511181 | Expansion of the explosive magazines storage area at Km 104 (8,000 $m^2$) and heated storage facilities (400 m2 each) for emulsion truck parking at Mine Site (1,600 $m^2$ disturbed) and Milne Port (27,700 $m^2$disturbed). | Leveling and grading within Potential Development Area | 2020 | Security | Layout Drawings |
| 12 | Mine Site | Impact Area | (A) HD Shop - N7913209 E561467<br>(B) MR Shop - N7913295 E5612525<br>(C) Wash Bay - N7913213 E561645<br>(D) 110 Laydown - N7915177 E563454 | Construction of a waste containment cells exterior to workshop facilities, for temporary storage of materials prior to longer term storage in the Hazardous Waste Berms and eventual backhaul.<br>HD Shop - 72 m2<br>MR Shop - 120 m2<br>Wash Bay - 120 m2<br>110 Laydown - 144 m2 | Lined area on developed laydown within the Potential Development Area | 2020 | Security<br>Water Licence Modification<br>OEN | IFCs |
| 13 | Mine Site | Impact Area | N7915503 E563241 | Additional maintenace facilities at the KM110 laydown to support maintenance of Deposit 1 equipment. Facilities include two heated structures for mobile equipment storage (60 $m^2$ and 120 $m^2$), a concrete pad for tire maintenance (60 $m^2$), and welding shop (540 $m^2$). | No effect, will be placed on developed laydown within Potential Development Area | 2020 | Security | Layout Drawings |
| 14 | Mine Site | Impact Area | N7913336 E561455 | Installation of new trailers/offices and environmental lab in camp area, and new trailer/Dry in crushing area. | No effect, will be placed on developed laydown within Potential Development Area | 2020 | Security | Layout Drawings |
| 15 | Mine Site | Impact Area | N7914047 E559584 | Expansion of the warehouse laydown area for additional storage of seacans and equipment. Total area of 3,200 $m^2$. | Leveling and grading within Potential Development Area | 2020 | Security | Layout Drawings |
| 16 | Mine Site | Impact Area | N7914137 E559330 | Installation of permanent lighting for port and logistics. Total of 600 m of electrical cabling. | No effect, will be placed on developed laydown within Potential Development Area | 2020 | Security | Layout Drawing |
| 17 | Milne Port | Port | N7975343 E503420 | New thaw and wash bay facility for mobile vehicle maintenance. Footprint of 1,250 $m^2$. | No effect, will be placed on developed laydown within Potential Development Area | 2020 | Security | Layout Drawings |
| 18 | Milne Port | Port | N7976186 E503506 | Warehouse/parts staging area facility upgrades, including a new seacan tent building with a footprint of 540 $m^2$. | No effect, will be placed on developed laydown within Potential Development Area | 2020 | Security | Layout Drawings |

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| | *e.g. Milne Inlet/Tote Road/Mine Site* | *e.g. Impact Area /Exploration Area* | *Approximate UTM (if known) (Zone 17W)* | *Provide a detailed description of the activity.* | *A description of how the feature(s) (topographical and/or manmade) will be affected* | *N/A* | *List any associated permit applications if applicable.* | *e.g. Issued for construction documentation* |
| 19 | Milne Port | Port | N7975294 E503444 | Construction of a waste containment cell exterior to workshop facilities, for temporary storage of materials prior to longer term storage in the Hazardous Waste Berms and eventual backhaul. Port Shop - 72 $m^2$. | Lined area on developed laydown within the Potential Development Area | 2020 | Security<br>Water Licence Modification<br>OEN | Layout Drawings |
| 20 | Tote Road | Impact Area | Various | Continued work to repair and replace culverts along the Tote Road, including those with identified fish passage issues. All culverts will be repaired or replaced to the 2013 Hatch design. | Positive environmental effect, focus on improving water management and fish passage | 2020 | None - Security in Place | N/A |
| 21 | Tote Road | Impact Area | (A) KM 26 - N7959689 E518576<br>(B) KM 80 - N7922308 E542130 | Addition of washroom facilities/refuge stations at KM26 and KM80 IT Towers. | Minor leveling and grading within Potential Development Area. | 2020 | Security | Layout Drawings |
| ~~22~~ | ~~Tote Road~~ | ~~Impact Area~~ | ~~(A) LD-1 - N7974598 E504031.7 (34,300 m2)<br>(B) LD-5 - N7971792 E505809.5 (11,700 m2)<br>(C) LD-6 - N7971592 E506308.6 (14,500 m2)<br>(D) LD-7 - N7967353 E510801.9 (10,500 m2)<br>(E) LD-8 - N7965208 E514586.3 (82,000 m2)<br>(F) LD-9 - N7961896 E517314.1 (16,300 m2)<br>(G) LD-10 - N7953050 E521698.1 (6,400 m2)<br>(H) LD-11 - N7945107 E522987 (3,900 m2)<br>(I) LD-13 - N7932775 E527204.4 (10,100 m2)<br>(J) LD-14 - N7932595 E527169.2 (9,600 m2)<br>(K) LD-15 - N7928987 E528177.1 (28,800 m2)<br>(L) LD-17 - N7929018 E528353.3 (37,200 m2)<br>(M) LD-19 - N7928223 E528375 (25,000 m2)<br>(N) LD-20 - N7916986 E528571 (35,300 m2)<br>(O) LD-21 - N7921431 E540500.9 (19,800 m2)<br>(P) LD-22 - N7921907 E542504.3 (24,700 m2)<br>(Q) LD-23 - N7921484 E542998.7 (15,500 m2)<br>(R) LD-24 - N7921431 E543185.7 (3,400 m2)<br>(S) LD-25 - N7919695 E547057.5 (17,400 m2)<br>(T) LD-26 - N7914864 E554770.8 (25,000 m2)<br>(U) LD-27 - N7914686 E555311.4 (28,200 m2)<br>(V) LD-28 - N7915289 E556192.5 (17,400 m2)<br>(W) LD-29 - N7914997 E558173.9 (14,600 m2)<br>(X) LD-30 - N7913726 E560009.9 (23,300 m2)<br>(Y) LD-31 - N7913354 E560886.5 (13,900 m2)<br>(Z) LD-32 - N7913258 E560829.4 (17,200 m2)<br>(AA) R3 Expansion - N7972423 E505189 (73,275 m2)~~ | ~~Development of twenty-six (26) laydowns adjacent to the Tote Road for material stockpiling and storage. Laydowns will be constructed of 500 mm thick quarried rock with granular surfacing, and free draining.~~ | ~~Leveling and grading within Potential Development Area~~ | ~~2020~~ | ~~Security~~<br>~~OEN~~ | ~~Layout Drawings~~ |

Baffinland

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|---|---|---|---|---|---|---|---|---|
| | *e.g. Milne Inlet/Tote Road/Mine Site* | *e.g. Impact Area /Exploration Area* | *Approximate UTM (if known) (Zone 17W)* | *Provide a detailed description of the activity.* | *A description of how the feature(s) (topographical and/or manmade) will be affected* | *N/A* | *List any associated permit applications if applicable.* | *e.g. Issued for construction documentation* |
| ~~23~~ | ~~Tote Road~~ | ~~Impact Area~~ | ~~(A) PQ2 - N7926119 E527843 (187,738 m2)~~<br>~~(B) Q27 - N7923196 E527160 (110,000 m2)~~<br>~~(C) Q42 - N7912660 E561672 (70,000 m2)~~<br>~~(D) PQ5A - N7938861 E525359 (230,000 m2)~~<br>~~(E) PQ9A - N7920451 E527512 (90,000 m2)~~<br>~~(F) PQ9B - N7920446 E527652 (30,000 m2)~~<br>~~(G) PQ10B - N7917633 E531977 (100,000 m2)~~<br>~~(H) PQ13 - N7923675 E542584 (460,000 m2)~~<br>~~(I) PQ14B - N7917407 E550988 (110,000 m2)~~<br>~~(J) PQ15A - N7915621 E555856 (90,000 m2)~~<br>~~(K) PQ15B - N7915580 E555270 (70,000 m2)~~<br>~~(L) PQ4B - N7941891 E523628 (130,000 m2)~~<br>~~(M) PQ5B - N7937814 E525986 (580,000 m2)~~<br>~~(N) PQ6B - N7928993 E528901 (230,000 m2)~~<br>~~(O) PQ10A - N7917528 E531565 (130,000 m2)~~<br>~~(P) PQ12B - N7921782 E539876 (200,000 m2)~~<br>~~(Q) PQ14A - N7917828 E550825 (50,000 m2)~~<br>~~(R) PQ2B - N7961972 E517663 (240,000 m2)~~<br>~~(S) P2 - N7927792 E528496 (80,000 m2)~~ | ~~Development and expansion of quarries, consisting of; nineteen (19) new quarries with 8 m wide access roads.~~ | ~~Leveling and grading within Potential Development Area~~ | ~~2020~~ | ~~Security~~<br>~~Quarry Management Plans~~<br>~~OEN~~ | ~~IFCs~~ |
| ~~24~~ | ~~Tote Road~~ | ~~Impact Area~~ | ~~N7928978 E528394~~ | ~~Contractor offices, garages and workshops installed on LD-15.~~ | ~~No effect, will be placed on developed laydown within Potential Development Area~~ | ~~2020~~ | ~~Security~~ | ~~Layout Drawings~~ |

Baffinland

| Item No. | Property Section | Land Use Area | Approximate Location | Description | Description of Effect on Feature(s) | Anticipated Completion Year | Required Permit or QIA Applications | Other Information |
|---|---|---|---|---|---|---|---|---|
| | *e.g. Milne Inlet/Tote Road/Mine Site* | *e.g. Impact Area /Exploration Area* | *Approximate UTM (if known) (Zone 17W)* | *Provide a detailed description of the activity.* | *A description of how the feature(s) (topographical and/or manmade) will be affected* | *N/A* | *List any associated permit applications if applicable.* | *e.g. Issued for construction documentation* |
| **~~Scope of Work for 2020 – Post-Project Certificate Approval~~** | | | | | | | | |
| ~~25~~ | ~~Northern Transportation Corridor~~ | ~~Impact Area~~ | ~~(A) Access Road # 8 N7969297 E508433(1,993 m2)~~<br>~~(B) Access Road # 10 N7967092 E511899(1,686 m2)~~<br>~~(C) Access Road # 11 N7966368 E513452(1,871 m2)~~<br>~~(D) Access Road # 13 N7964026 E515251(2,969 m2)~~<br>~~(E) Access Road # 14 N7962230 E517078(1,784 m2)~~<br>~~(F) Access Road # 15 N7961140 E518043(16,883 m2)~~<br>~~(G) Access Road # 18 N7955315 E520875(2,027 m2)~~<br>~~(H) Access Road # 19 N7954685 E521307(1,481 m2)~~<br>~~(I) Access Road # 20 N7953657 E521645(1,750 m2)~~<br>~~(J) Access Road # 22 N7952168 E521800(1,400 m2)~~<br>~~(K) Access Road # 23 N7951626 E521937(2,215 m2)~~<br>~~(L) Access Road # 24 N7949482 E521764(2,241 m2)~~<br>~~(M) Access Road # 26 N7947121 E522503(3,121 m2)~~<br>~~(N) Access Road # 27 N7945575 E522751(2,090 m2)~~<br>~~(O) Access Road # 28 N7944802 E523193(2,052 m2)~~<br>~~(P) Access Road # 29 N7943298 E523343(2,548 m2)~~<br>~~(Q) Access Road # 32 N7940436 E524160(3,054 m2)~~<br>~~(R) Access Road # 33 N7939046 E524963(1,909 m2)~~<br>~~(S) Access Road # 34 N7938433 E525354(12,378 m2)~~<br>~~(T) Access Road # 36 N7935442 E526828(21,106 m2)~~<br>~~(U) Access Road # 37 N7934959 E526872(5,241 m2)~~<br>~~(V) Access Road # 38 N7933761 E527063(2,506 m2)~~<br>~~(Q) Access Road # 40 N7932185 E527300(9,973 m2)~~<br>~~(X) Access Road # 41 N7931722 E527210(3,221 m2)~~<br>~~(Y) Access Road # 43 N7930177 E527702(1,370 m2)~~<br>~~(Z) Access Road # 46 N7919035 E536803(100,444 m2)~~<br>~~(AA) Access Road # 48 N7920772 E539715(30,076 m2)~~<br>~~(AB) Access Road # 49 N7921682 E541000(3,392 m2)~~<br>~~(AC) Access Road # 58 N7915200 E553389(24,462 m2)~~<br>~~(AD) Access Road # 62 N7915177 E557651(893 m2)~~<br>~~(AE) Access Road # 64 N7914834 E558433(13,861 m2)~~<br>~~(AF) Access Road # 66 N7914526 E558957(11,983 m2)~~<br>~~(AG) Access Road # 67 N7914340 E559250(2,477 m2)~~<br>~~(AH) Access Road # 68 N7914064 E559644(13,321 m2)~~<br>~~(AI) Access Road # 69 N7913896 E559885(1,979 m2)~~<br>~~(AJ) Access Road # 70 N7913726 E560234(1,970 m2)~~<br>~~(AK) Access Road # 73 N7913338 E560847(2,551 m2)~~ | ~~These access roads have an interface with a waterbody. Construction of access roads to adjacent rail alignment. This activity includes the grading, leveling and compaction of fill material for the construction of access roads that will connect the rail alignment with the existing Tote Road. Local rock quarries shall be utilized for all base and fill materials.~~ | ~~Minor to moderate leveling and grading within Potential Development Area.~~ | ~~2020~~ | ~~Security<br>Phase 2 Project Certificate~~ | ~~Layout Drawings~~ |
| ~~26~~ | ~~Mine Site~~ | ~~Impact Area~~ | ~~N7913446 E561080~~ | ~~Construction of one (1) arctic diesel fuel tank (Tk6) with 15ML capacity, and associated fuel piping. The fuel tank will be constructed on a pad within the existing Mine Site fuel storage facility.~~ | ~~No effect, will be placed on developed lined containment facility within Potential Development Area~~ | ~~2020~~ | ~~Security<br>Phase 2 Project Certificate~~ | ~~IFCs~~ |

| Item No. | Property Section | Land Use Area | Approximate Location | Description | Description of Effect on Feature(s) | Anticipated Completion Year | Required Permit or QIA Applications | Other Information |
|---|---|---|---|---|---|---|---|---|
| | *e.g. Milne Inlet/Tote Road/Mine Site* | *e.g. Impact Area /Exploration Area* | *Approximate UTM (if known) (Zone 17W)* | *Provide a detailed description of the activity.* | *A description of how the feature(s) (topographical and/or manmade) will be affected* | *N/A* | *List any associated permit applications if applicable.* | *e.g. Issued for construction documentation* |
| ~~27~~ | ~~Milne Port~~ | ~~Impact Area~~ | ~~N7975731 E504637~~ | ~~Construction of service access road circling around the rail alignment and terminating at KM 0.~~ | ~~Leveling and grading within the revised Potential Development Area~~ | ~~2020~~ | ~~Security<br>Phase 2 Project Certificate<br>OEN~~ | ~~IFCs~~ |
| ~~28~~ | ~~Milne Port~~ | ~~Impact Area~~ | ~~(A)N7974894 E503434<br>(B)N7974963 E503800~~ | ~~Foundation excavation for future material handling infrastructre. Car dumper and reclaim tunnel basement with precast concrete footings (2,235 m2) and a new disturbed area (15,300 m2), and Conical Stockpile tunnel with precast concrete footings (1,040 m2) on existing disturbed area.~~ | ~~Excavation, leveling and grading within the Potential Development Area.~~ | ~~2020~~ | ~~Security<br>Phase 2 Project Certificate~~ | ~~IFCs~~ |
| ~~29~~ | ~~Tote Road~~ | ~~Impact Area~~ | ~~(A) Km 1.992 - N7974232 E504070<br>(B) Km 9+460 - N7968767 E508869<br>(C) Km 12+420 - N7967205 E511246<br>(D) Km 23+286 - N7959869 E518477<br>(E) Km 55+343 - N7930406 E527623<br>(F) Km 86+941 - N7921378 E543209<br>(G) Km 91+750 - N7919838 E546889<br>(H) Km 95+957 - N7917490 E550623~~ | ~~Realignment of the Tote Road for a safe level crossing point over future rail superstructure.~~ | ~~Leveling and grading within the revised Potential Development Area~~ | ~~2020~~ | ~~Security<br>Phase 2 Project Certificate<br>TRAN<br>OEN~~ | ~~IFCs~~ |
| ~~30~~ | ~~Tote Road~~ | ~~Impact Area~~ | ~~(A) Km 13 - N7967458 E512157<br>(B) Km 52.4 - N7963600 E527390<br>(C) Km 59.3 - N7927785 E528383<br>(D) Km 75.7 - N7921938 E540698~~ | ~~Installation of pre-fabricated explosives magazine to store packaged explosives, detonators and charges.~~ | ~~Leveling and grading within the revised Potential Development Area~~ | ~~2020~~ | ~~Security<br>Phase 2 Project Certificate<br>OEN<br>NRCan~~ | ~~IFCs~~ |
| **Work Carried over from 2019 & Prior – Security in Place** | | | | | | | | |
| 2019-1 | Rail/ Tote Road/ Milne Port | Impact Area | (A) Q1 - N7974810 E503970<br>(B) Q5 - N7972300 E506000 (650,000 m2)<br>(C) PQ2A - N7955289 E522130 (345,500 m2)<br>(D) PQ4A - N7942972 E523552 (105,000 m2)<br>(E) PQ6A - N7929733 E528240 (194,000 m2)<br>(F) PQ12A - N7920935 E539158 (232,300 m2) | Development and expansion of quarries, consisting of; four (4) new quarries along the Tote Road with 8m wide access roads, expansion of previously proposed but not constructed quarry Q5, and expansion of the working limits of existing quarry Q1. | Leveling and grading within Potential Development Area and Tote Road | 2020 | Quarry Management Plans | Surveys |
| 2019-2 | Rail/Tote Road | Impact Area | (A) Laydown 4 - N7960605 E518164 (66,300 m2)<br>(B) Laydown 7 - N7940427 E524119 (28,900 m2)<br>(C) Laydown 9 -N7929681 E527833 (92,500 m2)<br>(D) Laydown 10 - N7921358 E540249 (34,500 m2)<br>(E) Laydown 13 - N7915170 E557599 (7,000 m2) | Development of six (6) laydowns adjacent to the existing Tote Road for material stockpiling and storage. The laydowns will be constructed by filling directly over undisturbed ground and 31m away from the high<br>water mark of local water bodies. The laydowns will be constructed of 500 mm thickness quarried rock with granular surfacing, free draining to appropriate ditches and water courses.<br><br>Laydown 2 completed in 2019. | Leveling and grading within Potential Development Area | 2020 | OEN (Approved) | Layout Drawing |
| 2019-3 | Tote Road | Impact Area | (A) KM8 N7971327 E506536<br>(B) KM97 N7914750 E554750 | Grade adjustments at KM8 and KM97 to improve safety and drainage. No new culvert installations required. | Leveling and grading within Potential Development Area. | 2020 | TRAN | IFCs |

Baffinland

| Item No. | Property Section | Land Use Area | Approximate Location | Description | Description of Effect on Feature(s) | Anticipated Completion Year | Required Permit or QIA Applications | Other Information |
|---|---|---|---|---|---|---|---|---|
| | *e.g. Milne Inlet/Tote Road/Mine Site* | *e.g. Impact Area /Exploration Area* | *Approximate UTM (if known) (Zone 17W)* | *Provide a detailed description of the activity.* | *A description of how the feature(s) (topographical and/or manmade) will be affected* | *N/A* | *List any associated permit applications if applicable.* | *e.g. Issued for construction documentation* |
| 2019-6 | Milne Port | Impact Area | N7975763 E502984 (155,000 m2) | Expansion of the Milne Port Ore Stockpile and water management facilities to optimize stockpiling and shiploading operations, resulting in additional 140,000 m2 of stockpile area and 15,000 m2 lined sedimentation pond. | Leveling and grading within Potential Development Area | 2020 | Water Licence Modification No. 12 (Approved) | IFCs |
| 2019-7 | Milne Port | Impact Area | N7974938 E503109 (6,000 m2) | Construction of berm and linear steel support structure on laydown LP3 for receipt and storage of stacker/reclaimer equipment. Berm dimensions are 200m x 30m x 2m, constructed on existing disturbed area. | No effect, will occur on developed laydown within Potential Development Area | 2019 | None - on existing disturbed area | Layout Drawing(s) |
| 2019-8 | Milne Port | Impact Area | N7976033 E503590 (4,180 m2) | Construction of new polishing waste stabilization pond (PWSP) at 380 Person camp to manage off-spec effluent from the 380p camp waste water treatment plant | No effect, will occur on developed laydown within Potential Development Area | 2020 | OEN<br>Water Licence Modification | IFCs |
| 2019-9 | Milne Port | Impact Area | N7975481 E503779 (2,700 m2) | New contaminated water/snow containment pond adjacent to existing pond at Milne Port | Leveling and grading within Potential Development Area | 2020 | OEN<br>Water Licence Modification | IFCs |
| 2019-11 | Mine Site / Milne Port | Impact Area | (A) Mine Site - N7914539 E558228 (360 m2)<br>(B) Milne Port - N7976251 E503915 (360 m2) | Construction of new hazardous waste berm at the Mine site and at Milne Port. Decommissioning of select existing berms to consolidate waste management. | Environmental optimization. Leveling and grading within Potential Development Area | 2020 | OEN<br>Water Licence Modification | IFCs |
| 2019-12 | Mine Site | Impact Area | N7914015 E564007 (91,000 m2) | Laydown area for parking and equipment storage at Km 107.5. | Leveling and grading within Potential Development Area | 2020 | None | Layout drawing(s) |
| 2019-13 | Mine Site | Impact Area | N7915590 E563181 (180,000 m2) | New KM110.5 Laydown for additional equipment storage and maintenance shop installation | Leveling and grading within Potential Development Area | 2020 | None | Layout drawing(s) |
| 2019-14 | Mine Site | Impact Area | N7915590 E563181 (1,500 m2) | Heated maintenance shop for pit equipment at Km 110.5 Laydown. Tent structure with lined floor. Footprint is approximately 1,500 $m^2$. | No effect, will occur on developed laydown within Potential Development Area | 2020 | None | Layout drawing(s) |
| 2019-15 | Mine Site | Impact Area | N7914500 E558150 (area m2) | Decommissioning and repurposing of Weatherhaven structures for storage and workspace. | No effect, will occur on developed laydown within Potential Development Area | 2020 | None | None |

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| Item No. | Property Section | Land Use Area | Approximate Location | Description | Description of Effect on Feature(s) | Anticipated Completion Year | Required Permit or QIA Applications | Other Information |
|---|---|---|---|---|---|---|---|---|
| | *e.g. Milne Inlet/Tote Road/Mine Site* | *e.g. Impact Area /Exploration Area* | *Approximate UTM (if known) (Zone 17W)* | *Provide a detailed description of the activity.* | *A description of how the feature(s) (topographical and/or manmade) will be affected* | *N/A* | *List any associated permit applications if applicable.* | *e.g. Issued for construction documentation* |
| 2019-16 | Mine Site | Impact Area | N7913450 E560450 (12,000 m2) | Expansion of the 800 person camp pad to the north by approximately 12,000 $m^2$ to accommodate additional support offices and buildings. | Leveling and grading within Potential Development Area | 2020 | None | Layout drawing(s) |
| 2019-17 | Mine Site | Impact Area | N7913450 E560450 (925 m2) | Addition of offices/trailers/buildings at the 800p Camp. Total footprint is 925 $m^2$, including approximately 500 $m^2$ for a new fire hall and emergency response building. | No effect, will occur on developed laydown within Potential Development Area | 2019 | None | Layout drawing(s) |
| 2019-18 | Mine Site | Impact Area | N7912328 E561111 (9,000 m2) | Construction of a landfarm at the Mine Site landfill facility, with an estimated footprint of 9,000 m2. Disturbed area included in 2018 Addendum, new lined area requires security allocation. | Leveling and grading within Potential Development Area. Area already allocated as disturbed. | 2020 | Water Licence Modification No. 10 (Approved)<br>Security in place<br>Notification to NWB | IFCs |
| 2019-20 | Mine Site | Impact Area | N7913446 E561080 | Construction of one (1) arctic diesel fuel tank (Tk6) with 15ML capacity, and associated fuel piping. The fuel tank will be constructed on a pad within the existing Mine Site fuel storage facility. | No effect, will be placed on developed lined containment facility within Potential Development Area | 2020 | Phase 2 Project Certificate | IFCs |
| 2019-21 | Mine Site | Impact Area | N7912830 E561787 (12,000 m2) | Upgrades to the mine site crusher facility, including expansion of the crusher pad (12,000 $m^2$), new water diversion structures, and increase to sedimentation pond (MS-06) capacity (2,000 $m^2$). Installation of one (1) culvert in northern perimeter ditching to allow for vehicle access to maintenance shop. | Leveling and grading within Potential Development Area | 2020 | Water Licence Modification | IFCs |
| 2019-23 | Mine Site | Impact Area | N7913284 E563431 (133,400 m2) | Construction of a Run of Mine (ROM) Stockpile at KM 106 (previously KM107) (76,600 m2) and sedimentation pond (10,600 $m^2$ disturbed, 7,500 $m^2$ lined). | Leveling and grading within Potential Development Area | 2020 | Notification to NWB (Completed) | IFCs |
| 2019-25 | Milne Port | Impact Area | N7976389 E503422 (4,400 m2) | Installation of East Sedimentation Pond Expansion (2a) approved with Modification No. 9, but for which security has not been allocated. | Leveling and grading within Potential Development Area | 2020 | Water Licence Modification No. 9 (Approved)<br>Submission of IFC Drawings (Submitted) | IFCs |
| 2018-A1 | Mine Site | Impact Area | N7914560 E563904 | Construction of the Mine Haul Road Cross Cut, and widening of the existing Mine Haul Road for safety purposes and to permit larger truck traffic | Minor leveling and grading within Potential Development Area | 2020 | Water Licence Modification No. 7 (Approved)<br>Submission of IFC Drawings (Submitted) | IFCs |
| 2018-27 | Milne Port | Impact Area | N7976483 E504119 | Relocation of effluent discharge point to barge offload area | Positive effect. Reduced environmental spill risk. | 2020 | Water Licence Modification No. 7 (Approved) | IFCs |

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| Item No. | Property Section | Land Use Area | Approximate Location | Description | Description of Effect on Feature(s) | Anticipated Completion Year | Required Permit or QIA Applications | Other Information |
|---|---|---|---|---|---|---|---|---|
| | *e.g. Milne Inlet/Tote Road/Mine Site* | *e.g. Impact Area /Exploration Area* | *Approximate UTM (if known) (Zone 17W)* | *Provide a detailed description of the activity.* | *A description of how the feature(s) (topographical and/or manmade) will be affected* | *N/A* | *List any associated permit applications if applicable.* | *e.g. Issued for construction documentation* |
| 2018-28 | Milne Port | Impact Area | N7976491 E504122 | Marine manifold building relocation - moving from current location north of fuel tank farm to upgraded freight dock location | Positive effect. Reduced environmental spill risk. | 2020 | Water Licence Modification No. 7 (Approved) | Layout drawing |
| **Progressive Reclamation** | | | | | | | | |
| - | Milne Port | - | N7975568 E503745 | Management of hydrocarbon impacted soils within the existing landfarm facility. | N/A | Ongoing | N/A | N/A |
| - | Milne Port | - | N/A | Demobilization of equipment and supplies not required for near term activities as well as current inventory of hazardous waste and other materials by means of sealift from Milne Port | N/A | 2018 | N/A | N/A |
| - | Milne Port and Mine Site | - | N/A | Discharge and treatment of residual treated sewage effluent stored in PWSP at Mary River Exploration Camp and Milne Port Site. | N/A | Ongoing | N/A | N/A |
| - | Tote Road | - | N/A | Continue the development and implementation of a long term multi-year plan to address localized areas of permafrost degradation associated with the current borrow areas including KM97, and the area | N/A | Ongoing | N/A | N/A |
| - | Tote Road | - | N/A | Reclamation of sections of the exploration phase Tote Road no longer in use by means of scarifying and culvert removals. | N/A | Ongoing | N/A | N/A |
| - | Mine Site | - | N7912845 E560922 | Continued development of the Mine Site landfill and deposition of non-hazardous waste in accordance with the Landfill Maintenance and Operations Manual | N/A | Ongoing | N/A | N/A |
| - | Site Wide | - | N/A | Ongoing removal from site, or safe disposal on-site of infrastructure, equipment and supplies no longer required for ongoing construction and operations. | N/A | Ongoing | N/A | N/A |
| - | Site Wide | - | N/A | Unless otherwise identified within the approved interim Closure and Reclamation Plan, where roads are no longer in use - removal of culvert and open/restore the natural drainage channel. Measures will be taken to minimize erosion and sedimentation | N/A | Ongoing | N/A | N/A |
| - | Site Wide | - | N/A | Areas that have been contaminated by hydrocarbons from normal fuel transfer, handling and storage activities will be reclaimed to meet objectives as outlined in the Government of Nunavut's Environmental Guideline for Site Remediation 2010. Use of reclamation soils for purpose of back fill or general site grading may be carried out with approval of applicable inspectors and agencies. | N/A | Ongoing | N/A | N/A |

**Table 8-1: Mobile and Mechanical Equipment to be received during 2020**

| Property Section | Material Item | Owner | Quantity | Revenue Tonne |
|---|---|---|---|---|
| *e.g. Milne Port or Mine Site* | *Description of the material** | | *Quantity of the material to be shipped to and stored on the Property (including unit of measurement)* | *Estimated amount of revenue tonnes (mt) assigned to the shipping of material* |
| Mine Site | Feed Convyor | Baffinland | 1 | 230 |
| Mine/Port | GE 16V250 Genset 3500 kw | Baffinland | 5 | 650 |
| Milne Port | Generator 1000 kW | Baffinland | 1 | 30 |
| Milne Port | Conveyors | Baffinland | 3 | 120 |
| Milne Port | Jaw crusher unit | Baffinland | 1 | 90 |
| Milne Port | Screener + Cone crusher unit | Baffinland | 1 | 170 |
| Mine Site | 349 Excavator | Baffinland | 1 | 80 |
| Mine Site | 908 Loader | Baffinland | 2 | 140 |
| Mine Site | 950 Loader | Baffinland | 2 | 140 |
| Mine Site | 345 Excavator | Baffinland | 1 | 80 |
| Mine Site | 988 loader with forks | Baffinland | 1 | 70 |
| Mine Site | Western Star Tractor | Baffinland | 2 | 23 |
| Mine Site | 6060 Shovel | Baffinland | 1 | 200 |
| Mine Site | 793 Haul Truck | Baffinland | 3 | 375 |
| Mine Site | 992 Loader | Baffinland | 1 | 70 |
| Mine Site | 16M Grader | Baffinland | 1 | 70 |
| Mine Site | D10 Dozer | Baffinland | 1 | 70 |
| Mine Site | 374 Excavator | Baffinland | 2 | 80 |
| Milne Port | 374F Excavator | Baffinland | 4 | 80 |
| Milne Port | 745C truck | Baffinland | 5 | 625 |
| Mine Site | light plant | Baffinland | 19 | 15.2 |
| Milne Port | Light Vehicles (F250 or equiv.) | Baffinland | 1 | 1 |
| Milne Port | Kubota Side by Side | Baffinland | 1 | 8 |
| Milne Port | 259B Skid Steer | Baffinland | 1 | 15 |
| Mine Site | Light Vehicles (F350 or equiv.) | Baffinland | 28 | 28 |
| Mine Site | Larue Snow Blower | Baffinland | 1 | 0.5 |
| Mine Site | Skid steer snow blower | Baffinland | 2 | 30 |
| Mine Site | Skid Steer | Baffinland | 3 | 45 |
| Mine Site | Powertraxx Tracked Vehicle | Baffinland | 1 | 0.5 |
| Mine Site | 257 Skid steer | Baffinland | 2 | 30 |
| Mine Site | Blaze Cube Frost Fighters | Baffinland | 2 | 1.6 |
| Milne Port | Light Vehicles (F350 or equiv.) | Baffinland | 8 | 8 |

Baffinland

| Property Section | Material Item | Owner | Quantity | Revenue Tonne |
|---|---|---|---|---|
| *e.g. Milne Port or Mine Site* | *Description of the material** | | *Quantity of the material to be shipped to and stored on the Property (including unit of measurement)* | *Estimated amount of revenue tonnes (mt) assigned to the shipping of material* |
| Mine Site | 600kw Generators | Baffinland | 2 | 2 |
| Mine Site | 60kw Generator | Baffinland | 3 | 1 |
| Mine /Port | Atlas 1000 mVA Transformers | Baffinland | 4 | 400 |
| Mine Site | 24p Passenger Bus | Baffinland | 1 | 20 |
| Mine Site | Fire Truck (4x4) | Baffinland | 1 | 18 |
| Mine Site | 740B Water Truck | Baffinland | 1 | 80 |
| Mine Site | F550 Snow Plow | Baffinland | 2 | 2 |
| Mine Site | 14M Grader | Baffinland | 1 | 60 |
| Mine Site | Fuel Tanker | Baffinland | 1 | 25 |
| Mine Site | Service/Fuel Truck (F550) | Baffinland | 8 | 8 |
| Mine Site | Jet A Truck | Baffinland | 1 | 15 |
| Mine Site | Cube truck | Baffinland | 2 | 4 |
| Mine Site | 740 water truck | Baffinland | 1 | 80 |
| Mine Site | Vac Truck | Baffinland | 2 | 23 |
| Mine Site | 48p School Bus | Baffinland | 2 | 20 |
| Mine Site | Steam truck | Baffinland | 1 | 17 |
| Mine Site | Telehandler | Baffinland | 1 | 20 |
| Mine Site | D65 Dozer | Baffinland | 1 | 70 |
| Mine Site | Track Mounted Drill Rig | Baffinland | 2 | 18 |
| Mine Site | 4x4 hotseating bus | Baffinland | 2 | 20 |
| Mine Site | Flat bed boom truck | Baffinland | 1 | 9 |
| Mine Site | CCM200E Concrete Mixer | Baffinland | 1 | 14 |
| Mine Site | Pressure Washing Truck | Baffinland | 1 | 8 |
| Milne Port | D6T Dozer | Baffinland | 1 | 70 |
| Milne Port | Portable C130 Jaw Crusher | Baffinland | 3 | 550 |
| ~~Milne Port~~ | ~~844 Loader~~ | ~~A&B~~ | ~~2~~ | ~~140~~ |
| ~~Milne Port~~ | ~~CAT 950 loader~~ | ~~A&B~~ | ~~1~~ | ~~70~~ |
| ~~Milne Port~~ | ~~CAT 988 loader~~ | ~~A&B~~ | ~~1~~ | ~~70~~ |
| ~~Milne Port~~ | ~~Doosan Compressor - #171-195~~ | ~~A&B~~ | ~~1~~ | ~~3~~ |
| ~~Milne Port~~ | ~~Generator~~ | ~~A&B~~ | ~~4~~ | ~~32~~ |
| ~~Milne Port~~ | ~~55KW Generator~~ | ~~A&B~~ | ~~2~~ | ~~8~~ |
| ~~Milne Port~~ | ~~Air compressors~~ | ~~A&B~~ | ~~11~~ | ~~22~~ |
| ~~Milne Port~~ | ~~Bear Proof Garbage Bin~~ | ~~A&B~~ | ~~2~~ | ~~0.5~~ |
| ~~Milne Port~~ | ~~Light plants~~ | ~~A&B~~ | ~~9~~ | ~~7.2~~ |

Baffinland

| Property Section | Material Item | Owner | Quantity | Revenue Tonne |
|---|---|---|---|---|
| *e.g. Milne Port or Mine Site* | *Description of the material** | | *Quantity of the material to be shipped to and stored on the Property (including unit of measurement)* | *Estimated amount of revenue tonnes (mt) assigned to the shipping of material* |
| ~~Milne Port~~ | ~~Light Vehicles (GMC)~~ | ~~A&B~~ | ~~8~~ | ~~8~~ |
| ~~Milne Port~~ | ~~Ballast regulators 940~~ | ~~A&B~~ | ~~1~~ | ~~8~~ |
| ~~Milne Port~~ | ~~Diesel rail heater Unit #10172~~ | ~~A&B~~ | ~~1~~ | ~~5~~ |
| ~~Milne Port~~ | ~~F550 Service Truck - Unit #51297~~ | ~~A&B~~ | ~~1~~ | ~~2~~ |
| ~~Milne Port~~ | ~~Zoom Boom + Man Basket~~ | ~~A&B~~ | ~~1~~ | ~~10~~ |
| ~~Milne Port~~ | ~~Passenger Vans (15p)~~ | ~~A&B~~ | ~~6~~ | ~~6~~ |
| ~~Milne Port~~ | ~~Clipping Machine~~ | ~~A&B~~ | ~~2~~ | ~~14~~ |
| ~~Milne Port~~ | ~~Crew Van 4x4 15 passenger~~ | ~~A&B~~ | ~~3~~ | ~~3~~ |
| ~~Milne Port~~ | ~~Diesel Rail Heater Drapeau 2~~ | ~~A&B~~ | ~~1~~ | ~~6~~ |
| ~~Milne Port~~ | ~~Diesel rail heaters~~ | ~~A&B~~ | ~~2~~ | ~~12~~ |
| ~~Milne Port~~ | ~~Light Vehicles (F350 or equiv.)~~ | ~~A&B~~ | ~~10~~ | ~~10~~ |
| ~~Milne Port~~ | ~~Geismar Power Jack Model RV100~~ | ~~A&B~~ | ~~1~~ | ~~4~~ |
| ~~Milne Port~~ | ~~Herman Nelson 6700~~ | ~~A&B~~ | ~~3~~ | ~~3~~ |
| ~~Milne Port~~ | ~~Herman Nelson extreme cold BT400NEX-D4A~~ | ~~A&B~~ | ~~4~~ | ~~4~~ |
| ~~Milne Port~~ | ~~Herman Nelson Flagro 1000 trailer mount~~ | ~~A&B~~ | ~~1~~ | ~~1~~ |
| ~~Milne Port~~ | ~~MPR rail threaders~~ | ~~A&B~~ | ~~6~~ | ~~6~~ |
| ~~Milne Port~~ | ~~Pickup trucks~~ | ~~A&B~~ | ~~29~~ | ~~29~~ |
| ~~Milne Port~~ | ~~Skidsteer~~ | ~~A&B~~ | ~~1~~ | ~~15~~ |
| ~~Milne Port~~ | ~~Tie Spacing Optimizer~~ | ~~A&B~~ | ~~4~~ | ~~4~~ |
| ~~Milne Port~~ | ~~Towable generators~~ | ~~A&B~~ | ~~10~~ | ~~7~~ |
| ~~Milne Port~~ | ~~10T Hi Rail Boom Truck~~ | ~~A&B~~ | ~~1~~ | ~~4~~ |
| ~~Milne Port~~ | ~~Speedswing with magnet~~ | ~~A&B~~ | ~~1~~ | ~~12~~ |
| ~~Milne Port~~ | ~~544 Loader~~ | ~~A&B~~ | ~~11~~ | ~~770~~ |
| ~~Milne Port~~ | ~~744 Loaders~~ | ~~A&B~~ | ~~2~~ | ~~140~~ |
| ~~Milne Port~~ | ~~JOHN DEER 245G Excavator~~ | ~~A&B~~ | ~~1~~ | ~~80~~ |
| ~~Milne Port~~ | ~~JOHN DEERE LOADER 744K UNIT#30356~~ | ~~A&B~~ | ~~1~~ | ~~70~~ |
| ~~Milne Port~~ | ~~Mark IV tampers~~ | ~~A&B~~ | ~~1~~ | ~~8~~ |
| ~~Milne Port~~ | ~~Nordco Clipping Machine~~ | ~~A&B~~ | ~~2~~ | ~~26~~ |
| ~~Milne Port~~ | ~~Pettibone Speedswings, Wide Axle~~ | ~~A&B~~ | ~~1~~ | ~~24~~ |
| ~~Milne Port~~ | ~~Scissor Neck Rail trailers~~ | ~~A&B~~ | ~~1~~ | ~~14~~ |
| ~~Milne Port~~ | ~~Tower Light~~ | ~~A&B~~ | ~~2~~ | ~~1.6~~ |
| ~~Milne Port~~ | ~~Trombone trailers~~ | ~~A&B~~ | ~~5~~ | ~~20~~ |
| ~~Milne Port~~ | ~~Western Star Fuel Truck~~ | ~~A&B~~ | ~~1~~ | ~~18~~ |

Baffinland

| Property Section | Material Item | Owner | Quantity | Revenue Tonne |
|---|---|---|---|---|
| *e.g. Milne Port or Mine Site* | *Description of the material** | | *Quantity of the material to be shipped to and stored on the Property (including unit of measurement)* | *Estimated amount of revenue tonnes (mt) assigned to the shipping of material* |
| ~~Milne Port~~ | ~~Western Star Tandem Tractor~~ | ~~A&B~~ | ~~4~~ | ~~68~~ |
| ~~Milne Port~~ | ~~Ballast Car~~ | ~~A&B~~ | ~~40~~ | ~~920~~ |
| ~~Milne Port~~ | ~~Ballast conveyor~~ | ~~A&B~~ | ~~4~~ | ~~160~~ |
| ~~Milne Port~~ | ~~Ballast regulators~~ | ~~A&B~~ | ~~3~~ | ~~135~~ |
| ~~Milne Port~~ | ~~Car movers~~ | ~~A&B~~ | ~~2~~ | ~~140~~ |
| ~~Milne Port~~ | ~~Excavator~~ | ~~A&B~~ | ~~5~~ | ~~80~~ |
| ~~Milne Port~~ | ~~F-550 Mechanic Truck~~ | ~~A&B~~ | ~~1~~ | ~~2~~ |
| ~~Milne Port~~ | ~~Flashbutt weld trucks~~ | ~~A&B~~ | ~~2~~ | ~~4~~ |
| ~~Milne Port~~ | ~~Fuel truck~~ | ~~A&B~~ | ~~1~~ | ~~9~~ |
| ~~Milne Port~~ | ~~highway trailer 40 foot lowbed~~ | ~~A&B~~ | ~~1~~ | ~~4~~ |
| ~~Milne Port~~ | ~~highway trailer 48 foot~~ | ~~A&B~~ | ~~1~~ | ~~5~~ |
| ~~Milne Port~~ | ~~Hi-Rail boom truck~~ | ~~A&B~~ | ~~1~~ | ~~14~~ |
| ~~Milne Port~~ | ~~Kennworth 880 Dump Truck w/ hirail~~ | ~~A&B~~ | ~~1~~ | ~~7~~ |
| ~~Milne Port~~ | ~~Kennworth 880 w/ winch~~ | ~~A&B~~ | ~~1~~ | ~~8~~ |
| ~~Milne Port~~ | ~~Kennwoth 370 fuel & lube truck (filled)~~ | ~~A&B~~ | ~~1~~ | ~~8~~ |
| ~~Milne Port~~ | ~~Knox Kershaw KBR 940 Regulator~~ | ~~A&B~~ | ~~1~~ | ~~18~~ |
| ~~Milne Port~~ | ~~Mark IV Tamper~~ | ~~A&B~~ | ~~4~~ | ~~30~~ |
| ~~Milne Port~~ | ~~Mechanics trucks~~ | ~~A&B~~ | ~~1~~ | ~~1~~ |
| ~~Milne Port~~ | ~~Pettibone 445F w/ high rail~~ | ~~A&B~~ | ~~1~~ | ~~24~~ |
| ~~Milne Port~~ | ~~Rail car mover~~ | ~~A&B~~ | ~~1~~ | ~~1~~ |
| ~~Milne Port~~ | ~~Rail deck trailer~~ | ~~A&B~~ | ~~3~~ | ~~6~~ |
| ~~Milne Port~~ | ~~Speedswings~~ | ~~A&B~~ | ~~4~~ | ~~96~~ |
| ~~Milne Port~~ | ~~Tandem tractors~~ | ~~A&B~~ | ~~8~~ | ~~8~~ |
| ~~Milne Port~~ | ~~Telehandler~~ | ~~A&B~~ | ~~1~~ | ~~20~~ |
| ~~Milne Port~~ | ~~Track Welding Truck~~ | ~~A&B~~ | ~~1~~ | ~~1~~ |
| ~~Milne Port~~ | ~~Trombone trailers~~ | ~~A&B~~ | ~~6~~ | ~~6~~ |
| ~~Milne Port~~ | ~~Bridge Crane 55`~~ | ~~ADCO~~ | ~~1~~ | ~~60~~ |
| ~~Milne Port~~ | ~~400T AT-LTM 1400-7.1 - CRANE - Unit #2259 (Orange)~~ | ~~AECON~~ | ~~1~~ | ~~80~~ |
| ~~Milne Port~~ | ~~400T AT-LTM 1400-7.1 - LTM 1350 CRANE (Orange)~~ | ~~AECON~~ | ~~1~~ | ~~80~~ |
| ~~Milne Port~~ | ~~Cat 938K Loader~~ | ~~AECON~~ | ~~1~~ | ~~70~~ |
| ~~Milne Port~~ | ~~LR1300 Crawler Crane -Unit #2617 (Bleu)~~ | ~~AECON~~ | ~~1~~ | ~~40~~ |
| ~~Milne Port~~ | ~~TADANO RR1600XL CRANE~~ | ~~AECON~~ | ~~2~~ | ~~70~~ |

Baffinland

| Property Section | Material Item | Owner | Quantity | Revenue Tonne |
|---|---|---|---|---|
| *e.g. Milne Port or Mine Site* | *Description of the material** | | *Quantity of the material to be shipped to and stored on the Property (including unit of measurement)* | *Estimated amount of revenue tonnes (mt) assigned to the shipping of material* |
| ~~Milne Port~~ | ~~Doosan 900HP Compressors~~ | ~~AECON~~ | ~~6~~ | ~~6~~ |
| ~~Milne Port~~ | ~~Light Vehicles (F350 or equiv.)~~ | ~~AECON~~ | ~~5~~ | ~~5~~ |
| ~~Milne Port~~ | ~~Mammoet Frost Fighter Trailer - #601667~~ | ~~AECON~~ | ~~1~~ | ~~4~~ |
| ~~Milne Port~~ | ~~Man lift - JLG 12000SJP - SN#0300247528~~ | ~~AECON~~ | ~~7~~ | ~~16~~ |
| ~~Milne Port~~ | ~~BG20H - Pile Driver - #2780~~ | ~~AECON~~ | ~~1~~ | ~~21~~ |
| ~~Milne Port~~ | ~~Cat 420F2 Loader - HWD03696~~ | ~~AECON~~ | ~~1~~ | ~~70~~ |
| ~~Milne Port~~ | ~~Ford Fuel truck~~ | ~~AECON~~ | ~~1~~ | ~~2~~ |
| ~~Milne Port~~ | ~~Telehandler - JCB 512 56S -~~ | ~~AECON~~ | ~~3~~ | ~~20~~ |
| ~~Milne Port~~ | ~~Truck trailers~~ | ~~AECON~~ | ~~2~~ | ~~5~~ |
| ~~Milne Port~~ | ~~Light Vehicles (F350 or equiv.)~~ | ~~AllNorth~~ | ~~2~~ | ~~2~~ |
| ~~Milne Port~~ | ~~Pick-up Truck F250 with Crew cab with Class 1 Blaster box~~ | ~~Dyno Nobel~~ | ~~1~~ | ~~1~~ |
| ~~Milne Port~~ | ~~Bulk emulsion truck - Unit# RC-908~~ | ~~Dyno Nobel~~ | ~~1~~ | ~~3~~ |
| ~~Milne Port~~ | ~~CAT 906M loader - #194396-01-01~~ | ~~Dyno Nobel~~ | ~~1~~ | ~~70~~ |
| ~~Milne Port~~ | ~~EBC ACCESSORIES - Heater (Flagro) #2T9T2HB23HS149172~~ | ~~EBC~~ | ~~3~~ | ~~2.4~~ |
| ~~Milne Port~~ | ~~SD-40 Maintenance Locomotive/Switcher/Car Mover~~ | ~~G&W - ZR001~~ | ~~1~~ | ~~400~~ |
| ~~Milne Port~~ | ~~65T Crane~~ | ~~GORF~~ | ~~1~~ | ~~110~~ |
| ~~Milne Port~~ | ~~Tower Light~~ | ~~GORF~~ | ~~12~~ | ~~9.6~~ |
| ~~Milne Port~~ | ~~JCB 260 Bobcat~~ | ~~GORF~~ | ~~1~~ | ~~1~~ |
| ~~Milne Port~~ | ~~Welding Machine~~ | ~~GORF~~ | ~~1~~ | ~~0.5~~ |
| ~~Milne Port~~ | ~~Frost Fighter 400,000 BTU~~ | ~~GORF~~ | ~~1~~ | ~~0.8~~ |
| ~~Mine Site~~ | ~~Light Vehicles (F350 or equiv.)~~ | ~~GORF~~ | ~~2~~ | ~~2~~ |
| ~~Mine Site~~ | ~~60' Man Lift~~ | ~~GORF~~ | ~~1~~ | ~~16~~ |
| ~~Mine Site~~ | ~~Skytrack w Forks~~ | ~~GORF~~ | ~~1~~ | ~~2~~ |
| ~~Mine Site~~ | ~~Boom Truck~~ | ~~GORF~~ | ~~1~~ | ~~4~~ |
| ~~Mine Site~~ | ~~Scissor Lift~~ | ~~GORF~~ | ~~1~~ | ~~16~~ |
| ~~Mine Site~~ | ~~80' Man Lift~~ | ~~GORF~~ | ~~1~~ | ~~16~~ |
| ~~Milne Port~~ | ~~500 kW Diesel Generator~~ | ~~GORF~~ | ~~4~~ | ~~4~~ |
| ~~Mine Site~~ | ~~10 Passenger Van~~ | ~~GORF~~ | ~~1~~ | ~~1~~ |
| ~~Milne Port~~ | ~~Cat Skid Steer 259D~~ | ~~Horizon~~ | ~~1~~ | ~~15~~ |
| ~~Milne Port~~ | ~~Light Vehicles (F350 or equiv.)~~ | ~~Horizon~~ | ~~2~~ | ~~2~~ |
| ~~Milne Port~~ | ~~5600i cement mixer~~ | ~~Nahanni~~ | ~~1~~ | ~~30~~ |

Baffinland

| Property Section | Material Item | Owner | Quantity | Revenue Tonne |
|---|---|---|---|---|
| *e.g. Milne Port or Mine Site* | *Description of the material** | | *Quantity of the material to be shipped to and stored on the Property (including unit of measurement)* | *Estimated amount of revenue tonnes (mt) assigned to the shipping of material* |
| ~~Milne Port~~ | ~~NNL Unit# TBD 130T Crane~~ | ~~NNL/Moreau~~ | ~~1~~ | ~~90~~ |
| ~~Milne Port~~ | ~~20' Container - Air Compressor~~ | ~~NNL/Moreau~~ | ~~1~~ | ~~18~~ |
| ~~Milne Port~~ | ~~20' Container - Air Compressor~~ | ~~NNL/Moreau~~ | ~~1~~ | ~~18~~ |
| ~~Milne Port~~ | ~~20' Container - Scissor Lift & Tools~~ | ~~NNL/Moreau~~ | ~~1~~ | ~~16~~ |
| ~~Milne Port~~ | ~~Light Vehicles (F350 or equiv.)~~ | ~~NNL/Moreau~~ | ~~2~~ | ~~2~~ |
| ~~Milne Port~~ | ~~NNL Unit #1468 Skytrack 8000lbs~~ | ~~NNL/Moreau~~ | ~~1~~ | ~~8~~ |
| ~~Mine Site~~ | ~~14M Grader~~ | ~~Nuna~~ | ~~2~~ | ~~60~~ |
| ~~Mine Site~~ | ~~374F Excavator~~ | ~~Nuna~~ | ~~2~~ | ~~80~~ |
| ~~Milne Port~~ | ~~745C truck~~ | ~~Nuna~~ | ~~22~~ | ~~2750~~ |
| ~~Milne Port~~ | ~~950M Loader~~ | ~~Nuna~~ | ~~2~~ | ~~140~~ |
| ~~Milne Port~~ | ~~966M Loader~~ | ~~Nuna~~ | ~~2~~ | ~~140~~ |
| ~~Milne Port~~ | ~~980M Loader~~ | ~~Nuna~~ | ~~3~~ | ~~210~~ |
| ~~Milne Port~~ | ~~988K Loader~~ | ~~Nuna~~ | ~~2~~ | ~~140~~ |
| ~~Milne Port~~ | ~~Cat 980K Loader~~ | ~~Nuna~~ | ~~2~~ | ~~140~~ |
| ~~Milne Port~~ | ~~D8T dozer~~ | ~~Nuna~~ | ~~7~~ | ~~85~~ |
| ~~Milne Port~~ | ~~Glacier - Sandvik 1500i Drill~~ | ~~Nuna~~ | ~~6~~ | ~~438~~ |
| ~~Milne Port~~ | ~~CAT 259D Track Loader + Extra Bucket~~ | ~~Nuna~~ | ~~1~~ | ~~70~~ |
| ~~Milne Port~~ | ~~CAT 289D Track Loader + Extra Bucket~~ | ~~Nuna~~ | ~~2~~ | ~~140~~ |
| ~~Milne Port~~ | ~~Light Vehicles (F350 or equiv.)~~ | ~~Nuna~~ | ~~14~~ | ~~14~~ |
| ~~Milne Port~~ | ~~Glacier - Skidsteer~~ | ~~Nuna~~ | ~~4~~ | ~~60~~ |
| ~~Milne Port~~ | ~~Glacier - Skidsteer Trailer~~ | ~~Nuna~~ | ~~1~~ | ~~15~~ |
| ~~Mine/Port~~ | ~~Glacier - Skidsteer Trailer~~ | ~~Nuna~~ | ~~1~~ | ~~15~~ |
| ~~Milne Port~~ | ~~Generator 120KW -~~ | ~~Nuna~~ | ~~1~~ | ~~2~~ |
| ~~Milne Port~~ | ~~336E Excavator~~ | ~~Nuna~~ | ~~2~~ | ~~80~~ |
| ~~Mine Site~~ | ~~349F Excavator~~ | ~~Nuna~~ | ~~4~~ | ~~80~~ |
| ~~Milne Port~~ | ~~Cat 930 Wheel Loader with Forks #FRF00689~~ | ~~Nuna~~ | ~~2~~ | ~~140~~ |
| ~~Milne Port~~ | ~~Cat CS563 Packer #1508~~ | ~~Nuna~~ | ~~2~~ | ~~30~~ |
| ~~Milne Port~~ | ~~CS56B~~ | ~~Nuna~~ | ~~1~~ | ~~18~~ |
| ~~Milne Port~~ | ~~CS78B~~ | ~~Nuna~~ | ~~2~~ | ~~40~~ |
| ~~Milne Port~~ | ~~D6T dozer~~ | ~~Nuna~~ | ~~2~~ | ~~75~~ |
| ~~Milne Port~~ | ~~Fuel/Lube Truck~~ | ~~Nuna~~ | ~~1~~ | ~~12~~ |
| ~~Milne Port~~ | ~~Glacier - Mechanic Truck #TR210~~ | ~~Nuna~~ | ~~1~~ | ~~6~~ |
| ~~Milne Port~~ | ~~NUNA - F550 Flat Deck/Mechanic Truck~~ | ~~Nuna~~ | ~~11~~ | ~~88~~ |

Baffinland

| Property Section | Material Item | Owner | Quantity | Revenue Tonne |
|---|---|---|---|---|
| *e.g. Milne Port or Mine Site* | *Description of the material** | | *Quantity of the material to be shipped to and stored on the Property (including unit of measurement)* | *Estimated amount of revenue tonnes (mt) assigned to the shipping of material* |
| ~~Milne Port~~ | ~~NUNA - Hamm 3205 Packer~~ | ~~Nuna~~ | ~~1~~ | ~~32~~ |
| ~~Milne Port~~ | ~~NUNA - Raw Water Truck Unit #196~~ | ~~Nuna~~ | ~~1~~ | ~~14~~ |
| ~~Milne Port~~ | ~~NUNA - RO/RO Tank for Truck~~ | ~~Nuna~~ | ~~2~~ | ~~18~~ |
| ~~Milne Port~~ | ~~NUNA - Welding Truck #1994~~ | ~~Nuna~~ | ~~2~~ | ~~8~~ |
| ~~Milne Port~~ | ~~745C truck~~ | ~~SANA~~ | ~~3~~ | ~~375~~ |
| ~~Milne Port~~ | ~~775G Haul Truck~~ | ~~SANA~~ | ~~2~~ | ~~250~~ |
| ~~Milne Port~~ | ~~988K Loader~~ | ~~SANA~~ | ~~1~~ | ~~70~~ |
| ~~Milne Port~~ | ~~Drill Sandvic DX 800R - Unit #19-0901~~ | ~~SANA~~ | ~~1~~ | ~~120~~ |
| ~~Milne Port~~ | ~~Drill Sandvik DI 550 - Unit~~ | ~~SANA~~ | ~~2~~ | ~~280~~ |
| ~~Milne Port~~ | ~~Grader CAT 14M - Unit #512~~ | ~~SANA~~ | ~~1~~ | ~~60~~ |
| ~~Milne Port~~ | ~~Grizzly Unit - MASABA Feeder - Portable C120 Jaw Plant~~ | ~~SANA~~ | ~~1~~ | ~~95~~ |
| ~~Milne Port~~ | ~~KOMATSU HD 605-7 HAUL TRUCK~~ | ~~SANA~~ | ~~8~~ | ~~1000~~ |
| ~~Milne Port~~ | ~~Wheel loader CAT 908 - #19-0204~~ | ~~SANA~~ | ~~2~~ | ~~140~~ |
| ~~Milne Port~~ | ~~Wheel loader Komatsu WA500 - Unit #18-0204~~ | ~~SANA~~ | ~~1~~ | ~~70~~ |
| ~~Milne Port~~ | ~~Wheel loader Komatsu WA600~~ | ~~SANA~~ | ~~3~~ | ~~210~~ |
| ~~Milne Port~~ | ~~Wheels Loader CAT 982~~ | ~~SANA~~ | ~~1~~ | ~~70~~ |
| ~~Milne Port~~ | ~~Tower Light~~ | ~~SANA~~ | ~~12~~ | ~~9.6~~ |
| ~~Milne Port~~ | ~~Frost Fighters~~ | ~~SANA~~ | ~~10~~ | ~~8~~ |
| ~~Milne Port~~ | ~~Skytrack~~ | ~~SANA~~ | ~~1~~ | ~~1~~ |
| ~~Milne Port~~ | ~~Light Vehicles (F350 or equiv.)~~ | ~~SANA~~ | ~~20~~ | ~~20~~ |
| ~~Milne Port~~ | ~~Frosfighter 1000000BTU~~ | ~~SANA~~ | ~~6~~ | ~~4.8~~ |
| ~~Milne Port~~ | ~~Generators 500 kW~~ | ~~SANA~~ | ~~6~~ | ~~120~~ |
| ~~Milne Port~~ | ~~Screener #19-0114~~ | ~~SANA~~ | ~~1~~ | ~~45~~ |
| ~~Milne Port~~ | ~~1050 Dozer~~ | ~~SANA~~ | ~~1~~ | ~~70~~ |
| ~~Milne Port~~ | ~~Bus~~ | ~~SANA~~ | ~~2~~ | ~~20~~ |
| ~~Milne Port~~ | ~~352 Excavator~~ | ~~SANA~~ | ~~3~~ | ~~80~~ |
| ~~Milne Port~~ | ~~Mack Fuel truck - Unit #11-0113~~ | ~~SANA~~ | ~~1~~ | ~~23~~ |
| ~~Milne Port~~ | ~~Mechanic Truck - Unit~~ | ~~SANA~~ | ~~3~~ | ~~24~~ |
| ~~Milne Port~~ | ~~Tridem Tractor #19-0127~~ | ~~SANA~~ | ~~1~~ | ~~13~~ |
| ~~Milne Port~~ | ~~DX800~~ | ~~Sandvik~~ | ~~1~~ | ~~77~~ |
| ~~Milne Port~~ | ~~374F excavator~~ | ~~Toromont~~ | ~~1~~ | ~~80~~ |
| ~~Milne Port~~ | ~~980M loader~~ | ~~Toromont~~ | ~~2~~ | ~~140~~ |

Baffinland

| Property Section | Material Item | Owner | Quantity | Revenue Tonne |
|---|---|---|---|---|
| *e.g. Milne Port or Mine Site* | *Description of the material** | | *Quantity of the material to be shipped to and stored on the Property (including unit of measurement)* | *Estimated amount of revenue tonnes (mt) assigned to the shipping of material* |
| ~~Milne Port~~ | ~~D8T Dozer~~ | ~~Toromont~~ | ~~4~~ | ~~70~~ |
| ~~Milne Port~~ | ~~Mobile Fleet- 745C Rock Truck 745C -~~ | ~~Toromont~~ | ~~5~~ | ~~625~~ |
| ~~Milne Port~~ | ~~Mobile Fleet- 950M Loader~~ | ~~Toromont~~ | ~~2~~ | ~~140~~ |
| ~~Milne Port~~ | ~~745C Haul truck~~ | ~~Toromont~~ | ~~3~~ | ~~375~~ |
| ~~Milne Port~~ | ~~950 Loader~~ | ~~Toromont~~ | ~~2~~ | ~~140~~ |
| ~~Milne Port~~ | ~~Tower Light~~ | ~~Toromont~~ | ~~2~~ | ~~1.6~~ |
| ~~Milne Port~~ | ~~Light Vehicles (F350 or equiv.)~~ | ~~Toromont~~ | ~~3~~ | ~~3~~ |
| ~~Milne Port~~ | ~~289 Skid Steer~~ | ~~Toromont~~ | ~~1~~ | ~~15~~ |
| ~~Milne Port~~ | ~~Service Truck~~ | ~~Toromont~~ | ~~1~~ | ~~4~~ |
| ~~Milne Port~~ | ~~349F Excavator~~ | ~~Toromont~~ | ~~2~~ | ~~80~~ |
| ~~Milne Port~~ | ~~988 Loader~~ | ~~Tretan~~ | ~~1~~ | ~~70~~ |
| ~~Milne Port~~ | ~~Light Vehicles (F350 or equiv.)~~ | ~~Tretan~~ | ~~5~~ | ~~5~~ |
| ~~Milne Port~~ | ~~Frost fighter flagro~~ | ~~Tretan~~ | ~~2~~ | ~~1.6~~ |
| ~~Milne Port~~ | ~~500 kW Diesel Generator~~ | ~~Tretan~~ | ~~2~~ | ~~40~~ |
| ~~Milne Port~~ | ~~Flat deck Trailer~~ | ~~Tretan~~ | ~~10~~ | ~~20~~ |
| ~~Milne Port~~ | ~~40,000L Fuel Tank Trailer~~ | ~~Tretan~~ | ~~7~~ | ~~161~~ |
| ~~Milne Port~~ | ~~Kenworth Tractor~~ | ~~Tretan~~ | ~~7~~ | ~~301~~ |
| ~~Milne Port~~ | ~~Western Star Tractor~~ | ~~Tretan~~ | ~~5~~ | ~~255~~ |
| ~~Milne Port~~ | ~~WA250 Loader~~ | ~~Tretan~~ | ~~1~~ | ~~70~~ |
| ~~Milne Port~~ | ~~Kone Reach Stacker~~ | ~~Tretan~~ | ~~1~~ | ~~80~~ |
| ~~Milne Port~~ | ~~Service Truck~~ | ~~Tretan~~ | ~~1~~ | ~~6~~ |

Additional supplies to support construction and operations through 2020 and 2021 will arrive on the 2012 sea lift include:

- Delivery of ammonium nitrate (AN), up to ~~20,125~~ 12,500 $m^3$ (~~16,100~~ 10,000 tonnes) to be stored on-site in 2020;
- ~~Delivery of pre-packaged explosives, up to 176,000 kg to be stored on-site in 2020;~~
- Delivery of maintenance parts; and
- Delivery of consumables (lubricants, grease, detergents, boosters, EZ Dets, dry goods, food, household supplies, etc.).

**Attachment 2**

**Baffinland Responses to SNC Report**

Baffinland

# Baffinland Response to SNC Table 5-1
## 2020 Annual Security Review

| Issue/Discrepancy | Description | Recommendations/Requests to BIMC | Baffinland Responses |
|---|---|---|---|
| In 2018 BIMC completed an assessment of five different third-party contractors, including both contractors from outside Nunavut and those registered in Nunavut. The revised labour rate based on updated 2018 contractor input was $75/hour. | Labour rates derived in the 2014 estimate was $100/hour based on an average from three different third-party contractors for personnel skilled in several occupations required to carry out the reclamation activities identified. | BIMC to confirm what costs were included in the labour rates from the five third party contractors that were consulted for the 2018 estimate. | SNC confirmed in their December 20 2018 memo to CIRNAC that the unit rate updates completed in 2018 were valididated, and agreeded to their use. As no further updates to unit rates was completed in 2019, Baffinland maintains that the unit rates derived in 2018 and adopted by SNC and CIRNAC remain valid. |
| The 2018 estimate mentions a 14 day-on and 14 day-off worker rotation cycle but the actual basis of the estimates are unclear. | The 2014 estimate work week is assumed to be 7 days a week, 10 hours a day for a 21-day duration followed by a rest period. | BIMC to confirm 2018 estimate work week cycle and schedule. | All assumptions from the 2014 Complete Project Financial Security Assessment remain as the basis for the estimate, with the exception of the labour and equipment rates updated in 2018. Labour rates provided by 3rd party contractors in 2018 were provided as hourly, and were independant of rotation or work day. Baffinland maintains that the unit rates derived in 2018 and adopted by SNC and CIRNAC remain valid. |
| The 2018 labour rate is low compared to 2014 estimate. | The 2014 estimate has a blended labour rate of $100/hour and included applicable base wage, fringe benefits and burdens, small tools, consumables, personal protective equipment (PPE) and overhead and profit. It is unclear if scheduled overtime is included within all-in rates, given the work week is 70 hours, overtime paid at an overtime rate would be expected. | Complete a confirmatory check that the 2018 estimate labour rate is inclusive of the items listed in the issue description and included in the 2014 estimate. | SNC confirmed in their December 20 2018 memo to CIRNAC that the unit rate updates completed in 2018 were valididated, and agreeded to their use. As no further updates to unit rates was completed in 2019, Baffinland maintains that the unit rates derived in 2018 and adopted by SNC and CIRNAC remain valid. |
| In 2018 BIMC assessed three different third- party contractors and revised the equipment rates based on contractor equipment rates obtained to $125/hour. This rate assumes equipment to be utilized 8 hours per day, 20 days per month at 160 hours per month. This does not align with the assumed work week and rotation from the 2014 estimate. | The 2014 estimate utilized a blended equipment rate of $150/hour, representative of the variety of equipment required to implement the reclamation activities and includes the cost to operate and maintain the equipment, but exclusive of contractor labour and mobilization/demobilization costs. The 2014 estimate blended equipment rate was calculated based on actual equipment rates from three different contractors. A comparison of individual equipment for heavy equipment reveals that for a 988 loader, the hourly rate obtained for the 2018 estimates is approximately 6% higher than | BIMC to clarify the type of equipment considered in the estimate and to provide information on assumptions on equipment utilization ratios, productivity, or equipment hours within the rates. | SNC confirmed in their December 20 2018 memo to CIRNAC that the unit rate updates completed in 2018 were valididated, and agreeded to their use. As no further updates to unit rates was completed in 2019, Baffinland maintains that the unit rates derived in 2018 and adopted by SNC and CIRNAC remain valid. |

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**Baffinland Response to SNC Table 5-1**
**2020 Annual Security Review**

| Issue/Discrepancy | Description | Recommendations/Requests to BIMC | Baffinland Responses |
|---|---|---|---|
| Error in Table 4.1 of the Baffinland 2020 Marginal Closure and Reclamation Financial Security Estimate and the 2019 Marginal Closure and Reclamation Financial Security Estimate. | The grand total summary for the 2020 estimate in column "C" and "F" are identical to totals from the 2019 ASR estimate and appear to be an error that does not includes the updated sub totals. | Correct the grand total summaries of Table 4.1 of the Baffinland 2020 Marginal Closure and Reclamation Financial Security Estimate and the 2019 Marginal Closure and Reclamation Financial Security Estimate. | Baffinland notes the error in the grand totals depicted in Column C and F, Row 21, and will revise and update accordingly in Revision 1 of the 2020 Marginal Closure and Reclamation Financial Security Estimate. |
| There is difficulty involved with separating the costs that BIMC presented as a blend of elements common to Phase 1 and Phase 2 project development. | The BIMC 2020 Work Plan includes several activities that require a Project Certificate and will be performed after Post-Project Certificate for Phase 2. Those works are planned based on anticipated approval of Phase 2, but this will not proceed until all relevant approvals are obtained. | It is recommended that BIMC present the Phase 2 items separately so that CIRNAC may assess the cost implications more clearly. | To the extent possible, Baffinland has presented items that require issuance of the amended Project Certificate for Phase 2 in both the 2020 Work Plan and the 2020 Marginal Closure and Reclamation Financial Security Estimate. |
| BIMC has listed an indirect cost of 3.9% for engineering costs, this should be validated due to the stage of project. | It is unclear at what costs have been considered or included in this 3.9%. | It is recommended that BIMC provide a detail of the items included in the engineering costs. | From the 2014 Complete Project Financial Security Assessment; *In the event of bankruptcy and closure, it is expected that only limited additional site characterization will be needed to develop the engineering specifications and drawings required for contracting. This is attributed to the relatively straightforward nature of the reclamation activities required and the level of information already available. Mainly, the reclamation program will be predominantly an earthworks exercise with a simple demolition contract and therefore a relatively simple engineering scope. This would indicate high allowances for additional engineering and redesign costs are not required.* |

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**Baffinland Response to SNC Table 5-1**
**2020 Annual Security Review**

| Issue/Discrepancy | Description | Recommendations/Requests to BIMC | Baffinland Responses |
|---|---|---|---|
| BIMC has listed an indirect cost of 9.4% for Project management costs, this should be validated due to the stage of project. | It is unclear at what costs have been considered or included in this 9.4%. | It is recommended that BIMC provide a detail of the items included in the Project Management costs. | From the 2014 Complete Project Financial Security Assessment;<br>*This assumption is based on the Ontario Society of Professional Engineers (OSPE, 2012) fee guideline for construction projects costing more than $10,000,000. Project supervision, management and contract administration indirect costs include, but are not limited to:*<br>*• Contract strategy, administration and expediting;*<br>*• Construction logistics, planning, scheduling, supervision and manpower forecasts;*<br>*• Labour relations, safety;*<br>*• Field office management, temporary facilities;*<br>*• Materials receiving and warehousing;*<br>*• Progress monitoring, trending and reporting;*<br>*• Cost performance monitoring, trending and claims processing; and*<br>*• Quality assurance.* |
| BIMC currently adjusts their closure costs in a different model annually. | The EBS model provided by BIMC does not contain the logic based on which the different cost summaries are presented within the annual report. This makes the process difficult for the reviewer to establish<br>accuracy or consistency throughout the | It is preferred that BIMC present their closure estimate following the items in RECLAIM format for improved accuracy and clarity. | Baffinland developed the EBS in consultation with QIA based on a first principals approach, as QIA does not accept the use of RECLAIM for inuit owned land liabilities. Baffinland presents it's estimate to all parties using the EBS model on an annual basis. |
| **Waste Pile Rock Design Amendments** | | | |
| Geochemical tests ongoing for evaluation of Waste Rock pile | Geochemical results will be available on December 31st, 2019. | Waste rock management plan and operations should promptly be reviewed and validated to minimize the time of waste rock exposure and oxidation according to the results of the waste rock<br>analysis to be available on December 31, 2019. | Regulators will be provided with the updated Waste Rock Management Plan on December 31, 2019. |

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**Baffinland Response to SNC Table 5-1**
**2020 Annual Security Review**

| Issue/Discrepancy | Description | Recommendations/Requests to BIMC | Baffinland Responses |
|---|---|---|---|
| Waste Rock Management Plan and ICRP have not been updated | Closure cost should be based on other reclamation concepts (as a cover) until the Baffinland mine could validate that they could manage ARD and metals leaching with their waste rock management plan. Validate geology and geochemistry of waste rocks and rock pile closure design (based on permafrost), considering the updated thermal model. | The Waste Rock Management Plan and the ICRP should be updated according to Geotechnical and Geochemical results to became available on December 31st 2019. | Regulators will be provided with the updated Waste Rock Management Plan on December 31, 2019. Baffinland continues to work with QIA on updates to the ICRP, no update is available at this time. |
| Prevention of Fugitive dust | Fugitive dust settling must be prevented as a minimum for site reclamation and a cover layer should be validated as well and included in closure cost. | Update this item in the ICRP and include in the cost estimate. | It is noted that the primary sources of dust (ore crushing, ore stockpiling, and ore transport) will no longer be in operation at closure, and therefore negligable contribution to air quality. Air quality monitoring is included as a Post Closure Monitoring activity in the ICRP and is included in the reclamation security estimate. Refer to Section 9.11 of the ICRP for more detail. |
| Long term criteria for permafrost conditions | Review long term design criteria of BIMC according to state of the art and other mine sites in permafrost conditions, and/or regarding ARD characterization. | Update these items in the ICRP and include in the cost estimate. | The ICRP outlines the closure objective to ensure mine areas are physically stable for use by humans and receiving environment. Inspection criteria and will be refined based on the post closure stability assessment for remaining mine structures and Final Grading Plan. Refer to Table 5.1 in the ICRP for more detail. There is no impact on the reclamation security estimate as geotechnical monitoring is included in the post closure monitoring program. |
| Studies and instrumentation | Cost for studies and instrumentation not in place yet or needed at the end of mine operations at Baffinland site should be added to the security estimate. | Include cost for studies and instrumentation at the end of mine operations | Geotechnical engineering monitoring is outlined in Section 9.4 of the ICRP, which includes stability, erosion and permafrost analyses and monitoring. There is no impact on the reclamation security estimate as geotechnical monitoring is included in the post closure monitoring program. |

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**Baffinland Response to SNC Table 5-1**
**2020 Annual Security Review**

| Issue/Discrepancy | Description | Recommendations/Requests to BIMC | Baffinland Responses |
|---|---|---|---|
| Rock pile footprint | It has been assumed that 190,000 $m^2$ footprint is the ultimate end-of- life footprint and already incorporates the proposed increase in mined volume. If this is not the case, the quantity should be updated to reflect the new footprint. | Confirm or update the assumed end-of-life rock pile footprint. | The footprint for the Waste Rock Facility (WRF) currently allocated in the EBS is 320,000 m2 excluding the WRF pond, or 395,000 m2 including the WRF pond. From the March 2019 Interim Waste Rock Management Plan prepared by Golder, the total catchment area of the WRF, including the WRF pond, for the 2019/2020 expansion is 358,000 m2. Construction of the second phase expansion of the WRF is currently not proposed until 2021. Therefore there are sufficient reclamation securities in place for the footprint of the WRF. |

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# Baffinland Response to SNC Table 5-2
## 2020 Annual Security Review

| BIMC Report Reference | Item Description | Discrepancy between Report and EBS | Comment | Baffinland Response |
|---|---|---|---|---|
| Table 2-4 | Screen Metso FS353 | BIMC Report Quantity: -1<br>EBS 2020-R Quantity: 2 | EBS quantity carried to RECLAIM. BIMC to clarify. | Report quanitity is accurate, EBS quantity has been updated to reflect correct value (-1). |
| | D8T Dozer | BIMC Report Quantity: 3<br>EBS 2020-R Quantity: 1 | EBS quantity carried to RECLAIM. BIMC to clarify. | EBS quantity is accurate, report will be updated to reflect correct value (1). |
| | Genie Manlift z60 | BIMC Report Quantity: -2<br>EBS 2019 Quantity: 2 | Estimate quantity not represented in EBS for 2020/2020-R. BIMC to clarify. | Report quanitity is accurate, EBS has been updated to add correct value (-2). |
| | Genie Manlift s135x | BIMC Report Quantity: -3<br>EBS 2019 Quantity: 3 | Estimate quantity not represented in EBS for 2020/2020-R. BIMC to clarify. | Report quanitity is accurate, EBS has been updated to add correct value (-3). |
| | Light Plants | BIMC Report Quantity: -21<br>EBS 2020 Quantity: 19 | Estimate quantity not represented in EBS for 2020/2020-R. BIMC to clarify. | Report quanitity is accurate, EBS has been updated to add correct value (-21). |
| | Generator/Air Compressor | BIMC Report Quantity: -1<br>EBS 2019 Quantity: 2 | Estimate quantity not represented in EBS for 2020/2020-R. BIMC to clarify. | Report quanitity is accurate, EBS has been updated to add correct value (-1). |
| | 3rd Party Heavy Mobile Equipment | BIMC Report Quantity: -11 | Estimate quantities not represented in EBS for 2020/2020-R. BIMC to clarify. | EBS quantities under 2020-R updated to include backhaul values. EBS total = 49 |
| | 3rd Party Medium Mobile Equipment | BIMC Report Quantity: -6 | | EBS quantities under 2020-R updated to include backhaul values. EBS total = 61 |
| | 3rd Party Light Mobile Equipment | BIMC Report Quantity: -31 | | EBS quantities under 2020-R updated to include backhaul values. EBS total = 34 |
| Table 3-3 | The quantities for 3rd Party Heavy Mobile Equipment and 3rd Party Light Mobile Equipment are the opposite of what is reported in the EBS. | In BIMC Report:<br>3rd Party Heavy: 265<br>3rd Party Light: 109<br>In EBS Work Plan 2020:<br>3rd Party Heavy: 109<br>3rd Party Light: 265 | The EBS numbers were used in the RECLAIM model. BIMC to confirm quantity value to be carried into RECLAIM. | EBS quantities are accurate, confirmed as follows:<br>3rd Parrty Light = 265<br>3rd Party Medium = 230<br>3rd Party Heavy = 109 |

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# Baffinland Response to SNC Table 5-2
## 2020 Annual Security Review

| BIMC Report Reference | Item Description | Discrepancy between Report and EBS | Comment | Baffinland Response |
|---|---|---|---|---|
| Table 3-4 | Quarry PQ14B | BIMC Report Quantity: 110,000 m2<br>EBS 2020 Quantity:<br>111,000 m2 | The EBS numbers were used in the RECLAIM model. BIMC to confirm quantity value to be carried into RECLAIM. | Report quantity is accurate, EBS value updated to 110,000 m2. |
| Table 3-6 | Light Tank | BIMC Report Quantity: 4 EBS 2020 Quantity: -4 | The EBS numbers were used in the RECLAIM model. BIMC to confirm quantity value to be carried into RECLAIM. | From the backhaul manifests, Baffinland removed 4 water tanks, as well as 3 light diesel tanks. These were included in the EBS (under 2020-R) but not in the report text, which will be updated to include the backhauled tanks.<br><br>The addition of 4 water tanks in 2020 was missing from the EBS, and has now been added. |
| Table 3-9 | Fill Application for 2020 Estimate | BIMC Report Quantity: 5170<br>EBS 2020 Quantity: 5951 | The EBS numbers were used in the RECLAIM model. BIMC to confirm quantity value to be carried into RECLAIM. | With the above adjustments to the EBS the fill application is 5,698 m2 for 2020/2020-R. Note this value will be adjusted based on the revised Work Plan. |