

2023 MARGINAL CLOSURE AND RECLAMATION FINANCIAL SECURITY ESTIMATE

DECEMBER 15, 2022

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1 INTRODUCTION

1.1 PURPOSE

The purpose of this 2023 Marginal Closure and Reclamation Financial Security Estimate ('2023 Estimate') is to provide a summary of the closure and reclamation security estimated to be required for the Mary River Project (the Project) to meet reclamation objectives as outlined in the Interim Closure and Reclamation Plan (BAF-PH1-830-P16-0012). The total 'global' closure and reclamation security estimated to be required takes into consideration planned work in 2023 being conducted under Type "A" Water Licence 2AM-MRY1325, Amendment No. 1 and the Qikiqtani Inuit Association's (QIA) Commercial Lease No. Q13C301 in addition to previous Project closure and reclamation security.

The 2023 Estimate is intended to be inclusive of all closure and reclamation costs estimated to be required for a 3rd Party Contractor to perform the work in a 'worst-case' scenario for all disturbed areas, project components and project activities existing on the Mary River Project site upon conclusion of the 2023 Work Plan. For the purpose of this document, the material changes associated to security from the 2023 Work Plan are termed, '2023 Work Plan Security Estimate'.

In order for the 2023 Estimate to accurately reflect the total 'global' closure and reclamation security estimated to be required for the Project in 2023, this document also provides a summary of the identified Project components and activities that have materially changed since the 2022 Work Plan. Based on these identified material changes, the resulting associated security impacts (+/- \$) are also presented for incorporation into the 2023 Estimate to ensure accurate representation of the Project based on current planning.

1.2 REGULATORY CONTEXT

An annual adjustment to reclamation security is required under Section 9.2 of the Commercial Lease, No. Q13C301, agreed to between Baffinland and the QIA, as well as a requirement under the Type 'A' Water Licence 2AM-MRY1325, Amendment No. 1 (Part J, Item 3), and in consideration of the QIA Abandonment and Reclamation (A&R) Policy (QIA, 2013). Additionally, Part C, Item 3 of the Type 'A' Water Licence 2AM-MRY1325 and Section 9.2, Part i) of the Commercial Lease, No. Q13C301 allows for Baffinland (the Licensee) to request a change to the total amount of security outside of the ASR process. The 2022 Estimate therefore represents Baffinland's proposed adjustment to reclamation security to account for work conducted on site to date and planned work to be completed as described in the 2022 Work Plan. The amount of security estimated to be required is based on an estimate of the highest reclamation liability in the upcoming year¹ or 'worst case' scenario.

1.3 APPLIED RATES

The Arbitration between Baffinland and QIA regarding the 2019 Work Plan sought to resolve areas of high uncertainty and discrepancy between the respective estimates, including the unit rates to be applied.

¹ As per Type 'A' Water Licence 2AM-MRY1325, Amendment No. 1, Schedule C, Part 6, Item c.

Based on the direction from the Final Award, Baffinland's unit rates as presented in the 2019 Estimate were upheld. As a result, Baffinland has continued to utilize the established methodology from the 2014 Complete Project Financial Security Assessment, with the updated contractor rates included in the 2019 Work Plan.

The 2023 Estimate was developed by applying the direct cost unit rates to quantities of functional units of each activity or project component proposed/changed under the 2023 Estimate, unless indicated otherwise.

Based on the direct cost estimate, indirect costs required to support direct cost work were accounted for proportional to assumptions and considerations applied in the 2014 Complete Project Financial Security Assessment² and the outcomes of the Arbitration between Baffinland and QIA regarding the 2019 Work Plan. Indirect costs are additional costs outside of costs required for direct reclamation activities that are required to ensure reclamation objectives are met. The sum of direct and indirect estimated costs for the 2023 Estimate was then differentiated based on geographic liability allocation (IOL vs. Crown land) and relation to land or water liability. Appendix A presents the Mary River Project Estimate Breakdown Structure (EBS) which demonstrates the results of this process for all activities or project components proposed under the 2023 Estimate and all previous project financial security liabilities as described in previous ASR submissions. The Global estimate has been baselined with the updated unit rates.

All costs are in Canadian Dollars (CAD). All monetary totals are rounded to the nearest '000.

1.3.1 2023 Direct Unit Rate Updates

The labour rate derived in the 2019 Marginal Closure and Reclamation Financial Security Estimate was \$75/hour, based on an assessment of five (5) different 3rd Party Contractors. In 2022 Baffinland completed an assessment of two (2) different 3rd Party Contractors. The unit rates were determined to be different from those in used in 2018 and warranted updating. The revised labour rate based on blended updated 2022 contractor rates is \$88.14/hour. Updated labour rates are provided in Appendix C for reference.

The equipment rate derived in the 2019 Marginal Closure and Reclamation Financial Security Estimate was \$125/hour, based on an assessment of three (3) different 3rd Party Contractors. In 2022 Baffinland completed an assessment of two (2) different 3rd Party Contractors. The unit rates were determined to be different from those in used in 2018 and warranted updating. The revised equipment rate based on blended updated 2022 contractor rates is \$137.87/hour. Updated equipment rates are provided in Appendix C for reference.

Baffinland has reviewed rates utilized to purchase fuel over recent years. Notwithstanding heightened fuel prices observed globally in 2022, the \$1/L rate is observed to be generally conservative with respect to fuel purchase rates. Given the volatility in fuel pricing year-to-year, Baffinland maintains that the \$1/L

² As described in 2014 Complete Project Financial Security Assessment, H349000-1000-07-126-0018, Rev.1. Hatch. Submitted to parties October 31, 2014.

fuel cost is sufficiently conservative and that an increase to the rate is not necessary. As well, Baffinland's forward-looking fuel price used for its financial modelling, which is sourced using third-party market data, suggest future prices for fuel will remain slightly below \$1/L.

Based on the updated labour and equipment rates for the Project, the direct cost unit rates for all reclamation activities have been updated and are presented in Table 1-1 for reference.

Table 1-1. 2023 Unit Rate Update

Unit Rates	Unit	2018 Unit Rate (\$/unit)	2022 Unit Rate (\$/unit)
Fill Application	m2	38.8	42.2
Drill and Blast	m3	-	13.5
Grade & Re-Contour	m2	1.5	1.7
Grade & Re-Contour with Liner	m2	4.1	4.7
Grade & Re-Contour Type A quarry	m2	2.2	2.5
Culvert Removal	m	50.0	56.8
Liner Removal	m2	2.6	3.1
Open Pit Stabilization	m3	5.5	5.9
Light Equipment	Ea	1,583.8	1,781.6
Medium Equipment	Ea	3,392.5	3,827.5
Heavy Equipment	Ea	32,950.0	37,062.3
Light Mobile Equipment	Ea	729.2	838.2
Medium Mobile Equipment	Ea	1,162.5	1,332.5
Heavy Mobile Equipment	Ea	2,075.0	2,348.8
Light Tanks	Ea	1,710.4	1,929.7
Medium Tanks	Ea	5,900.0	6,642.0
Light Diesel (Day tanks 10,000L to 20,000L)	Ea	2,950.0	3,321.0
Medium Mobile Diesel Tanks (3000 L to 500k L)	Ea	8,381.3	9,427.2
Medium Diesel Tanks (500k L to 750k L)	Ea	12,928.5	14,541.2
Large Diesel Tanks Load and Transport (5M L)	Ea	85,157.5	95,690.1
Largest Diesel Tanks (10M L to 12M L)	Ea	137,277.5	154,284.6
Allowance - For Temporary construction warehouses and offices	Lot	22,405.7	23,619.8
Modular Building Not Contaminated	m2	47.6	53.5
Modular Building Contaminated	m2	114.9	129.5
Fold Away Building Not Contaminated	m2	33.3	37.4
Fold Away Building Contaminated	m2	114.0	128.6
Soft Walled Building (tent) Not Contaminated	m2	38.1	42.8
Soft Walled Building (tent) Contaminated	m2	128.9	138.7
ISO Container	m2	23.8	26.7
Timber Cribbing	m2	16.7	18.7

Unit Rates	Unit	2018 Unit Rate (\$/unit)	2022 Unit Rate (\$/unit)
Precast Concrete Foundations	m2	30.9	34.6
Slab on Grade	m2	30.0	31.6
Bridge Removal	Lot	161,904.8	181,721.9
VENDOR PKG - Incinerator	Lot	7,925.0	8,954.4
VENDOR PKG - Potable Water	Lot	7,925.0	8,954.4
VENDOR PKG - Sewage Treatment Plant	Lot	8,775.0	9,908.5
VENDOR PKG - Ship Loader	Lot	3,070,200.0	3,445,992.5
VENDOR PKG - WRF Water Treatment System	Lot	61,750.0	69,949.9
Reclaim Conveyor	Ea	1,066,410.0	1,196,938.6
Piping	m	53.1	59.6
Cable	m	21.3	23.9
Miscellaneous Items (Minor)	Ea	425.0	477.0
Airstrip Lighting and Removal	m	21.3	23.9
Reclaim conveyor	m	1,275.0	1,431.1
Drainage Channel	m3	12.7	13.5
Excavate, Load & Haul - 1 km	m3	4.0	4.3
Excavate, Load & Haul - 5km	m3	9.9	10.6

1.4 DOCUMENT STRUCTURE

The following outlines the structure of the 2023 Estimate document:

- Section 1 presents the purpose, regulatory context, applied rates used, and document structure applicable to the 2023 Estimate.
- Section 2 describes the '2022 Work Plan Reconciliation', and its resulting impacts to the 2023 Estimate.
- Section 3 provides a summary of the financial security estimated to be required for marginal closure and reclamation liability increase associated with the Mary River Project 2023 Work Plan ('2023 Work Plan Security Estimate').
- Section 4 summarizes net impacts to the 2023 Estimate: and
- Section 5 lists supporting documentation that was available to determine costs and quantities for the purpose of the 2023 Estimate.

2 2022 WORK PLAN RECONCILIATION

In order for the 2023 Estimate to accurately reflect the total ‘global’ closure and reclamation security estimated to be required for the Project in 2023, the previous year’s project estimates need to be reconciled. Activities previously proposed that require reconciliation fall into the following categories:

- a) Activities that have had security allocated to them that are no longer planned to be conducted.
- b) Activities that have been conducted but have no security explicitly allocated to them; and
- c) Materials and equipment that have arrived at the Project on the 2022 sealift, and were under or overestimated in 2022, or were backhauled from the project on the 2022 sealift.

Additionally, as described in Section 1.3, the unit rates for labour and equipment were updated to reflect current contractor rates in comparison to the rates used in the 2019 Marginal Closure and Reclamation Financial Security Estimate. The activities that fall into the above categories and their corresponding reconciliation action are described in the sub sections below.

For reconciliation of the mechanical and mobile equipment, the 2022 inbound manifests were compared with the 2022 Work Plan equipment list. If any new items brought to site were identified in the manifests that were not originally in the 2022 list, the new items were added to the Estimate Breakdown Structure (EBS) as “2023-R”. Items that were included in the 2022 list but did not arrive to site (i.e., not included in the manifest), were removed from the Estimate Breakdown Structure (EBS) as “2023-R”.

2.1 2023 DIRECT UNIT RATE UPDATES

Based on the updated labour and equipment rates for the Project, the direct cost unit rates for all reclamation activities have been updated, and are presented in Table 1-1. The outcome of this assessment was an increase of the labour rate to \$88.14/hour (formerly \$75/hour) and the equipment rate to \$137.87/hour (formerly \$125/hour).

The new unit rates were utilized for the 2023 Estimate and the global estimate was similarly updated.

2.2 GRADE AND RE-CONTOUR

Baffinland has proposed that annual satellite imagery be used to reconcile the active and potential footprint of the Mary River Project relative to the quantities estimated in the annual Work Plan and ASR process since 2014. Baffinland retains high resolution satellite imagery annually, typically collected between July and August to ensure a snow-free landscape and collected over multiple attempts to reduce the potential for cloud cover. It is acknowledged that this imagery is a snapshot in time of the project footprint, however the collection of this imagery on an annual basis allows for a consistent comparison between years.

In this 2023 Reconciliation, Baffinland presents the outcomes of the Disturbed Areas Analysis completed following the receipt of imagery collected in July 2022. Imagery was analyzed by Baffinland staff and the Geographic Information Systems (GIS) coordinator to determine the extent of disturbed areas and

accurately delineate these areas. In addition, lined areas were delineated separately (e.g. ponds, hazardous waste berms), where the “Grade and Contour with Liner” unit rate would apply.

Additionally, Baffinland included infrastructure that was previously planned for construction but has yet to be completed, such that the estimate of disturbed area is representative of the highest potential liability for the work proposed in the previous and current Work Plan. Therefore, the Proposed Disturbed Areas are representative of work yet to be completed from the 2014 Work Plan through to the current 2023 Work Plan.

The results of the disturbed area analysis are presented in Appendix B, and Table 2-1. Results are presented based on: the landowner, actual and proposed disturbance, and lined and proposed lined areas.

Table 2-1: Disturbed Areas Analysis by Landowner

Project Site	IOL				Crown Land	
	Disturbed Area (m ²)	Proposed Disturbed Area (m ²)	Lined Area (m ²)	Proposed Lined Area (m ²)	Disturbed Area (m ²)	Proposed Disturbed Area (m ²)
Milne Port	1,527,115	280,486	67,878	1,488	43,903	0
Tote Road	1,440,985	0	0	0	101,280	0
Mine Site	2,786,273	358,992	79,339	53,523	0	0
Total	5,754,373	639,478	147,217	55,011	145,183	0

Based on the above analysis, the combined actual and proposed results were compared with the values in the Estimate Breakdown Structure (EBS) for years 2014 through to new works proposed in the 2023 Work Plan. In order to best track and reconcile the difference between the 2022 Disturbance Analysis and the EBS items, the EBS items were summed and subtracted from the estimate, while the new values from the 2022 Disturbance Analysis were added. This is presented in Table 2-2. The result is an increase in the value for grade and contour, and grade and contour with a liner totaling \$723,778.

Table 2-2: Disturbed Areas Analysis by Unit Rate Type

Description	Unit Rate Type	Unit Rate (\$/m ²)	Quantity (m ²)	Cost (\$)
IOL – Grade and Contour				
Actual Disturbed Area Reconciliation - 2022 Satellite Image - IOL	Grade and Contour	1.66	5,754,373	9,589,263
Proposed Disturbed Area Reconciliation - 2023 Work Plan and Prior - IOL	Grade and Contour	1.66	639,478	1,065,645
Reconciled EBS Input 2014-2023 - IOL	Grade and Contour	1.66	-6,019,626	-10,031,288
IOL – Grade and Contour with Liner				
Actual Lined Disturbed Area - 2022 Satellite Image - IOL	Grade and Contour with Liner	4.75	147,217	702,730

Description	Unit Rate Type	Unit Rate (\$/m ²)	Quantity (m ²)	Cost (\$)
Proposed Lined Disturbed Area - 2023 Work Plan and Prior - IOL	Grade and Contour with Liner	4.75	55,011	262,592
Reconciled EBS Input 2014-2023 - Lined - IOL	Grade and Contour with Liner	4.75	-165,480	-789,905
Crown Land – Grade and Contour				
Actual Disturbed Area Reconciliation - 2022 Satellite Image – Crown Land	Grade and Contour	1.66	145,183	241,937
Proposed Disturbed Area Reconciliation - 2023 Work Plan and Prior – Crown Land	Grade and Contour	1.66	0	0
Reconciled EBS Input 2014-2023 – Crown Land	Grade and Contour	1.66	-190,345	-317,197
TOTAL			365,811	723,778

2.3 KM 105 SEDIMENTATION POND

Baffinland reviewed the quantity in the EBS for removal of the structures and determined that additional security was required above the grading and recontouring allocated for this area.

The 2023 Work Plan Security Estimate allocates an additional \$254,564 in direct costs to account for the closure activities associated with the KM105 Sedimentation Pond. This includes construction of a diversion ditch to divert the upper portion of the Mine Haul Road to the open pit, breaching of the northwest embankment of the KM105 Sedimentation Pond to restore natural drainage, and placement of an erosion protection layer. Table 2-3 provides the estimated materials and quantities for the closure of the KM105 Sedimentation Pond.

Table 2-3: KM105 Sedimentation Pond Estimated Materials and Quantities for Closure

Earthworks	Unit	Quantity
Excavate and Stockpile Granular Material		
Excavate and Stockpile - Rockfill Material	m ³	44,000
Excavate and Stockpile - Transition Zone 1 Material	m ³	6,400
Excavate and Stockpile - Liner Bedding Material	m ³	8,100
Haul (away from km 105 Pond Area)	m ³	53,000
Construction		
Place (Previously Stockpiled) - Rockfill Material for Erosion Protection	m ³	5,200
Excavate/Drill and Blast - Diversion Berm and Ditch	m ²	60
Load, Haul and Place - Diversion Berm and Ditch Transition Zone 2	m ³	300

This marginal increase is based on breaching the northwest embankment by removing the material, stockpiling it on a nearby laydown area and then placing the material for erosion protection, as well as creating a diversion berm at the upper Mine Haul Road. The unit rate accounts for costs to Drill & Blast,

Excavate, Load and Haul 1km. All quantities associated with Excavate, Stockpile, Load, Haul and Place (i.e., 58,500 m³) were grouped into one-line item in the EBS using a unit rate of Excavate, Load & Haul, assuming a 1 km hauling distance (i.e., \$4.32/m³). The material quantity associated with the Diversion Berm and Ditch is assumed to have a drilling depth of 1 m (i.e., 60m³ of material to be drilled and blasted) and was included in the EBS using a Drilling and Blasting unit rate (i.e., \$13.54/m³)

A summary of the marginal increase to the estimate for the KM 105 Sedimentation Pond is shown in Table 2-4.

Table 2-4: Marginal Increase for KM 105 Sedimentation Pond

Description	Unit Rate (\$/m ³)	Quantity (m ³)	Cost (\$)
Excavate, Load and Haul (1km)	4.32	58,800	253,751
Km 105 Drainage Channel	13.54	60	812
TOTAL		58,860	254,564

2.4 BUILDINGS AND FOUNDATIONS

The position presented by Baffinland during the 2022 ASR was based on the forecasted buildings and foundations expected to be built on site in 2022. The actual type and quantity of buildings and foundations varied from the forecasted estimate and therefore during the 2023 Reconciliation process Baffinland adjusted the EBS, to ensure the 2023 Estimate reflects the most up to date information. Items with a negative value were the result of those buildings and foundations no longer planned to be constructed, and a positive value represents additional buildings and foundations.

A summary of security costs associated with the marginal decrease of buildings and foundations associated with the 2022 Work Plan reconciliation is shown in Table 2-5.

Table 2-5: Summary of Marginal Decrease of Buildings and Foundation Areas

Description	Unit Rate Type	Unit Rate (\$/m ²)	Quantity (m ²)	Cost (\$)
Milne Port				
Sana Workshop	Modular Building Not Contaminated	53.47	-500	-26,733
Enhancement of training grounds for the Emergency Response Team with fire retardant infrastructure and secondary spill containment	ISO Container	26.73	-59	-1,589
Addition of offices/ trailers at the Environment Department work areas	ISO Container	26.73	-56	-1,490
Quonset hut structure at Milne Port Firehall	Modular Building Not Contaminated	53.47	-100	-5,347
Construction of new warehouse facility (seacan tent structure) on laydown LP2	Modular Building Contaminated	129.46	-1,127	-145,904

Description	Unit Rate Type	Unit Rate (\$/m ²)	Quantity (m ²)	Cost (\$)
Construction of offices and workshops at the stockpile and shiploader (seacan structure)	Modular Building Contaminated	129.46	-208	-26,928
Tote Road				
Washrooms at KM26 and KM 80 IT Towers	Modular Building Not Contaminated	53.47	-72	-3,850
Mine Site				
Quonset hut structure at the Aerodrome	Modular Building Not Contaminated	53.47	-100	-5,347
Enhancement of training grounds for the Emergency Response Team with fire retardant infrastructure and secondary spill containment	ISO Container	26.73	-59	-1,589
Construction of a new COVID-19 PCR testing lab building at the Mine Site	ISO Container	26.73	-54	-1,431
Sailiivik (800p) Camp Mine Dry facility	Modular Building Not Contaminated	53.47	-1,200	-64,159
Addition of offices/trailers/buildings at the 800p Camp, including a new fire hall and emergency response building.	Modular Building Not Contaminated	53.47	-925	-49,456
Addition of offices/ trailers at the Environment Department work areas	ISO Container	26.73	-56	-1,490
Lube / Def Container	ISO Container	26.73	-30	-795
TOTAL			-4,546	-336,107

2.5 MECHANICAL AND MOBILE EQUIPMENT

The position presented by Baffinland during the 2022 ASR was based on the forecasted equipment expected to be delivered to site in 2022. The actual type and quantity of equipment delivered to site in 2022 varied from the forecasted estimate and therefore during the 2023 Reconciliation process Baffinland adjusted the EBS, as itemized in Table 2-6 below, to ensure the 2023 Estimate reflects the most up to date information based on the shipping manifests. Items with a negative value were the result of less equipment arriving than what was forecast in 2022, and a positive value represent additional equipment to what was represented in the 2022 Work Plan.

Table 2-6: Baffinland Owned Mechanical and Mobile Equipment Reconciliation

Description	Unit Rate Type	Unit Rate (\$/pcs)	Quantity (pcs)	Cost (\$)
Jet A truck ¹	Heavy Mobile Equipment	2,349	-1	-2,349
Fuel Tanker ¹	Heavy Mobile Equipment	2,349	-1	-2,349
Cube Truck	Medium Mobile Equipment	1,333	-2	-2,665
Bus	Medium Mobile Equipment	1,333	-2	-2,665
18M Graders	Heavy Mobile Equipment	2,349	-2	-7,046

Description	Unit Rate Type	Unit Rate (\$/pcs)	Quantity (pcs)	Cost (\$)
Dewatering Pumps	Light Equipment	1,782	-3	-5,345
Production Drill	Heavy Mobile Equipment	2,349	-1	-2,349
992 Loader	Heavy Mobile Equipment	2,349	-1	-2,349
374 Excavator	Heavy Mobile Equipment	2,349	-2	-4,698
D10 Dozer	Heavy Mobile Equipment	2,349	-1	-2,349
Steam Truck	Medium Mobile Equipment	1,333	-1	-1,333
Lowboy Float	Medium Mobile Equipment	1,333	-1	-1,333
Hydraulic Ripper	Light Mobile Equipment	838	-1	-838
Ford 15 Passenger Vans (or similar)	Light Mobile Equipment	838	-2	-1,676
All Terrain Vehicle (Prinoth or similar)	Light Mobile Equipment	838	-1	-838
Side by Side	Light Mobile Equipment	838	-1	-838
Service Truck	Medium Mobile Equipment	1,333	-4	-5,330
Vac Truck	Heavy Mobile Equipment	2,349	-2	-4,698
F350 Pickup backhauled off site	Light Mobile Equipment	838	-1	-838
F250 Light Vehicle	Light Mobile Equipment	838	10	8,382
TOTAL			-21	-43,502

NOTES

- 1) The Jet A truck and Fuel Tanker are 3rd party equipment and have been moved to the 3rd party category.

2.6 VENDOR PACKAGES

The position presented by Baffinland during the 2022 ASR was based on the forecasted vendor packages expected to be delivered to site in 2022. The actual type and quantity of equipment delivered to site in 2022 varied from the forecasted estimate and therefore during the 2023 Reconciliation process Baffinland adjusted the EBS, as itemized in Table 2-7 below, to ensure the 2023 Estimate reflects the most up to date information based on the shipping manifests. Items with a negative value were the result of less vendor packages arriving than what was forecast in 2022, and a positive value represent additional vendor packages to what was represented in the 2022 Work Plan.

Table 2-7: Vendor Package Reconciliation

Description	Unit Rate Type	Unit Rate (\$/pcs)	Quantity (pcs)	Cost (\$)
Mile Port				
Waste Incinerator	Vendor Package	8,954	-1	-8,954
Desalination Plant	Vendor Package	8,954	-1	-8,954
Mine Site				
Waste Incinerator	Vendor Package	8,954	-1	-8,954

Description	Unit Rate Type	Unit Rate (\$/pcs)	Quantity (pcs)	Cost (\$)
TOTAL			-3	26,863

2.7 STORAGE TANKS

The 2022 Work Plan anticipated a 250,000-liter fuel tank to come up to site in 2022. The tank was not in the northbound shipping manifests and is therefore being removed from the EBS.

A summary of the marginal decrease of costs associated with storage tanks and associated unit rates is shown in Table 2-8.

Table 2-8: Summary of Marginal Increase of Storage Tanks

Description	Unit Rate Type	Unit Rate (\$/pcs)	Quantity (pcs)	Cost (\$)
250,000-liter Fuel tank	Medium Mobile Diesel Tanks (3000 L to 500k L)	9,427	-1	-9,427
15ML Arctic Diesel Tank Mine Site	Largest Diesel Tanks (10M L to 12M L)	154,284.6	-1	-154,285
TOTAL			-2	-163,712

2.8 CABLING

The 2023 Work Plan Security Estimate removes the allocated \$50,087 to account for the installation of 2,100 m of cabling at the Mine Site and Milne Port areas as installation of the additional electrical cables for the following did not occur in 2022:

- Power Distribution cabling from the new KM 110 building to the Mine water treatment facility (500 m).
- Power Distribution cabling and distribution equipment for a new service from the Port Powerhouse area to CV-001 on the shiploader (800 m).
- Power Distribution cabling (from the Powerhouse to Dyno Nobel explosives facility) (500 m); and
- Power Distribution cabling (from E-House 3 to KM 104 laydown) (300 m).

This cost allocation is based the unit rate of \$23.85/m, and a total length of 2,100 m of cable, and is itemized in the EBS presented in Appendix A.

2.9 PIPING

The 2023 Work Plan Security Estimate removes the allocated \$14,907 to account for the removal from the EBS of a fuel line from new (2019) bulk fuel storage facility to existing bulk fuel storage facility.

This cost allocation is based the unit rate of \$59.6/m, and a total length of 250 m of piping, and is itemized in the EBS presented in Appendix A.

2.10 THIRD PARTY EQUIPMENT

Several pieces of third-party equipment were demobilized from site in 2022. Third-party equipment was also brought up to site during the sealift. During the 2023 Reconciliation process Baffinland adjusted the EBS, as itemized in Table 2-9 below, to ensure the 2023 Estimate reflects the most up to date information based on the shipping manifests. Items with a negative value were the third-party equipment backhauled from site in 2022, and a positive value represents additional third-party equipment brought to site in 2022.

Table 2-9: Third Party Equipment Reconciliation

Description	Unit Rate (\$/pcs)	Quantity (pcs)	Cost (\$)
Heavy 3 rd Party Equipment	15,965	-13	-207,539
Medium 3 rd Party Equipment	8,203	-22	-180,459
Light 3 rd Party Equipment	2,786	-9	-25,074
Heavy 3 rd Party Equipment ¹	15,965	12	159,645
Medium 3 rd Party Equipment	8,203	4	32,811
Light 3 rd Party Equipment	2,786	8	22,288
TOTAL		-20	-166,399

NOTES

- 1) Includes 2 fuel tankers which are not Baffinland owned, but 3rd party owned.

2.11 FILL APPLICATION

The 2023 Estimate removes \$50,066 to account for application of cover material due to the marginal decrease of demolition materials to be disposed of on-site due to the update to the EBS.

This cost allocation is based on a decrease of 1,187 m² of compacted material requiring fill application at an assumed disposal depth of six (6) meters. A summary of the marginal decrease in fill application in the 2023 Security is shown in

Table 2-10.

Table 2-10: Marginal Increase of Fill Application

Description	Unit Rate (\$/m ²)	Quantity (m ²)	Cost (\$)
Fill Application - 2023-R	42.2	-1,187	-50,066
TOTAL		-1,187	-50,066

3 2023 WORK PLAN

3.1 INTRODUCTION

The purpose of this section of the document is to provide a summary of the additional financial security estimated to be required for work items described in the Mary River Project 2023 Work Plan (15 December, 2022). The estimated marginal closure and reclamation financial security required to account for 2023 planned work ('2023 Work Plan Security Estimate') is intended to be aggregated with the changes to the 2022 Work Plan reconciled in the above Section 2. The combination of the reconciliation in Section 2, and the estimate presented in this Section will provide a comprehensive update to the 'global' estimate and the marginal increase required for 2023. The result of this approach, the estimated project-wide or 'global' closure and reclamation security bonding totals for the Mary River Project to-date, are presented in Section 4.

A detailed description of the work activities captured in the 2023 Work Plan Security Estimate are described in the Baffinland 2023 Work Plan and are summarized in Section 3.2 below.

3.1.1 Closure Scenario

The 2023 Work Plan Security Estimate is based on a scenario that assumes all planned activities for 2023 Work Plan have taken place on site and all material/consumables (excluding fuel) that are mobilized to site in 2023 are in full inventory. All other assumptions relating to the estimation of direct and indirect costs, including fuel, associated with the 2023 Work Plan Security Estimate are consistent with the assumptions established in the 2014 Complete Project Financial Security Assessment and previous ASR documentation unless noted otherwise.

3.2 2023 PLANNED ACTIVITIES

As described in the 2023 Work Plan, planned work in 2023 is being conducted under the amended Project Certificate No. 005 Amendment No. 4, QIA Commercial Lease No. Q13C301, Type 'A' Water Licence 2AM-MRY1325, Amendment No. 1 and Type 'B' Water Licence 2BE-MRY2131.

The following list represents the activities from the 2023 Work Plan planned for implementation in 2023 but will only proceed following the applicable regulatory approvals where required, and approval from QIA including the posting of any relevant marginal security adjustments or adjustments to the Commercial Lease (e.g. OEN, TRAN). This planned work includes:

1. Development and operation of the mine, ore crushing and land transportation, stockpiling, and marine shipment of ore.
2. The continued development and construction of infrastructure required at Milne Port and the Mary River Mine Site (Mine Site) and along the Tote Road for the Mary River Project.
3. Continued operation of Mine Site and Milne Port Camps to support ongoing operations and construction activities which will include the use of water and deposition of waste as authorized under existing permits.

4. On-going operation and expansion of permitted quarry and borrow sources.
5. At Milne Port, vessels carrying fuel, equipment, and supplies for use at the Mine Site and Milne Port will arrive during open water. Material, fuel, and supplies required for operational and construction activities will be transported to the Mine Site year-round via the Tote Road.
6. Ongoing environmental effects studies and baseline data collection will continue to support the construction and operation of the Project as well as for future engineering requirements.
7. Continued environmental monitoring in accordance with the approved Project Certificate, licenses, authorizations, management plans and environmental effects monitoring plans.
8. On-going exploration activities including drilling, mapping, prospecting, sampling, and geophysics. Planning of the details of the summer drilling and/or trenching program is not yet finalized.
9. Tote Road improvements to address safety concerns, freshet runoff issues and poor road conditions during the spring and summer periods.
10. Erection of additional maintenance facilities to safely service equipment.

A detailed description of these work activities is provided in the Baffinland 2023 Work Plan.

3.3 2023 WORK PLAN SECURITY ESTIMATE ASSUMPTIONS

3.3.1 Direct Cost Assumptions

The following sub-sections describe the assumptions used to establish the direct costs allocated in the 2023 Work Plan Estimate based on the 2023 Work Plan. Please refer to Appendix A for details of this cost allocation based on the Estimate Breakdown Structure (EBS), and Appendix C for supporting documentation relating to estimated unit quantities (where available). Direct cost allocations were applied to quantities as indicated in the 2023 Work Plan and consistent with the direct cost assumptions described in the 2014 Complete Project Financial Security Assessment.

3.3.1.1 Mechanical and Mobile Equipment

The 2023 Work Plan Security Estimate allocates \$1,782, plus cover material application costs, in direct costs to account for a marginal increase of mechanical and mobile equipment as itemized in the 2023 Work Plan. This cost allocation is based on an additional one (1) piece of Baffinland owned mechanical or mobile equipment to be mobilized to site in 2023³.

A summary of the marginal increase of costs associated with mechanical or mobile equipment and associated unit rates is shown in

³ Note that two (2) large water pumps were already included in the EBS from 2022 Work Plan, and therefore the cost is not included in the EBS from the 2023 Work Plan

Table 3-1.

Table 3-1: Summary of Marginal Increase of Mechanical and Mobile Equipment

Description	Unit Rate Type	Unit Rate (\$/pcs)	Quantity (pcs)	Cost (\$)
Runway traffic control gate arms	Light Equipment	1,781.6	1	1,782
TOTAL			1	1,782

3.3.1.2 Site Works

The 2023 Work Plan Security Estimate allocates \$3,600, in direct costs to account for a marginal increase of disturbed areas that would have to be graded and re-contoured associated with the 2023 Work Plan. This additional cost allocation is based on:

- Expansion of km 106 stockpile pad to increase road width to accommodate water truck loading area.
- Construction of lined containment berm and 15,000 L Jet A Tank at the Weatherhaven.

This marginal increase is based on an additional 2,146 m² of disturbed areas at a unit rate of \$1.49/m² for unlined or \$4.12/m² for lined and is itemized in the EBS as presented in Appendix A and outlined in Table 3-2. Note these disturbed areas are captured in the Disturbed Area Analysis reconciliation (Section 2.2)

Table 3-2: Summary of Marginal Increase of Disturbed Areas Requiring Grade and Re-Contour

Description	Unit Rate Type	Unit Rate (\$/m ²)	Quantity (m ²)	Cost (\$)
Mine Site				
Expansion of KM 106 stockpile pad to increase road width to accommodate water truck loading area	Grade and Re-Contour	1.66	2,000	3,333
Lined containment berm and 15,000 L Jet A Tank at the Weatherhaven.	Grade and Re-Contour with Liner	4.75	146	693
TOTAL			2,146	4,026

3.3.1.3 Culverts

The 2023 Work Plan Security Estimate allocates \$39,987 in direct costs to account for the upgrade and installation of 1,601 m of new culverts within the Tote Road area. As the unit rate was revised in 2018 to account for the removal of a culvert on a per metre basis rather than per culvert basis, the cost allocation is based on a total of 1,601 m of culvert at a unit rate of \$56.80 per meter. The culverts that these are replacing are also presented in Table 3-3, and itemized in the EBS presented in Appendix A.

Table 3-3: Summary of Marginal Increase for Culvert Removal

Description	Unit Rate Type	Unit Rate	Quantity (m or ea)	Cost (\$)
Tote Road				
Culvert removals on IOL land	Culvert removal (ea)	\$980/culvert	-46	-45,078
Culvert upgrades on IOL land	Culvert removal per meter	\$56.8/m	1,419	80,605
Culvert removal on Crown land	Culvert removal (ea)	\$980/culvert	-6	-5,880
Culvert upgrades on Crown land	Culvert removal per meter	\$56.8/m	182	10,338
TOTAL				39,987

3.3.1.4 Storage Tanks

The 2023 Work Plan Security Estimate allocates \$9,427 in direct costs to account for the mobilization of additional water and fuel tanks to the Project Site in the 2023 Work Plan, including the construction of one 15,000 L Fuel tank at the Mine Site.

A summary of the marginal increase of costs associated with storage tanks and associated unit rates is shown in Table 3-4.

Table 3-4: Summary of Marginal Increase of Storage Tanks

Description	Unit Rate Type	Unit Rate (\$/pcs)	Quantity (pcs)	Cost (\$)¹
15,000 L Bulk Jet A storage	Medium Mobile Diesel Tanks	9,427	1	9,427
TOTAL			1	9,427

3.3.1.5 Vendor Packages

The 2023 Work Plan Security Estimate allocates \$69,950 in direct costs to account for the installation of a Water Treatment Plant for the KM 105 Sedimentation Pond.

A summary of the marginal increase of costs associated with vendor packages and associated unit rates is shown in Table 3-5.

Table 3-5: Vendor Package

Description	Unit Rate Type	Unit Rate (\$/pcs)	Quantity (pcs)	Cost (\$)
Water Treatment Plant for km 105 Sedimentation Pond	Vendor Package	69,950	1	69,950
TOTAL			1	69,950

3.3.1.6 Fill Application

The 2023 Estimate adds \$2,582 to account for application of cover material due to the marginal increase of demolition materials to be disposed of on-site due to the update to the EBS.

This cost allocation is based on an increase of 60 m² of compacted material requiring fill application at an assumed disposal depth of six (6) meters. A summary of the marginal decrease in fill application in the 2023 Security is shown in Table 3-6.

Table 3-6: Marginal Increase of Fill Application

Description	Unit Rate (\$/m ²)	Quantity (m ²)	Cost (\$)¹
Fill Application – 2023	42.2	60	2,528
TOTAL		60	2,528

3.3.2 Indirect Cost Assumptions

The following section describes the assumptions used to establish the indirect costs allocated for the purpose of the 2023 Work Plan Security Estimate. Unless noted otherwise, see the 2014 Complete Project Financial Security Assessment (H349000-1000-07-126-0018, Rev. 1) for further supporting information on the specific indirect unit rates and multipliers used below.

3.3.2.1 On-Site Fuel Demobilization and Reclamation Fuel Mobilization

The 2023 Estimate removes \$97,516 due to the reduction in scope in the 2023 Work Plan to account for the demobilization of fuel stored on Site, and the mobilization of fuel required for the marginal increase in reclamation activities captured in the 2023 Estimate. It is assumed 50% of this fuel would need to be demobilized at closure. This is based both on the assumption that the tanks would be likely to be entirely full at closure, and that some fuel on Site would be available for reclamation activities. The fuel demobilization rate is assumed to be \$0.11/L. There were no increases to the fuel storage at the Site in 2023.

The removal of \$97,516 allocation for fuel mobilization is based on the cost of mobilizing 100% of the fuel required (224,863 L less) for marginal reclamation and closure activities, including direct activities, power generation, and heat production. The marginal increase in reclamation activities in 2023 are estimated to require a decrease in 112,829 L of Type-1 fuel (see Appendix A). Marginal change in camp operation during reclamation is estimated to require 970 less person-days on-site. Each person-day on site is assumed to consume 116 L of Type-1 fuel for heat and power generation. This totals to a decrease of 112,034 L of Type-1 fuel required to heat and power the camp. Fuel mobilization rate is assumed to be \$0.43/L.

See Appendix A for itemized person-day and fuel consumption quantities per item in the 2023 Estimate.

3.3.2.2 Mobilization of Workers Required for Reclamation

The 2023 Estimate removes \$86,566 for worker mobilization. Detailed assumptions for mobilization of workers required for marginal closure and reclamation activities are as follows.

Person-hours required to complete direct cost related on-site marginal reclamation activities is estimated to be 9,700 hrs or 970 less person-days on-site (based on 10hr/day productivity). See Appendix A for itemized person-day allocations per 2023 Estimate item.

- Assume 70% of hires (679 person-days) are from southern communities and 30% (291 person-days) are from northern communities.
- Cost per person-day on site for worker mobilization from southern communities is \$92.64/person-day on-site.
- Cost per person-day on site for worker mobilization from northern communities is \$81.31/person-day on-site.

3.3.2.3 Worker Accommodation & Camp Operation

The 2023 Estimate removes \$227,715 for worker accommodation and camp operation during marginal reclamation activities associated with the 2023 Estimate. Assumptions for worker accommodation and camp operation are:

- Person-hours required to complete direct cost related on-site marginal reclamation activities is estimated to be 9,700 hrs or 970 less person-days on-site (based on 10hr/day productivity). See Appendix A for itemized person-day allocations.
- Cost for accommodation and camp operation is assumed to be \$234.76/person-day and includes camp maintenance, catering, housekeeping, and fuel costs.

3.3.2.4 Mobilization and Demobilization of Equipment and Materials

The 2023 Estimate removes \$147,582 due to the reduction in scope in the 2023 Work Plan to account for mobilization and demobilization of equipment and materials. These are indirect costs for moving equipment and materials to and from the reclamation site. The amount is based the assumption that mobilization and demobilization cost are estimated as 10% of total direct costs.

3.3.2.5 Demobilization of 3rd Party Equipment

The 2023 Estimate removes \$150,434 to account for the demobilization of 3rd Party Equipment anticipated to come to site in 2023. 3rd Party Equipment that was brought to site during the 2022 sealift is accounted for in the 2023 reconciliation (2023-R).

3.3.2.6 Care & Maintenance, Closure and Post Closure Monitoring

The 2023 Estimate includes an increase to Care and Maintenance, Closure and Post Closure Monitoring to account for increases in the volume of water to be treated at closure. This increase is representative of the average volume of water requiring treatment at closure. Based on discharges since 2014 as detailed in Table 3-7, the average volume of water discharged from the Waste Rock Facility (MS-08) is 64,680 m³. Accordingly, Baffinland will increase the Closure and Post Closure Monitoring Cost to account for three

(3) years of treatment, for a total cost of \$194,040. This results in an increase of \$49,360 over the current allocation for water treatment.

Table 3-7: Discharge Volumes for the Waste Rock Facility (MS-08)

Year	Total Discharged (m ³)
2022	179,883
2021	63,000
2020	63,919
2019	117,000
2018	73,600
2017	13,500
2016	4,320
2015	2,217
2014	-
Average	64,680

Baffinland acknowledges that there are other areas of the mine that require water treatment on an as-needed basis, including the Milne Port Tank Farm (MP-03), the Milne Port Landfarm (MP-04), the Milne Port Contaminated Snow Containment (MP-04a) and the Mine Site Hazardous Waste Berm 7 (MS-HWB-07). While many or all of these sources will be eliminated in closure, the total average discharge from all of these facilities combined will be added to the Closure and Post Closure Monitoring estimate as a conservative measure. The average volume discharged from these facilities combined is 569 m³, as outlined in Table 3-8. The resulting decrease to the estimate for three (3) years of closure is \$12.

Table 3-8: Discharge Volumes for Additional Water Treatment

Year	MP-03	MP-04	MP-04a	MS-HWB-07
	Total Discharged (m ³)			
2022	1,410.3	-	85.2	115.8
2021	983	294	159	336
2020	1766.5	17	13	-
2019	1551	-	186	-
2018	1808	755	-	668
2017	1066	580.7	187.2	386.6
2016	-	662.1	-	650
2015	69.6	70	-	204
2014	154	-	-	617.1
Average	569			

3.3.2.7 Supervision, Project Management and Contract Administration

The 2023 Estimate includes a project supervision, management, and contract administration indirect cost reduction of \$134,087 or 9.4% of total direct costs, contaminated soil treatment costs and care and

maintenance costs, and closure monitoring/reporting costs. Project supervision, management and contract administration indirect costs include, but are not limited to:

- Contract strategy, administration and expediting.
- Construction logistics, planning, scheduling, supervision, and manpower forecasts.
- Labour relations, safety.
- Field office management, temporary facilities.
- Materials receiving and warehousing.
- Progress monitoring, trending, and reporting.
- Cost performance monitoring, trending, and claims processing; and
- Quality assurance.

3.3.2.8 Engineering Fees

In their review of the 2021 and 2022 Work Plans, QIA has proposed an increase to engineering fees due to the increase in the scale of the project. Based on the notion that the current reclamation activities are of average complexity, the Project is much larger than \$20M as included in the ARKTIS 2014 Report, and as the CEBC guideline used for the 2014 Security Estimate has not been updated since 2009, ARKTIS has used an engineering fee of 5% applied to total Direct Cost. For the 2023 Estimate Baffinland has utilized the 5% engineering fee rate.

The 2023 Estimate includes a reduction in engineering, design and execution planning indirect cost allowance of -\$73,791 or 5% of the total direct costs.

3.3.2.9 Contingency

The 2023 Estimate includes a reduction in contingency of -\$285,291 or 20% of the total of direct costs, contaminated soil treatment costs, care and maintenance and closure and post closure monitoring costs.

3.3.3 Exclusions

The listed activities below are recognized by Baffinland as being required to be conducted in an unforeseen closure and reclamation scenario, but additional costs have not been included in the 2023 Work Plan Security Estimate on the basis that it is Baffinland's position that the 2023 Work Plan activities do not warrant additional cost allocations for these activities. Excluded activities from the 2023 Work Plan Security Estimate are:

- Contaminated Soil Treatment – the allocation for Contaminated Soil Treatment is sufficient based on the scope of the 2023 Work Plan.
- Explosives (Ammonium Nitrate) – the allocation for explosives is sufficient based on the scope of the 2023 Work Plan.

- Off-Site Disposal of Hazardous and Non-Hazardous Waste – the allocation for off-Site disposal is sufficient based on the scope of the 2023 Work Plan.

3.3.4 Inflation

As a result of the Arbitration, Baffinland was directed to apply inflation in years when unit rate costs have not been updated.

In 2022 Baffinland completed an assessment of two (2) different 3rd Party Contractors. The unit rates were determined to be different from those in used in 2018 and warranted updating. The revised labour rate and equipment rate based on blended updated 2022 contractor rates is \$88.14/hour and \$137.87/hour. Therefore, the 2023 Estimate does not include inflation to the direct unit rates that were developed using first principles approach.

Unit rates that were not developed using a first principles approach, were updated using an inflation adjustment multiplier relative to the last year in which in a unit rate update was completed (2018 and 2014). Rates that were updated using inflation adjustment multiplier are presented in Table 3-11 for reference.

In order to calculate the rate of inflation to be applied in a given year, Baffinland utilizes the Consumer Price Index (CPI) for Iqaluit (not seasonally adjusted) for the month of September in a given year. September was selected to maintain consistency in the approach to the inflation calculation between years, as it is the month that will be last published prior to the Work Plan issuance and ASR kickoff on November 1st of a given year. The Inflation multiplier is calculated as follows;

$$\text{Inflation Adjustment multiplier} = \frac{(\text{Inflation reading for current year}) - (\text{Base year for inflation adjustment})}{(\text{Base year for inflation adjustment})}$$

Inflation is calculated relative to the last year in which in a unit rate update was completed. For the 2023 Estimate, the base years for inflation adjustment is 2018 and 2014 (the years in which unit rates were last updated), and the current year is 2022 (the year in which the 2023 Estimate was prepared). Refer to Table 3-9 and Table 3-10 for the inflation adjustment multipliers and Table 3-11 for the unit rates updated due to inflation.

Table 3-9: Inflation Calculation 2018 – 2023 Estimate

Inflation Multiplier Parameters	CPI Reading (September)
Base year from which Statistics Canada measures inflation (2002)	100
Base year for which the inflation adjustment is taken (2018 Unit Rate Update)	129.5
Current year of mining operations (2022)	140.4
Inflation Adjustment multiplier	1.084

Table 3-10: Inflation Calculation 2014 - 2023 Estimate

Inflation Multiplier Parameters	CPI Reading (September)
Base year from which Statistics Canada measures inflation (2002)	100
Base year for which the inflation adjustment is taken (2018 Unit Rate Update)	124.5
Current year of mining operations (2022)	140.4
Inflation Adjustment multiplier	1.128

Table 3-11. 2023 Unit Rate Update based on Inflation

Unit Rates	Unit Rate Year	Unit	2018 Unit Rate (\$/unit)	2022 Unit Rate (\$/unit)
Consumables	2014	\$/Bed	700.80	790.30
Heavy 3rd Party Equipment Demob	2018	\$/Ea	15,964.53	17,308.26
Med 3rd Party Equipment Demob	2018	\$/Ea	8,202.67	8,893.09
Light 3rd Party Equipment Demob	2018	\$/Ea	2,785.99	3,020.49
Fuel demobilization cost	2018	\$/L	0.10	0.11
Fuel mobilization cost	2018	\$/L	0.40	0.43
Cost of accommodation per person-day	2018	\$/day	110	119.3
Worker Mobilization (flights) – Northern communities	2018	\$/person	85.45	92.64
Worker Mobilization (flights) – Southern communities	2018	\$/person	75	81.31

4 2023 ESTIMATE SUMMARY

The 2023 Estimate is inclusive of all closure and reclamation costs estimated to be required for a 3rd Party Contractor to perform the work in a 'worst-case' scenario for all disturbed areas, project components and project activities existing on the Mary River Project site upon conclusion of the 2023 Work Plan, including legacy exploration phase liabilities.

Baffinland has prepared Table 4-1 which is a summary of the estimate for the 2023 Work Plan ("2023") and 2022 Work Plan Reconciliation ("2023-R"). Table 4-2 presents the 'global' closure and reclamation security estimated to be required. Table 4-2 presents the 2023 Marginal Estimate (Column D) and the rebaselined Global Estimate (Column E). Both estimates reflect the update to the 2023 direct unit rates, the inflation adjustment to unit rates that were not developed using a first principles approach, and the increase to engineering fees.

Table 4-1: Summary of 2023 Work Plan Marginal Decrease with 2022 Reconciliation

Component	Marginal Decrease to Global Estimate	Inuit Owned Land Allocation	Crown Land Allocation	Water Allocation	Land Allocation
DIRECT COST SUB-TOTAL	(\$1,475,816)	(\$927,721)	(\$548,095)	\$60,995	(\$1,536,812)
Off-Site Disposal of Waste & Material	-	-	-	-	-
Fuel	(\$97,516)	(\$55,607)	(\$41,909)	\$2,866	(\$100,382)
Ammonium Nitrate	-	-	-	-	-
Contaminated Soil Treatment	-	-	-	-	-
Mobilization of Workers Required for Reclamation	(\$86,566)	(\$49,243)	(\$37,323)	\$2,615	(\$89,180)
Worker Accommodation & Camp Operation	(\$227,715)	(\$129,536)	(\$98,179)	\$6,878	(\$234,593)
Demobilization of Phase 2 Modules	-	-	-	-	-
Demobilization of 3rd Party Equipment	(\$150,434)	(\$150,434)	-	-	(\$150,434)
Mobilization and Demobilization of Equipment and Materials	(\$147,582)	(\$92,772)	(\$54,810)	\$6,100	(\$153,681)
Closure & Post Closure Monitoring	\$49,360	\$49,360	-	-	\$49,360
Engineering Fees	(\$73,791)	(\$46,386)	(\$27,405)	\$3,050	(\$76,841)
Supervision, Project Management & Contract Administration	(\$134,087)	(\$82,566)	(\$51,521)	\$5,734	(\$139,820)
Contingency	(\$285,291)	(\$175,672)	(\$109,619)	\$12,199	(\$297,490)
INDIRECT SUB-TOTAL	(\$1,153,621)	(\$732,856)	(\$420,765)	\$39,441	(\$1,193,062)
TOTAL	(\$2,629,437)	(\$1,660,577)	(\$968,860)	\$100,437	(\$2,729,874)

Table 4-2: Mary River Project ‘Global’ Closure and Reclamation Security Summary – 2023 Work Plan

	A	B	C	D	E	F
	Authorization	Liability	2023 Marginal Estimate Including 2022 Reconciliation (\$)	Total ‘Global’ Estimated Security for 2023 (\$)	Total Posted as of Jan. 2022 (\$)	Marginal Adjustment to be Posted ⁵ (\$) D-E
1	Type A 2AM-MRY1325	IOL ²	-1,660,576.72	105,272,810	120,999,500	-15,726,690
2		Crown	-968,859.94	1,145,845	2,788,000	-1,642,155
3		Water	100,436.91	2,540,971		
4		Land	-2,729,873.57	103,877,684		
5	<i>Subtotal Type A</i>		-2,629,437	106,418,655	123,787,500	-17,368,845
6	Type B Exploration 2BE-MRY2131 ³	IOL	-	165,000	-	165,000
7		Crown	-	1,082,000	1,250,000	-168,000
8		Water	-	18,000		
9		Land	-	1,229,000		
10	<i>Subtotal Type B Exploration</i>		-	1,247,000	1,250,000	-3,000
11	DFO Security Associated with Freight Dock	IOL ²	-	-	-	-
12		Crown	-	4,250,000	4,250,000	-
13		Water	-	4,250,000	4,250,000	-
14		Land	-	-	-	-
15	<i>Subtotal DFO</i>		-	4,250,000	4,250,000	-
16	AANDC Land Lease 47H/16-1-2 ⁴	IOL ²	-	-	-	-
17		Crown	-	4,975,000	4,975,000	-
18		Water	-	-	-	-
19		Land	-	4,975,000	4,975,000	-
20	<i>Subtotal AANDC Land Lease</i>		-	4,975,000	4,975,000	-
21	GRAND TOTAL		-2,629,437	116,890,655	134,262,500	-17,371,845

NOTES:

1) Totals in CAD

2) Security relating to IOL held by Qikiqtani Inuit Association (QIA) under Commercial Lease No. Q13C301

3) As per Mary River Exploration Project Closure and Reclamation Plan (BAF-PH1-830-P16-0038, Rev 1)

4) As per Closure and Reclamation Strategy and Financial Security Estimate for Nunavut Lease #47H/16-1-2 (H349001-2000-07-126-0001, Rev.0)

5) Marginal Adjustment to be posted due to 2023 Work Plan

5 SUPPORTING DOCUMENTS

In addition to information presented within this document, please refer to the following appendices for supporting information:

- Refer to Appendix A for the 2023 Estimate Breakdown Structure (EBS).
- Refer to Appendix B for the Disturbed Area Analysis.
- Refer to Appendix C for Supporting Documentation.

APPENDIX A -
ESTIMATE BREAKDOWN STRUCTURE

12/15/2022

[illegible]

[illegible]

12/15/2022

[illegible]

[illegible]

[illegible]

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[illegible]

12/15/2023

Line Item #	Level 0 - Description	Level 1 - Description	Level 2 - Description	Level 3 - Description	EQUIPMENT CODE	Equipment Type	Price Code	Qty Code	AVT - QTY Code	QTY Code	Type	Description	Tag Number	QTY	Unit	Manufacturer Part #	Unit Material Cost	Unit Labor Cost	Unit Material Cost	Unit Labor Cost	Unit Material Cost	Unit Labor Cost	Total Material Cost	Total Labor Cost	Total Cost	Unit #1	Total Unit #1	Unit #2	Total Unit #2	Unit #3	Total Unit #3	Unit #4	Total Unit #4	Unit #5	Total Unit #5	Unit #6	Total Unit #6	Unit #7	Total Unit #7	Unit #8	Total Unit #8	Unit #9	Total Unit #9	Unit #10	Total Unit #10	Unit #11	Total Unit #11	Unit #12	Total Unit #12	Unit #13	Total Unit #13	Unit #14	Total Unit #14	Unit #15	Total Unit #15	Unit #16	Total Unit #16	Unit #17	Total Unit #17	Unit #18	Total Unit #18	Unit #19	Total Unit #19	Unit #20	Total Unit #20	Unit #21	Total Unit #21	Unit #22	Total Unit #22	Unit #23	Total Unit #23	Unit #24	Total Unit #24	Unit #25	Total Unit #25	Unit #26	Total Unit #26	Unit #27	Total Unit #27	Unit #28	Total Unit #28	Unit #29	Total Unit #29	Unit #30	Total Unit #30	Unit #31	Total Unit #31	Unit #32	Total Unit #32	Unit #33	Total Unit #33	Unit #34	Total Unit #34	Unit #35	Total Unit #35	Unit #36	Total Unit #36	Unit #37	Total Unit #37	Unit #38	Total Unit #38	Unit #39	Total Unit #39	Unit #40	Total Unit #40	Unit #41	Total Unit #41	Unit #42	Total Unit #42	Unit #43	Total Unit #43	Unit #44	Total Unit #44	Unit #45	Total Unit #45	Unit #46	Total Unit #46	Unit #47	Total Unit #47	Unit #48	Total Unit #48	Unit #49	Total Unit #49	Unit #50	Total Unit #50	Unit #51	Total Unit #51	Unit #52	Total Unit #52	Unit #53	Total Unit #53	Unit #54	Total Unit #54	Unit #55	Total Unit #55	Unit #56	Total Unit #56	Unit #57	Total Unit #57	Unit #58	Total Unit #58	Unit #59	Total Unit #59	Unit #60	Total Unit #60	Unit #61	Total Unit #61	Unit #62	Total Unit #62	Unit #63	Total Unit #63	Unit #64	Total Unit #64	Unit #65	Total Unit #65	Unit #66	Total Unit #66	Unit #67	Total Unit #67	Unit #68	Total Unit #68	Unit #69	Total Unit #69	Unit #70	Total Unit #70	Unit #71	Total Unit #71	Unit #72	Total Unit #72	Unit #73	Total Unit #73	Unit #74	Total Unit #74	Unit #75	Total Unit #75	Unit #76	Total Unit #76	Unit #77	Total Unit #77	Unit #78	Total Unit #78	Unit #79	Total Unit #79	Unit #80	Total Unit #80	Unit #81	Total Unit #81	Unit #82	Total Unit #82	Unit #83	Total Unit #83	Unit #84	Total Unit #84	Unit #85	Total Unit #85	Unit #86	Total Unit #86	Unit #87	Total Unit #87	Unit #88	Total Unit #88	Unit #89	Total Unit #89	Unit #90	Total Unit #90	Unit #91	Total Unit #91	Unit #92	Total Unit #92	Unit #93	Total Unit #93	Unit #94	Total Unit #94	Unit #95	Total Unit #95	Unit #96	Total Unit #96	Unit #97	Total Unit #97	Unit #98	Total Unit #98	Unit #99	Total Unit #99	Unit #100	Total Unit #100	Unit #101	Total Unit #101	Unit #102	Total Unit #102	Unit #103	Total Unit #103	Unit #104	Total Unit #104	Unit #105	Total Unit #105	Unit #106	Total Unit #106	Unit #107	Total Unit #107	Unit #108	Total Unit #108	Unit #109	Total Unit #109	Unit #110	Total Unit #110	Unit #111	Total Unit #111	Unit #112	Total Unit #112	Unit #113	Total Unit #113	Unit #114	Total Unit #114	Unit #115	Total Unit #115	Unit #116	Total Unit #116	Unit #117	Total Unit #117	Unit #118	Total Unit #118	Unit #119	Total Unit #119	Unit #120	Total Unit #120	Unit #121	Total Unit #121	Unit #122	Total Unit #122	Unit #123	Total Unit #123	Unit #124	Total Unit #124	Unit #125	Total Unit #125	Unit #126	Total Unit #126	Unit #127	Total Unit #127	Unit #128	Total Unit #128	Unit #129	Total Unit #129	Unit #130	Total Unit #130	Unit #131	Total Unit #131	Unit #132	Total Unit #132	Unit #133	Total Unit #133	Unit #134	Total Unit #134	Unit #135	Total Unit #135	Unit #136	Total Unit #136	Unit #137	Total Unit #137	Unit #138	Total Unit #138	Unit #139	Total Unit #139	Unit #140	Total Unit #140	Unit #141	Total Unit #141	Unit #142	Total Unit #142	Unit #143	Total Unit #143	Unit #144	Total Unit #144	Unit #145	Total Unit #145	Unit #146	Total Unit #146	Unit #147	Total Unit #147	Unit #148	Total Unit #148	Unit #149	Total Unit #149
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7200	2200	2210	2212	2214	2216	2218	2220	2222	2224	2226	2228	2230	2232	2234	2236	2238	2240	2242	2244	2246	2248	2250	2252	2254	2256	2258	2260	2262	2264	2266	2268	2270	2272	2274	2276	2278	2280	2282	2284	2286	2288	2290	2292	2294	2296	2298	2300	2302	2304	2306	2308	2310	2312	2314	2316	2318	2320	2322	2324	2326	2328	2330	2332	2334	2336	2338	2340	2342	2344	2346	2348	2350	2352	2354	2356	2358	2360	2362	2364	2366	2368	2370	2372	2374	2376	2378	2380	2382	2384	2386	2388	2390	2392	2394	2396	2398	2400
Construction Facilities & Services	2200	2210	2212	2214	2216	2218	2220	2222	2224	2226	2228	2230	2232	2234	2236	2238	2240	2242	2244	2246	2248	2250	2252	2254	2256	2258	2260	2262	2264	2266	2268	2270	2272	2274	2276	2278	2280	2282	2284	2286	2288	2290	2292	2294	2296	2298	2300	2302	2304	2306	2308	2310	2312	2314	2316	2318	2320	2322	2324	2326	2328	2330	2332	2334	2336	2338	2340	2342	2344	2346	2348	2350	2352	2354	2356	2358	2360	2362	2364	2366	2368	2370	2372	2374	2376	2378	2380	2382	2384	2386	2388	2390	2392	2394	2396	2398	2400
Construction Facilities & Services	2200	2210	2212	2214	2216	2218	2220	2222	2224	2226	2228	2230	2232	2234	2236	2238	2240	2242	2244	2246	2248	2250	2252	2254	2256	2258	2260	2262	2264	2266	2268	2270	2272	2274	2276	2278	2280	2282	2284	2286	2288	2290	2292	2294	2296	2298	2300	2302	2304	2306	2308	2310	2312	2314	2316	2318	2320	2322	2324	2326	2328	2330	2332	2334	2336	2338	2340	2342	2344	2346	2348	2350	2352	2354	2356	2358	2360	2362	2364	2366	2368	2370	2372	2374	2376	2378	2380	2382	2384	2386	2388	2390	2392	2394	2396	2398	2400
Construction Facilities & Services	2200	2210	2212	2214	2216	2218	2220	2222	2224	2226	2228	2230	2232	2234	2236	2238	2240	2242	2244	2246	2248	2250	2252	2254	2256	2258	2260	2262	2264	2266	2268	2270	2272	2274	2276	2278	2280	2282	2284	2286	2288	2290	2292	2294	2296	2298	2300	2302	2304	2306	2308	2310	2312	2314	2316	2318	2320	2322	2324	2326	2328	2330	2332	2334	2336	2338	2340	2342	2344	2346	2348	2350	2352	2354	2356	2358	2360	2362	2364	2366	2368	2370	2372	2374	2376	2378	2380	2382	2384	2386	2388	2390	2392	2394	2396	2398	2400
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12/15/2022

12/15/2022

APPENDIX B -
DISTURBED AREA ANALYSIS

SAVED: C:\Users\Katie.mcguire\Documents\4 - Maps\Reporting\4 - Disturbed Land\2022\BIM_F1-1 MilnePort_Disturbed_Land\2022\BIM_F1-1 MilnePort_Disturbed_Land_S1_2022.mxd; 05-Dec-22



LEGEND

- ✕ Milne Inlet Tote Road Km Marking
- Milne Inlet Tote Road
- - - Foreshore Lease Boundary
- Undisturbed 50 m Buffer From Commercial Lease Boundary
- Commercial Lease Boundary
- Project Development Area - Milne Port

Disturbance Type

- Borrow Area
- Quarry Area
- General Disturbed Area
- Proposed Disturbed Area Carried over from 2022 & Prior - Security in Place
- Disturbed Area With Liner
- Proposed Disturbed Area With Liner Carried over from 2022 & Prior - Security in Place

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MARY RIVER PROJECT

2022 Milne Port Disturbance Area
(Sheet 1 of 2)

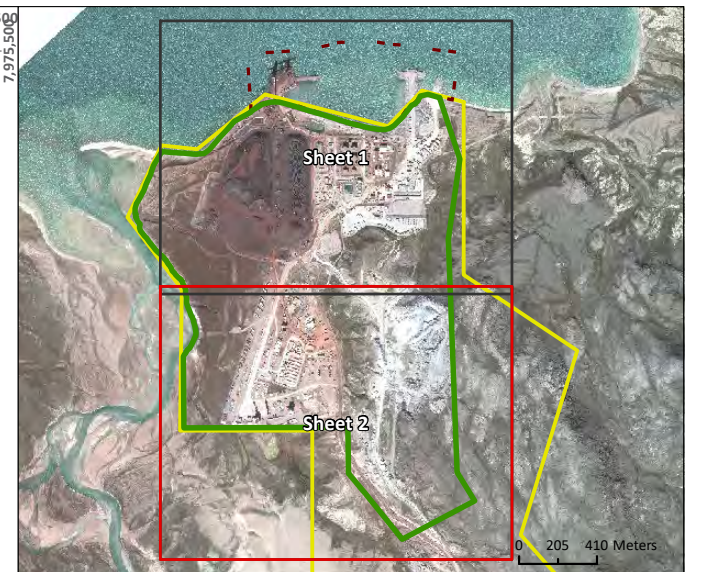
Projection: NAD 1983 UTM ZONE 17N.
Base Map: © 2022 Digital Globe, Inc.
Imagery and Infrastructure are representative as of July 2022.

0 50 100 200 Meters
Scale 1:6,000

Baffinland

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FIGURE







1-1



LEGEND

-

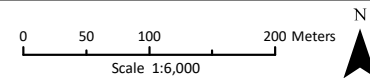
Disturbance Type	Frequency	Severity	Recovery Time
Minor Disturbance	High	Low	Short
Major Disturbance	Low	High	Long

-  Borrow Area
-  Quarry Area
-  General Disturbed Area
-  Proposed Disturbed Area Carried over from 2022 & Prior - Security in Place
-  Disturbed Area With Liner
-  Proposed Disturbed Area With Liner Carried over from 2022 & Prior - Security in Place

MARY RIVER PROJECT

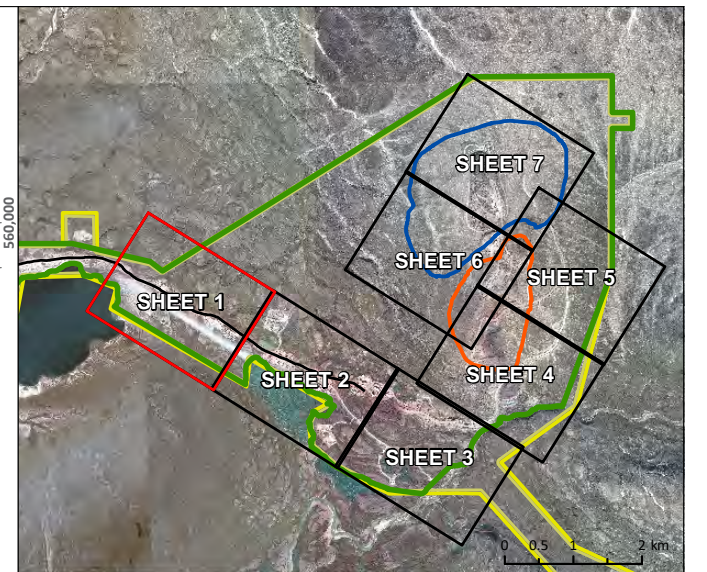
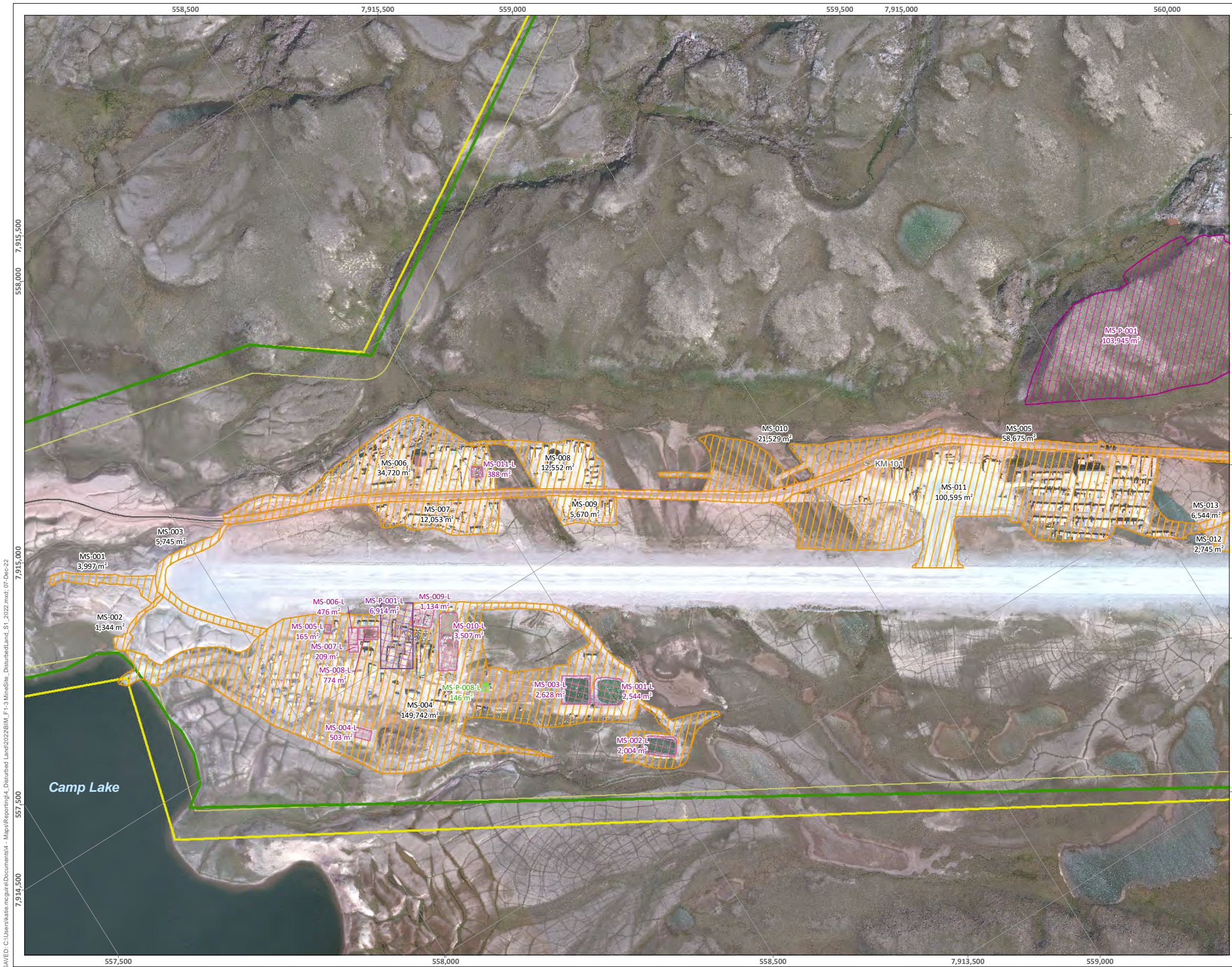
**2022 Milne Port Disturbance Area
(Sheet 2 of 2)**

Projection: NAD 1983 UTM ZONE 17N.
Base Map: © 2022 Digital Globe, Inc.
Imagery and Infrastructure are representative
as of July 2022.



FIGURE

1-2



LEGEND

- X Milne Inlet Tote Road Km Marking
 — Milne Inlet Tote Road
 Undisturbed 50 m Buffer From Commercial Lease Boundary
 Commercial Lease Boundary
 Project Development Area
 Ultimate Waste Rock Stockpile
 Ultimate Pit Outline

Disturbance Type

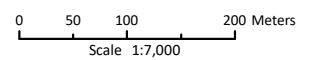
General Disturbed Area
 Quarry Area
 Proposed Disturbed Area Carried over from 2022 & Prior - Security in Place
 Proposed Disturbed Area - Scope of Work for 2023
 Disturbed Area With Liner
 Proposed Disturbed Area With Liner Carried over from 2022 & Prior - Security in Place
 Proposed Disturbed Area With Liner - Scope of Work for 2023

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MARY RIVER PROJECT

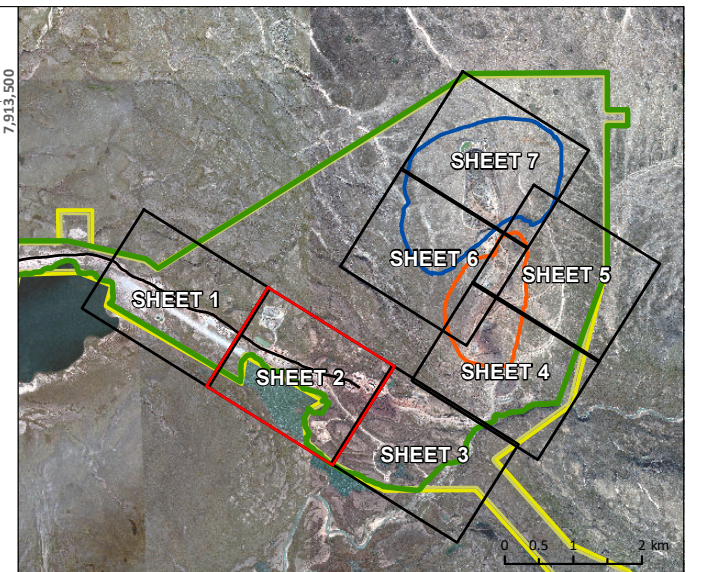
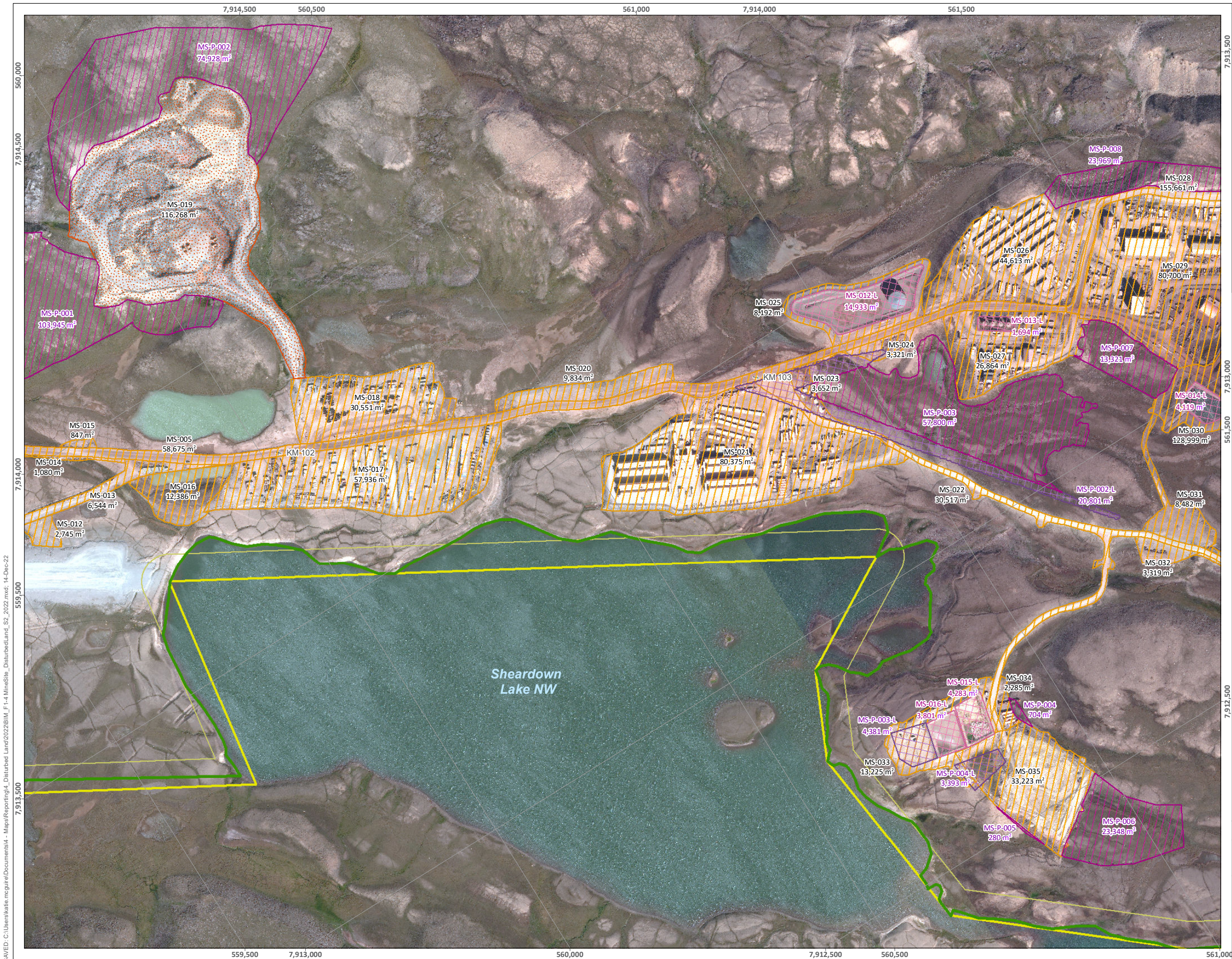
**2022 Mine Site Disturbance Area
(Sheet 1 of 7)**

Projection: NAD 1983 UTM ZONE 17N.
Base Map: © 2022 Digital Globe, Inc.
Imagery and Infrastructure are representative
as of July 2022.



FIGURE








-3



LEGEND

-  Milne Inlet Tote Road Km Marking
 Milne Inlet Tote Road
 Undisturbed 50 m Buffer From Commercial Lease Boundary
 Commercial Lease Boundary
 Project Development Area
 Ultimate Waste Rock Stockpile
 Ultimate Pit Outline

Disturbance Type

- | | |
|---|---|
|  | General Disturbed Area |
|  | Quarry Area |
|  | Proposed Disturbed Area Carried over from 2022 & Prior - Security in Place |
|  | Proposed Disturbed Area - Scope of Work for 2023 |
|  | Disturbed Area With Liner |
|  | Proposed Disturbed Area With Liner Carried over from 2022 & Prior - Security in Place |
|  | Proposed Disturbed Area With Liner - Scope of Work for 2023 |

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MARY RIVER PROJECT

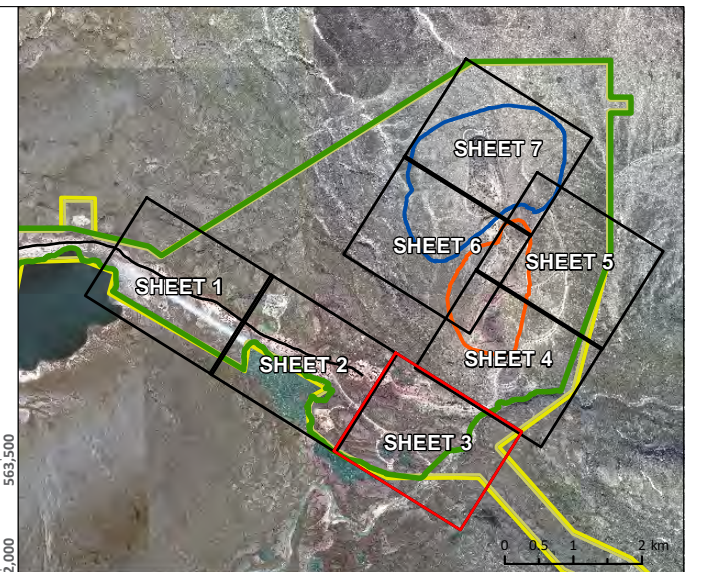
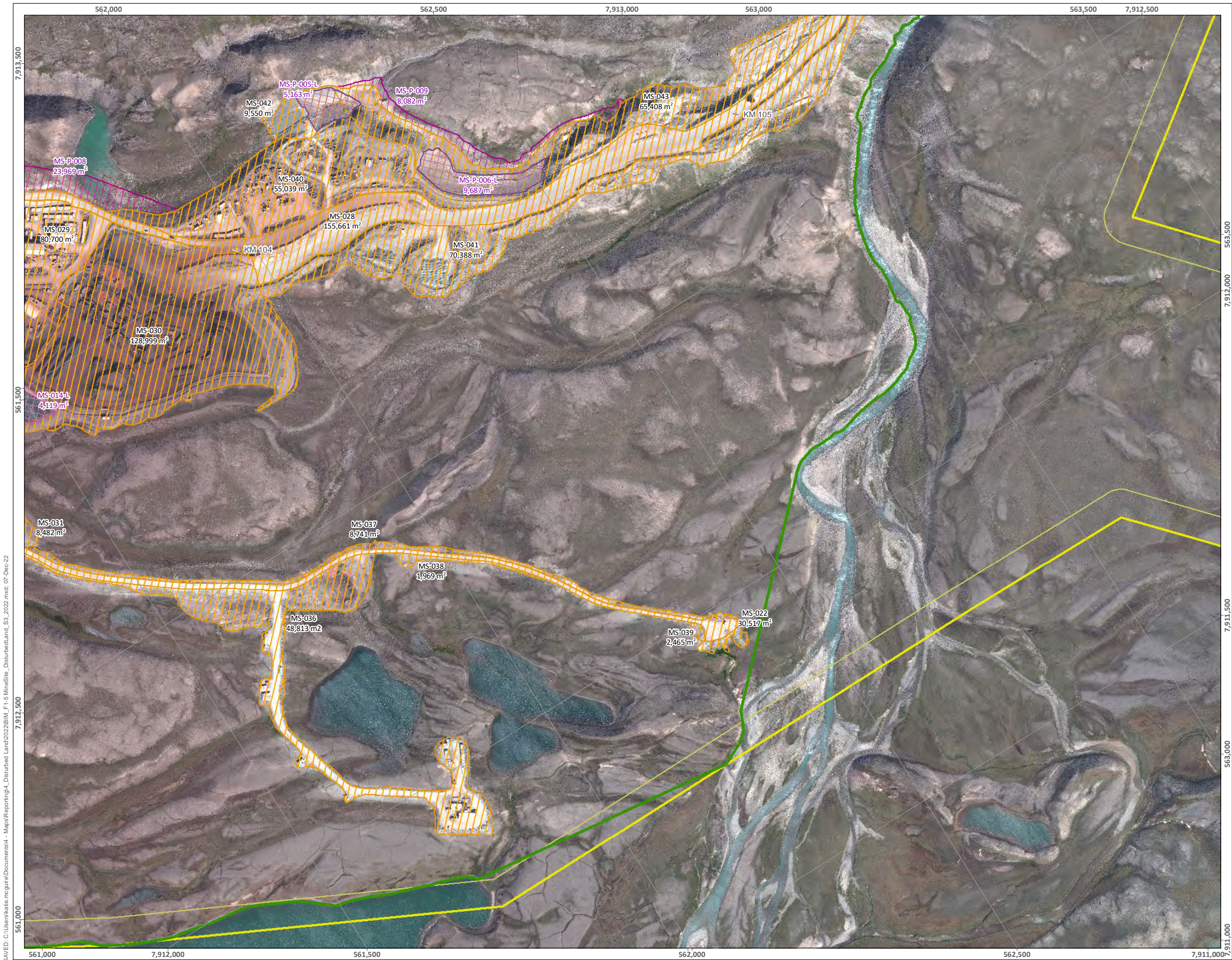
2022 Mine Site Disturbance Area
(Sheet 2 of 7)

Projection: NAD 1983 UTM ZONE 17N.
Base Map: © 2022 Digital Globe, Inc.
Imagery and Infrastructure are representative
as of July 2022.



FIGURE








-4



LEGEND

-  Milne Inlet Tote Road Km Marking
-  Milne Inlet Tote Road
-  Undisturbed 50 m Buffer From Commercial Lease Boundary
-  Commercial Lease Boundary
-  Project Development Area
-  Ultimate Waste Rock Stockpile
-  Ultimate Pit Outline

Disturbance Type

- | | |
|---|---|
|  | General Disturbed Area |
|  | Quarry Area |
|  | Proposed Disturbed Area Carried over from 2022 & Prior - Security in Place |
|  | Proposed Disturbed Area - Scope of Work for 2023 |
|  | Disturbed Area With Liner |
|  | Proposed Disturbed Area With Liner Carried over from 2022 & Prior - Security in Place |
|  | Proposed Disturbed Area With Liner - Scope of Work for 2023 |

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MARY RIVER PROJECT

**2022 Mine Site Disturbance Area
(Sheet 3 of 7)**

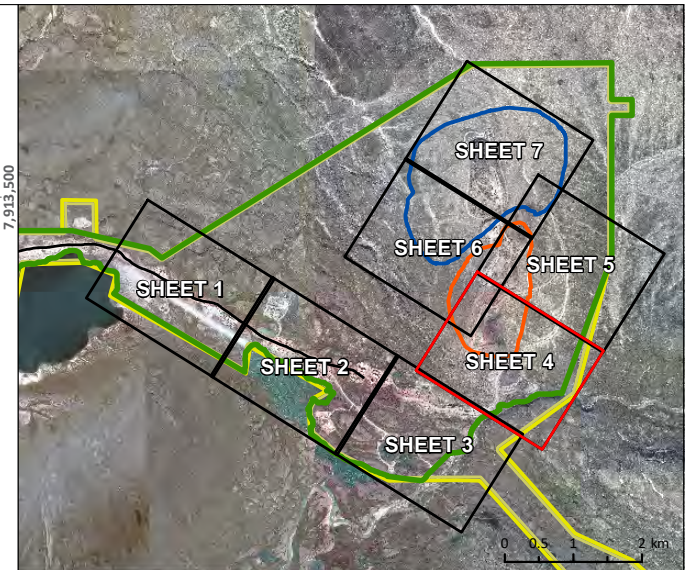
Projection: NAD 1983 UTM ZONE 17N.
Base Map: © 2022 Digital Globe, Inc.
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FIGURE

-5

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LEGEND

- ✕ Milne Inlet Tote Road Km Marking
- Milne Inlet Tote Road
- Undisturbed 50 m Buffer From Commercial Lease Boundary
- Commercial Lease Boundary
- Project Development Area
- Ultimate Waste Rock Stockpile
- Ultimate Pit Outline
- Disturbance Type**
- General Disturbed Area
- Quarry Area
- Proposed Disturbed Area Carried over from 2022 & Prior - Security in Place
- Proposed Disturbed Area - Scope of Work for 2023
- Disturbed Area With Liner
- Proposed Disturbed Area With Liner Carried over from 2022 & Prior - Security in Place
- Proposed Disturbed Area With Liner - Scope of Work for 2023

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**2022 Mine Site Disturbance Area
(Sheet 4 of 7)**

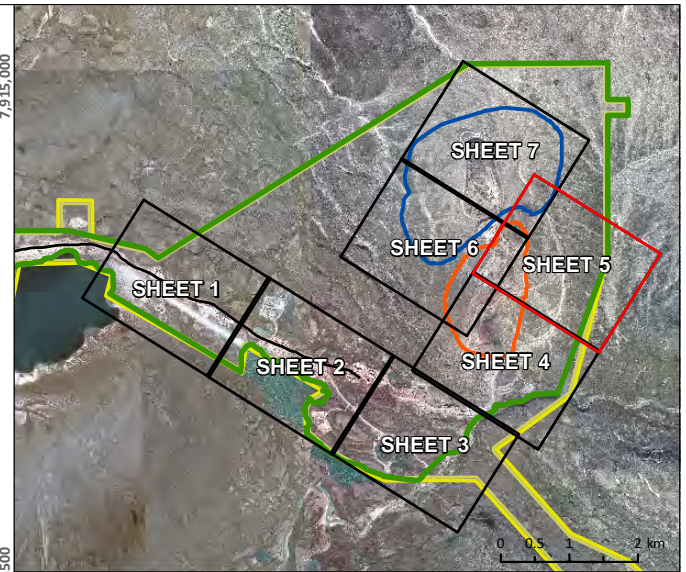
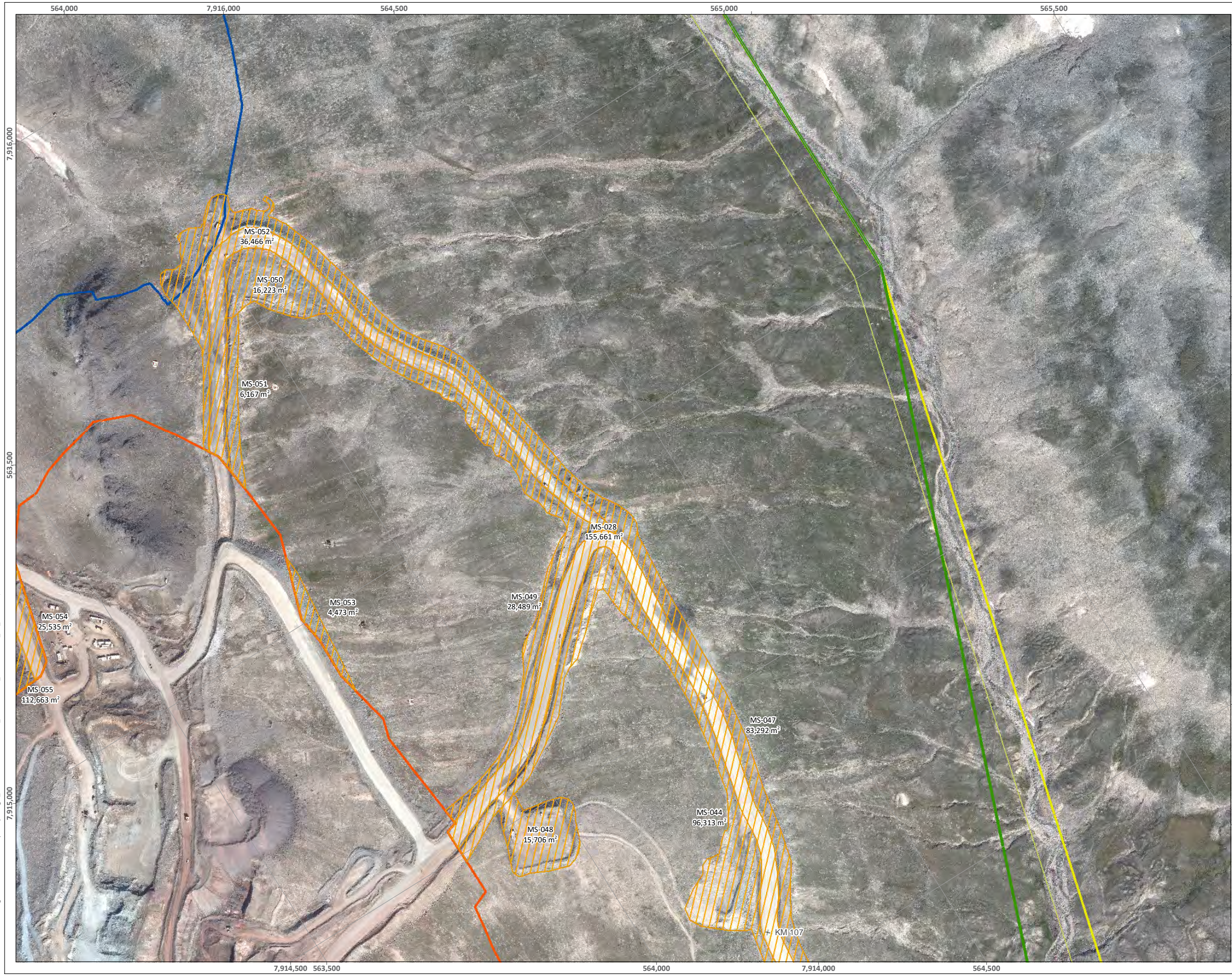
Projection: NAD 1983 UTM ZONE 17N.
Base Map: © 2022 Digital Globe, Inc.
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0 50 100 200 Meters
Scale 1:7,000



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FIGURE 1-6

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- LEGEND**
- × Milne Inlet Tote Road Km Marking
 - Milne Inlet Tote Road
 - Undisturbed 50 m Buffer From Commercial Lease Boundary
 - Commercial Lease Boundary
 - Project Development Area
 - Ultimate Waste Rock Stockpile
 - Ultimate Pit Outline
- Disturbance Type**
- General Disturbed Area
 - Quarry Area
 - Proposed Disturbed Area Carried over from 2022 & Prior - Security in Place
 - Proposed Disturbed Area - Scope of Work for 2023
 - Disturbed Area With Liner
 - Proposed Disturbed Area With Liner Carried over from 2022 & Prior - Security in Place
 - Proposed Disturbed Area With Liner - Scope of Work for 2023

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MARY RIVER PROJECT

**2022 Mine Site Disturbance Area
(Sheet 5 of 7)**

Projection: NAD 1983 UTM ZONE 17N.
Base Map: © 2022 Digital Globe, Inc.
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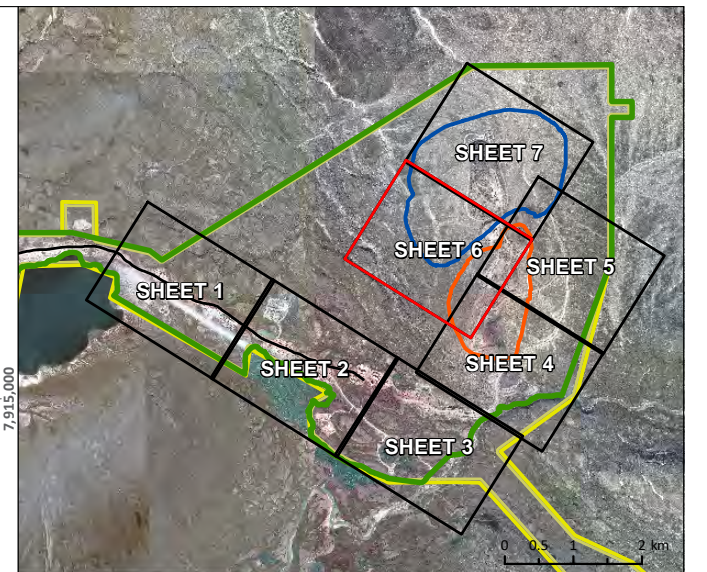
0 50 100 200 Meters
Scale 1:7,000

North Arrow

Baffinland

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FIGURE








1-7



LEGEND

-  Milne Inlet Tote Road Km Marking
 Milne Inlet Tote Road
 Undisturbed 50 m Buffer From Commercial Lease Boundary
 Commercial Lease Boundary
 Project Development Area
 Ultimate Waste Rock Stockpile
 Ultimate Pit Outline

Disturbance Type

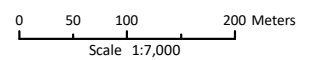
- | | |
|---|---|
|  | General Disturbed Area |
|  | Quarry Area |
|  | Proposed Disturbed Area Carried over from 2022 & Prior - Security in Place |
|  | Proposed Disturbed Area - Scope of Work for 2023 |
|  | Disturbed Area With Liner |
|  | Proposed Disturbed Area With Liner Carried over from 2022 & Prior - Security in Place |
|  | Proposed Disturbed Area With Liner - Scope of Work for 2023 |

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MARY RIVER PROJECT

2022 Mine Site Disturbance Area
(Sheet 6 of 7)

Projection: NAD 1983 UTM ZONE 17N.
Base Map: © 2022 Digital Globe, Inc.
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FIGURE

-8

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LEGEND

- Milne Inlet Tote Road Km Marking
- Milne Inlet Tote Road
- Project Development Area
- Undisturbed 50 m Buffer From Commercial Lease Boundary
- Commercial Lease Boundary

Disturbance Type

- Historic Borrow Area KM 97
- General Disturbed Area

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MARY RIVER PROJECT

Tote Road 2022 Disturbance Area
(Sheet 2 of 25)

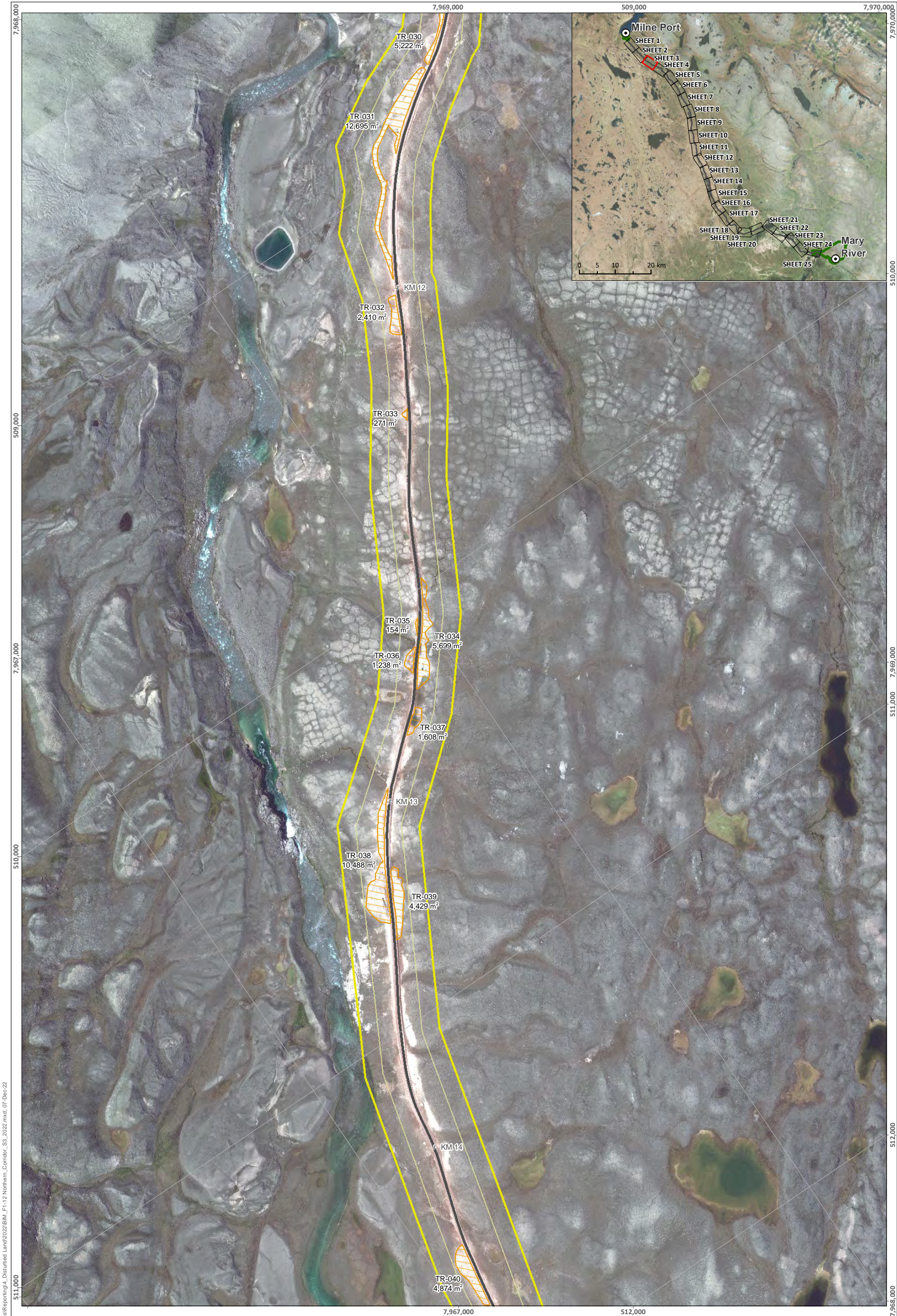
Projection: NAD 1983 UTM ZONE 17N.
Base Map: © 2022 Digital Globe, Inc.
Imagery and Infrastructure are representative
as of July 2022.

0 50 100 200 Meters
Scale 1:10,000



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FIGURE

1-11



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LEGEND

- Milne Inlet Tote Road Km Marking
- Milne Inlet Tote Road
- Project Development Area
- Undisturbed 50 m Buffer From Commercial Lease Boundary
- Commercial Lease Boundary

Disturbance Type

- Historic Borrow Area KM 97
- General Disturbed Area

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MARY RIVER PROJECT

Tote Road 2022 Disturbance Area
(Sheet 3 of 25)

Projection: NAD 1983 UTM ZONE 17N.
Base Map: © 2022 Digital Globe, Inc.
Imagery and Infrastructure are representative
as of July 2022.

0 50 100 200 Meters
Scale 1:10,000



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FIGURE

1-12



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LEGEND

- Milne Inlet Tote Road Km Marking
- Milne Inlet Tote Road
- Project Development Area
- Undisturbed 50 m Buffer From Commercial Lease Boundary
- Commercial Lease Boundary

Disturbance Type

- Historic Borrow Area KM 97
- General Disturbed Area

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MARY RIVER PROJECT

Tote Road 2022 Disturbance Area
(Sheet 4 of 25)

Projection: NAD 1983 UTM ZONE 17N.
Base Map: © 2022 Digital Globe, Inc.
Imagery and Infrastructure are representative
as of July 2022.

0 50 100 200 Meters
Scale 1:10,000



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FIGURE

1-13



SAVED: C:\Users\katie.mcgill\Documents\14 - Map\Reporting\4 - Disturbed Land\2022\BIM_F1-14 Northern Corridor_SS_2022.mxd; 07-Dec-22

LEGEND

- Milne Inlet Tote Road Km Marking
- Milne Inlet Tote Road
- Project Development Area
- Undisturbed 50 m Buffer From Commercial Lease Boundary
- Commercial Lease Boundary

Disturbance Type

- Historic Borrow Area KM 97
- General Disturbed Area

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MARY RIVER PROJECT

Tote Road 2022 Disturbance Area
(Sheet 5 of 25)

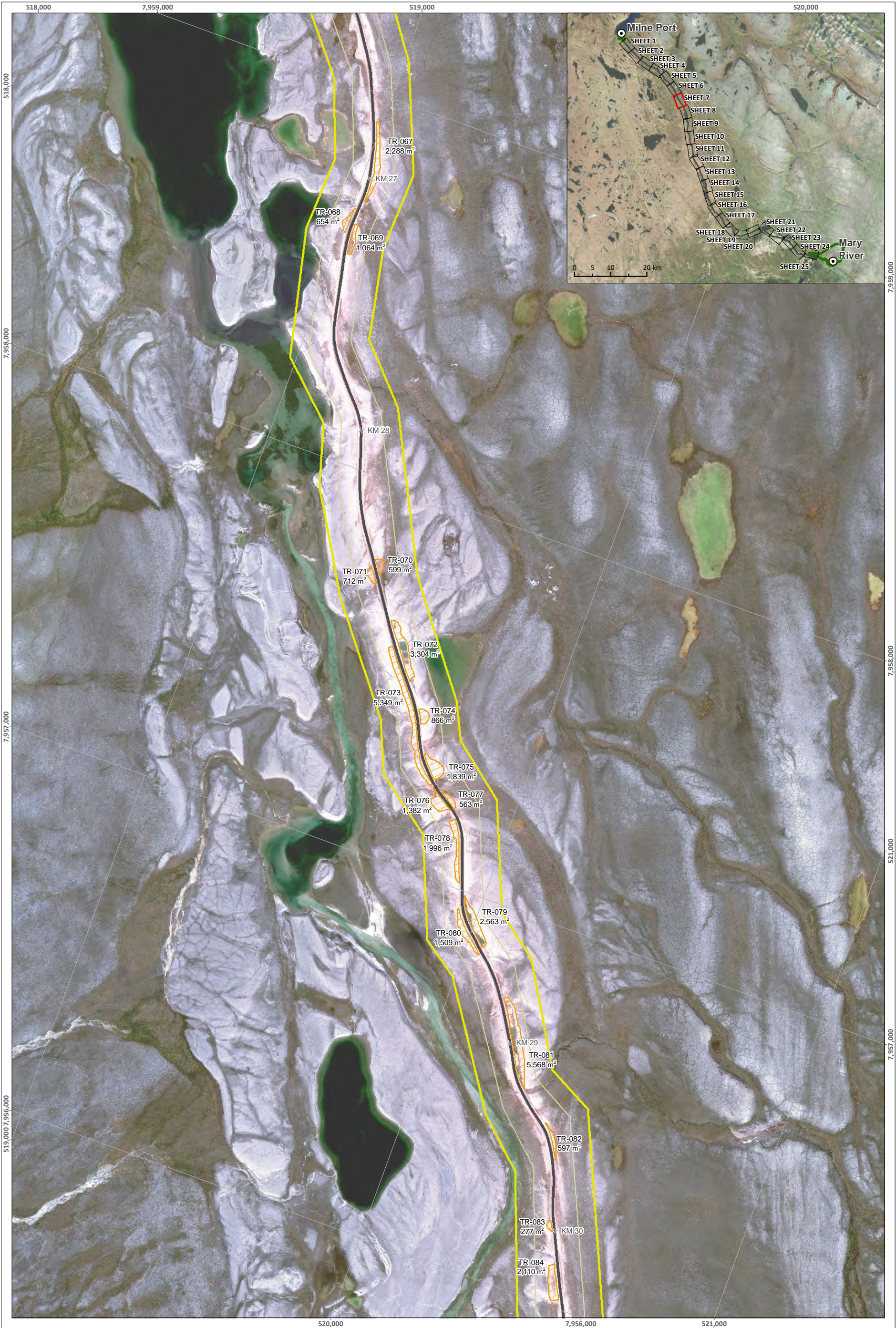
Projection: NAD 1983 UTM ZONE 17N.
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as of July 2022.

0 50 100 200 Meters
Scale 1:10,000



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FIGURE

1-14



LEGEND

- ✕ Milne Inlet Tote Road Km Marking
- Milne Inlet Tote Road
- Project Development Area
- Undisturbed 50 m Buffer From Commercial Lease Boundary
- Commercial Lease Boundary

Disturbance Type

- Historic Borrow Area KM 97
- General Disturbed Area

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MARY RIVER PROJECT

Tote Road 2022 Disturbance Area
(Sheet 7 of 25)

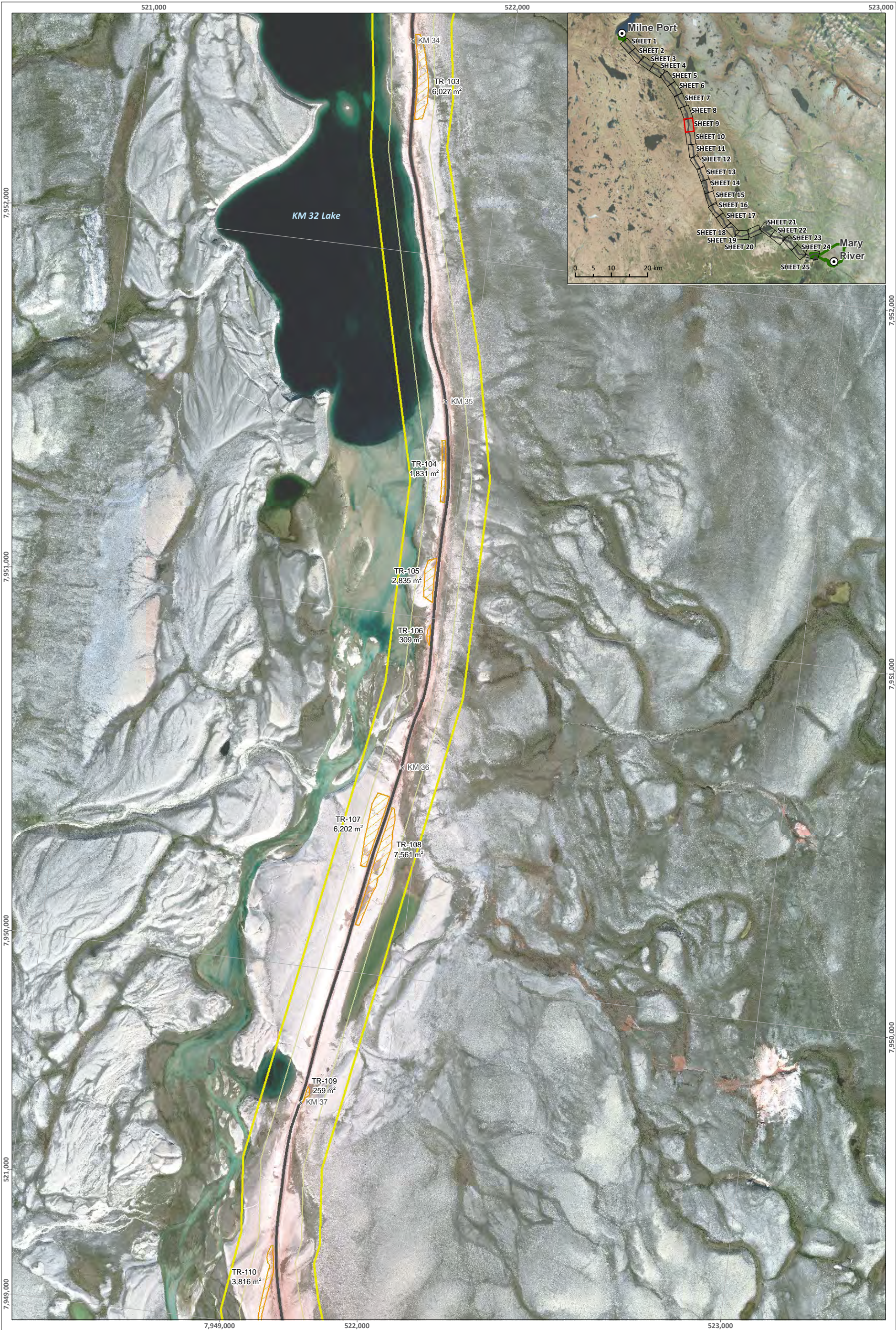
Projection: NAD 1983 UTM ZONE 17N.
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as of July 2022.

0 50 100 200 Meters
Scale 1:10,000



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FIGURE

1-16



LEGEND

- Milne Inlet Tote Road Km Marking
- Milne Inlet Tote Road
- Project Development Area
- Undisturbed 50 m Buffer From Commercial Lease Boundary
- Commercial Lease Boundary

Disturbance Type

- Historic Borrow Area KM 97
- General Disturbed Area

MARY RIVER PROJECT

Tote Road 2022 Disturbance Area
(Sheet 9 of 25)

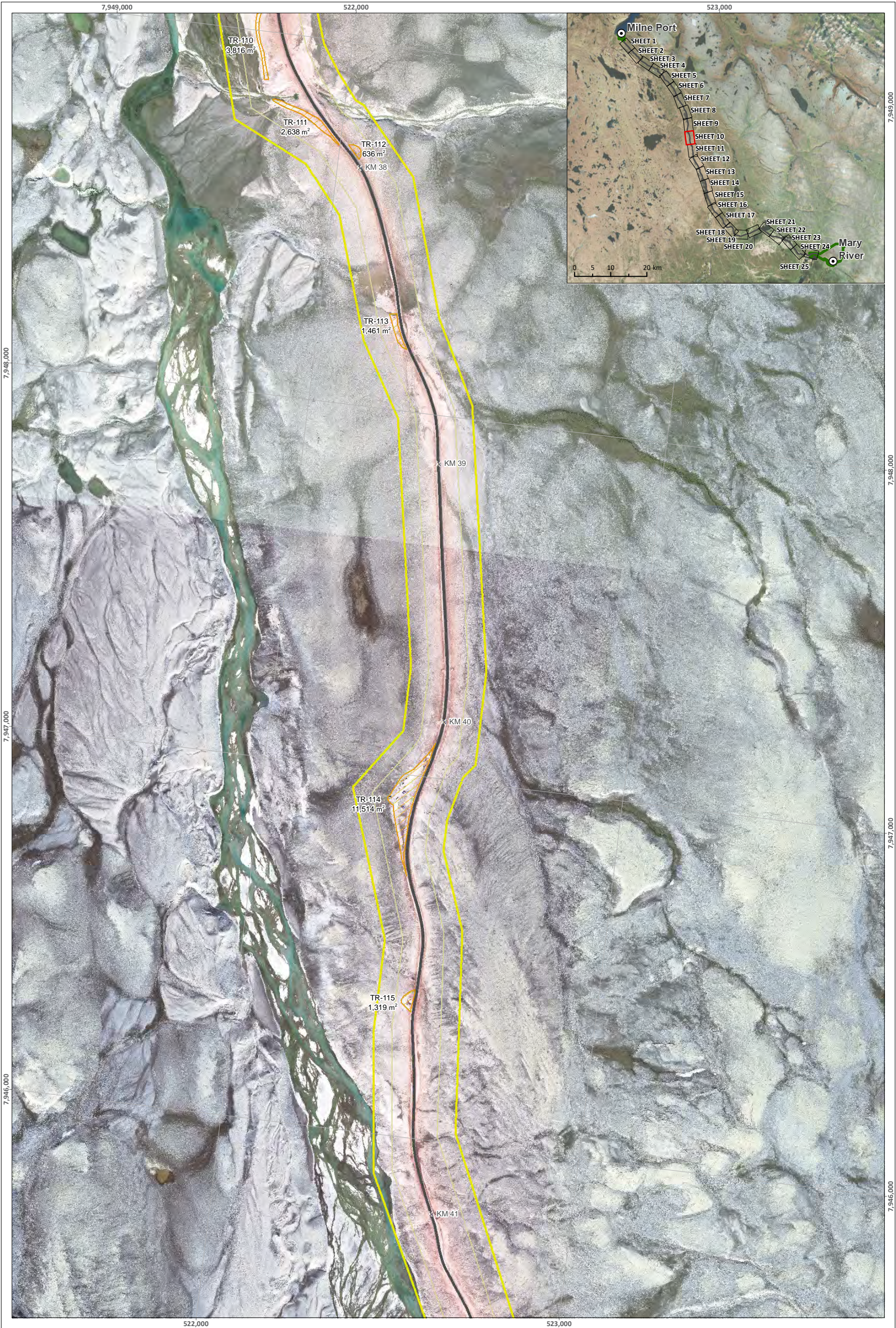
Projection: NAD 1983 UTM ZONE 17N.
Base Map: © 2022 Digital Globe, Inc.
Imagery and Infrastructure are representative
as of July 2022.

0 50 100 200 Meters
Scale 1:10,000



FIGURE

1-18



LEGEND

- ✕ Milne Inlet Tote Road Km Marking
- Milne Inlet Tote Road
- ▭ Project Development Area
- ▭ Undisturbed 50 m Buffer From Commercial Lease Boundary
- ▭ Commercial Lease Boundary

Disturbance Type

- ▭ Historic Borrow Area KM 97
- ▭ General Disturbed Area

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MARY RIVER PROJECT

Tote Road 2022 Disturbance Area
(Sheet 10 of 25)

Projection: NAD 1983 UTM ZONE 17N.
Base Map: © 2022 Digital Globe, Inc.
Imagery and Infrastructure are representative
as of July 2022.

0 50 100 200 Meters
Scale 1:10,000



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FIGURE

1-19



LEGEND

- Milne Inlet Tote Road Km Marking
- Milne Inlet Tote Road
- Project Development Area
- Undisturbed 50 m Buffer From Commercial Lease Boundary
- Commercial Lease Boundary

Disturbance Type

- Historic Borrow Area KM 97
- General Disturbed Area

MARY RIVER PROJECT

Tote Road 2022 Disturbance Area
(Sheet 14 of 25)

Projection: NAD 1983 UTM ZONE 17N.
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as of July 2022.

0 50 100 200 Meters
Scale 1:10,000



FIGURE 1-23



LEGEND

- Milne Inlet Tote Road Km Marking
- Milne Inlet Tote Road
- Project Development Area
- Undisturbed 50 m Buffer From Commercial Lease Boundary
- Commercial Lease Boundary

Disturbance Type

- Historic Borrow Area KM 97
- General Disturbed Area

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MARY RIVER PROJECT

Tote Road 2022 Disturbance Area
(Sheet 19 of 25)

Projection: NAD 1983 UTM ZONE 17N.
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0 50 100 200 Meters
Scale 1:10,000



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FIGURE

1-28



LEGEND

- Milne Inlet Tote Road Km Marking
- Milne Inlet Tote Road
- Project Development Area
- Undisturbed 50 m Buffer From Commercial Lease Boundary
- Commercial Lease Boundary

Disturbance Type

- Historic Borrow Area KM 97
- General Disturbed Area

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MARY RIVER PROJECT

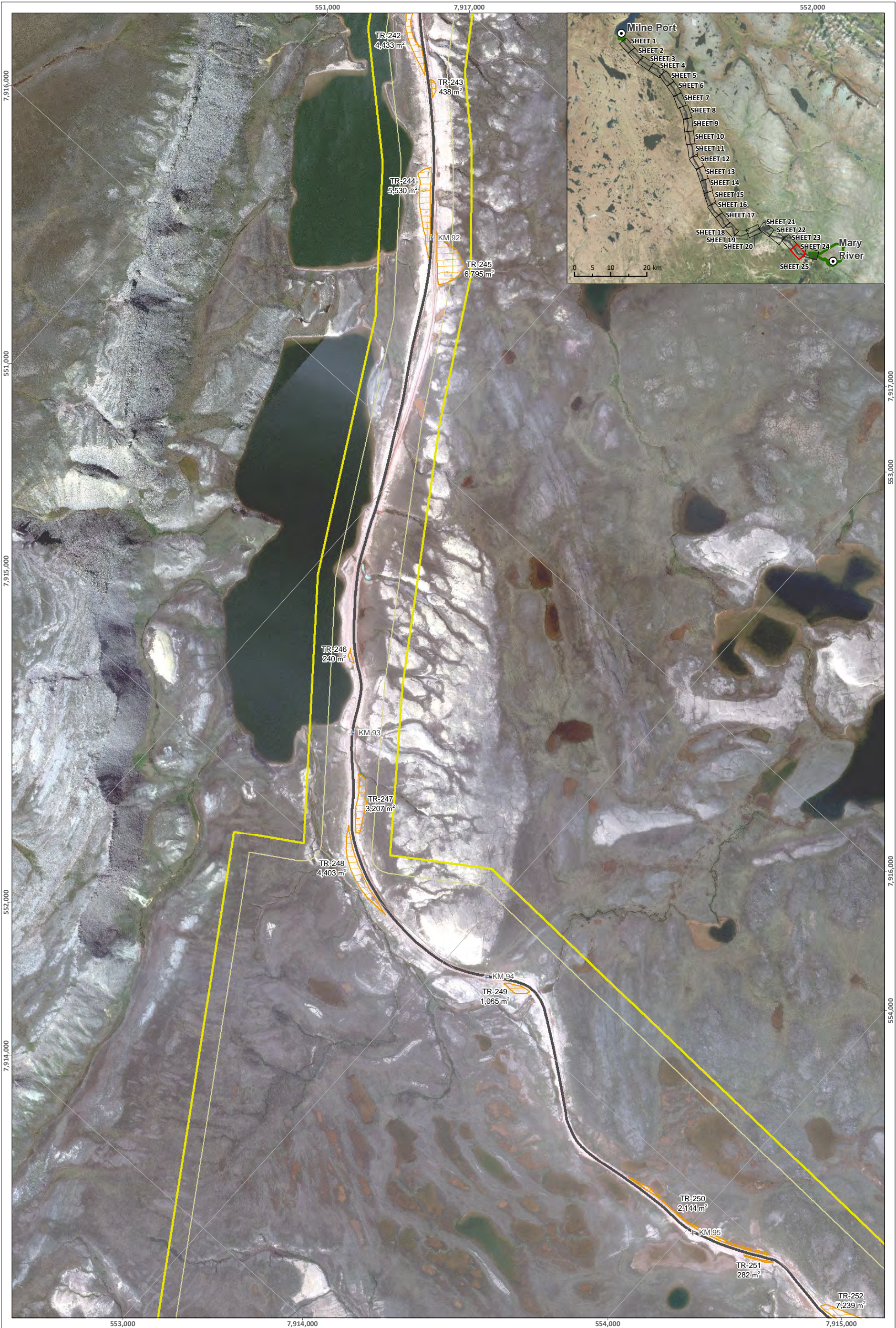
Tote Road 2022 Disturbance Area
(Sheet 22 of 25)

Projection: NAD 1983 UTM ZONE 17N.
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as of July 2022.

0 50 100 200 Meters
Scale 1:10,000

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FIGURE

1-31



LEGEND

- Milne Inlet Tote Road Km Marking
- Milne Inlet Tote Road
- Project Development Area
- Undisturbed 50 m Buffer From Commercial Lease Boundary
- Commercial Lease Boundary

Disturbance Type

- Historic Borrow Area KM 97
- General Disturbed Area

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MARY RIVER PROJECT

Tote Road 2022 Disturbance Area
(Sheet 24 of 25)

Projection: NAD 1983 UTM ZONE 17N.
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as of July 2022.

0 50 100 200 Meters
Scale 1:10,000



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FIGURE

1-33



LEGEND

- × Milne Inlet Tote Road Km Marking
- Milne Inlet Tote Road
- Project Development Area
- Undisturbed 50 m Buffer From Commercial Lease Boundary
- Commercial Lease Boundary

Disturbance Type

- Historic Borrow Area KM 97
- General Disturbed Area

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MARY RIVER PROJECT

**Tote Road 2022 Disturbance Area
(Sheet 25 of 25)**

Projection: NAD 1983 UTM ZONE 17N.
Base Map: © 2022 Digital Globe, Inc.
Imagery and Infrastructure are representative
as of July 2022.

0 50 100 200 Meters
Scale 1:10,000

Baffinland

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FIGURE

1-33

APPENDIX C -
SUPPORTING DOCUMENTATION



Summary of Current Contractor Labour Rates - 2022

Heavy Operator		Contractor 1	Contractor 2
OPR	Operator – CAT 992/988 Loaders, CAT 777/740 Trucks, Dozer, Grader, Excavator		
OPR	Operator – Multi Operator (Excavator, Loader, Skid Steers, Dozer, Grader)		
OPR	Crane Operator – 50 ton to 200 ton		
OPR	Crane Operator – 200 ton and above		
OPR	Crusher Operator		
OPR	Operators - B Train; CAT - 992/988/777/740; Multi Operators		
OPR	Crane Operator(direct hire, if available)	\$ 114.20	\$ 107.04
OPR	Multi-Purpose Operator (incl 988 Loader)	\$ 79.50	
OPR	Loader Operator (< 988)	\$ 75.29	
OPR	Rigger (direct hire, if available)	\$ 95.53	\$ 86.08
OPR	Multi-Purpose Operator	\$ 77.94	\$ 84.18
OPR	Loader Operator (988 + >)	\$ 77.39	
opr	Dozer Operator	\$ 73.81	
opr	Excavator Operator	\$ 74.69	
OPR	Crusher Operator	\$ 84.98	
Light Operator			
OPR	Truck Driver (Conventional)	\$ 69.01	
OPR	Operator – Skid Steer		
OPR	Truck Driver (Other)	\$ 67.65	
OPR	Bobcat Operator	\$ 64.95	
OPR	Packer Operator	\$ 64.95	
Supervisor/PM/Safety			
SAFE	Safety Support		
SUP	Supervisor		
SUP	Maintenance Supervisors		
SUP	Site Superintendent	\$ 160.20	\$ 118.47
SUP	Site Foreman	\$ 110.41	\$ 99.42
SUP	Project Manager	\$ 156.95	\$ 141.34
SUP	Construction Engineer	\$ 107.16	
SUP	Site Administrator	\$ 75.78	
SAFE	Safety Coordinator	\$ 113.66	



Summary of Current Contractor Labour Rates - 2022

Mechanic			
Mech	Technician / Mechanic – HD/HT/Truck & Coach/Automotive/Crusher/Drills/Heavy Equipment		
Mech	Millwrights		\$ 95.61
Mech	Welders		\$ 95.61
Mech	Electricians		\$ 95.61
Mech	Housing Maintainer		
Mech	Carpenter	\$ 86.12	\$ 86.08
Mech	Machinist		
Mech	Truck & Coach Mechanic		
Mech	Heavy Equipment Mechanic		
Mech	Red Seal Technicians/Mechanics		
Mech	Plumber		\$ 95.61
Mech	Journeyman Tradesman Heavy Duty Mechanics (HD/HT)		
Mech	Heavy Duty Mechanics		
Mech	Truck and Coach Mechanics		
Mech	Automotive Mechanics		
Mech	Mechanic	\$ 104.89	\$ 107.04
Labourer			
LAB	Skilled Labour		
LAB	Grease Bay Attendants		
LAB	Wash Bay Attendants		
LAB	Janitor		
LAB	Labour / Grease Bay Attendants		
LAB	Skilled Labourer	\$ 66.24	
LAB	Labourer	\$ 64.95	
LAB	Welder	\$ 95.25	\$ 95.61
LAB	Serviceman	\$ 77.38	
Electricians			
ELE	Journeyman Tradesman Electricians		
ELE	Electricians		\$ 95.61



Summary of Current Contractor Equipment Rates - 2022

Class	Description	Contractor 1		Hourly estimate	Contractor 2		Hourly Estimate
		Hourly Reg.	Monthly Reg.		Hourly Reg.	Monthly Reg.	
HEQ	Loader 988	\$ 270.61	\$ -				
HEQ	930 Loader	\$ -	\$ 14,829.32	\$ 92.68			
HEQ	Excavator	\$ 211.07	\$ -				
HEQ	Excavator	\$ 281.43	\$ -				
HEQ	Nuna 60T Crane	\$ 267.83	\$ -				
HEQ	Wheel Loader		\$ -				
HEQ	Wheel Loader		\$ -				
HEQ	Excavator		\$ -				
LEQ	Tracked Skid Steer		\$ 6,386.35	\$ 39.91		\$ 3,000.00	\$ 18.75
LEQ	Frost Fighter		\$ 359.37	\$ 2.25		\$ 500.00	\$ 3.13
LEQ	Light Tower		\$ 1,904.00	\$ 11.90		\$ 1,500.00	\$ 9.38
LTR	Fuel/Lube Truck		\$ 20,566.21	\$ 128.54			
LTR	Effluent Haul Truck		\$ 12,556.21	\$ 78.48			
LTR	Raw Water Truck		\$ 17,968.37	\$ 112.30			
LTR	Sterling RO/RO		\$ 16,236.48	\$ 101.48			
LTR	Tractor		\$ -			\$ 7,500.00	\$ 46.88
LTR	Trailer		\$ -				\$ 46.88
TR	Crew Bus		\$ 9,092.43	\$ 56.83		\$ 1,500.00	\$ 9.38
TR	Crewcab		\$ 4,329.73	\$ 27.06		\$ 2,500.00	\$ 15.63
TR	F550 Flat Deck		\$ 5,412.16	\$ 33.83		\$ 2,500.00	\$ 15.63
TR	Grocery Truck		\$ 8,767.70	\$ 54.80			
TR	Mechanic Truck		\$ 10,283.11	\$ 64.27			
TR	Utility Truck		\$ -				
TR	Tractor		\$ -				
TR	Trailer		\$ -				
TR	Pickup Truck		\$ -				

Hourly Estimates based on conservative assumption

8 hour days
20 days per month
160



2022 Northbound Sealift Manifest Summary of Equipment

11/29/2022

D/R#	PKG #	Description	Owner	Security Classifications	Dest	L	W	H	Vol (m³)	Wgt (Kgs)	Vessel / Voyage #
13812	175960	WESTERN STAR TRUCK, UNIT #561	3RD PARTY	Mobile Equipment - Heavy	PORT	11.5	3.05	3.1	108.73	13325	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
13814	175922	FUEL TANKER UNIT #478	3RD PARTY	Mobile Equipment - Heavy	PORT	13.4	2.65	3.35	118.96	5900	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
13815	175921	FUEL TANKER UNIT #479	3RD PARTY	Mobile Equipment - Heavy	PORT	13.4	2.65	3.35	118.96	5900	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
13818	175918	WESTERN STAR TRUCK, UNIT #577	3RD PARTY	Mobile Equipment - Heavy	PORT	9.15	3.05	3.5	97.68	10250	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
13839	175907	WESTERN STAR TRUCK, UNIT #599	3RD PARTY	Mobile Equipment - Light	PORT	8.55	3.05	3.2	83.45	5900	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
13840	175931	WESTERN STAR TRUCK, UNIT #513	3RD PARTY	Mobile Equipment - Heavy	PORT	11.5	3.05	3.65	128.02	10430	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
13841	175932	WESTERN STAR TRUCK, UNIT #514	3RD PARTY	Mobile Equipment - Heavy	PORT	11.5	3.05	3.65	128.02	10430	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
13843	175914	FORD F-350 UNIT P112	3RD PARTY	Mobile Equipment - light	PORT	7	2.5	2.5	43.75	6000	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
13909	175915	KOMATSU UNIT #E404 WITH FORKS WA 250	3RD PARTY	Mobile Equipment - heavy	PORT	7.9	2.5	3.4	67.15	10480	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
13910	175913	FORD PICK UP F-350, 2015, BLACK UNIT #P-136	3RD PARTY	Mobile Equipment - light	PORT	7	2.5	2.5	43.75	6000	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
13911	177436	1 X NEW CAT 299D3 TRACK LOADER S/N CAT0299DVBX904207	3RD PARTY	Mobile Equipment - Light	PORT	3.65	2.011	2.13	15.64	5443	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
13911	177437	1 X NEW CAT/JLG TL 1255 TELEHANDLER S/N TB200469	3RD PARTY	Mobile Equipment - heavy	PORT	7.9	2.62	2.62	54.23	16329	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
13912	175912	WESTERN STAR TRUCK, UNIT #591	3RD PARTY	Mobile Equipment - Heavy	PORT	10.06	3.05	3.56	109.23	14390	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
13913	175911	KOMATSU LOADER UNIT #E407 WITH FORKS	3RD PARTY	Mobile Equipment - Heavy	PORT	11.9	3.55	3.87	163.49	34500	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
13967	175908	UNIT E401 GENERATOR: 12 BATTERIES UN2794 WET FILLED WITH ACID 8	3RD PARTY	Mobile Equipment - light	PORT	4.27	1.83	2.13	16.64	1970	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
13976	175910	WESTERN STAR TRUCK, UNIT #587	3RD PARTY	Mobile Equipment - Heavy	PORT	10.06	3.05	3.5	107.39	13325	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
14021	175909	SERVICE TRUCK F-550 UNIT #P103	3RD PARTY	Mobile Equipment - medium	PORT	7	2.5	3.2	56.00	7470	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
14035	307491	TRALER UNIT #T118	3RD PARTY	Mobile Equipment - medium	PORT	13.76	2.74	1.68	63.34	9815	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
14035	307492	TRALER UNIT #T124	3RD PARTY	Mobile Equipment - medium	PORT	15.55	2.5	1.68	65.31	9837	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
14077	177492	2022 FORD F-250 XL TRUCK	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	6.3	2	2.3	28.98	3514	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
14077	177587	2022 FORD F-250 XL TRUCK	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	6.3	2	2.3	28.98	3514	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
14077	177706	2022 FORD F-250 XL TRUCK	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	6.3	2	2.3	28.98	3514	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
14078	176364	SKIDSTEER, CAT 259D, YEAR 2015	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	PORT	3.79	1.75	2.07	13.73	4045	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
14078	177699	2022 FORD F-250 XL TRUCK	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	6.3	2	2.3	28.98	3514	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
14078	177700	2022 FORD F-250 XL TRUCK	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	6.3	2	2.3	28.98	3514	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
14078	177704	2022 FORD F-250 XL TRUCK	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	6.3	2	2.3	28.98	3514	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
14078	177709	GENERATOR C40D6	BAFFINLAND EQUIPMENT	Stationay Equipment - Medium	MINE	3.63	1.05	2.73	10.41	1338	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
14079	175961	KONE REACH STACKER	3RD PARTY	Mobile Equipment - Heavy	PORT	13.2	6.1	4.5	362.34	72000	2022 M/V CLAUDE A. DESGAGNES VOYAGE#VOY 1
14322	176381	2022 FORD F-250 XL TRUCK	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	6.3	2	2.3	28.98	3514	2022 M/V ACADIA DESGAGNES VOYAGE#1
14322	176382	2022 FORD F-250 XL TRUCK	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	6.3	2	2.3	28.98	3514	2022 M/V ACADIA DESGAGNES VOYAGE#1
14322	179272	2022 FORD F-250 XL TRUCK	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	6.3	2	2.3	28.98	3514	2022 M/V ACADIA DESGAGNES VOYAGE#1
14322	179273	2022 FORD F-250 XL TRUCK	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	6.3	2	2.3	28.98	3514	2022 M/V ACADIA DESGAGNES VOYAGE#1
14322	179274	2022 FORD F-250 XL TRUCK	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	6.3	2	2.3	28.98	3514	2022 M/V ACADIA DESGAGNES VOYAGE#1
14322	179275	2022 FORD F-250 XL TRUCK	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	6.3	2	2.3	28.98	3514	2022 M/V ACADIA DESGAGNES VOYAGE#1
14322	179276	2022 FORD F-250 XL TRUCK	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	6.3	2	2.3	28.98	3514	2022 M/V ACADIA DESGAGNES VOYAGE#1
14322	179277	2022 FORD F-250 XL TRUCK	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	6.3	2	2.3	28.98	3514	2022 M/V ACADIA DESGAGNES VOYAGE#1
14322	179278	2022 FORD F-250 XL TRUCK	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	6.3	2	2.3	28.98	3514	2022 M/V ACADIA DESGAGNES VOYAGE#1
14322	179279	2022 FORD F-250 XL TRUCK	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	6.3	2	2.3	28.98	3514	2022 M/V ACADIA DESGAGNES VOYAGE#1
14322	179280	2022 FORD F-250 XL TRUCK	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	6.3	2	2.3	28.98	3514	2022 M/V ACADIA DESGAGNES VOYAGE#1
14322	179281	2022 FORD F-250 XL TRUCK	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	6.3	2	2.3	28.98	3514	2022 M/V ACADIA DESGAGNES VOYAGE#1
14322	179288	2022 FORD F-250 XL TRUCK	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	6.3	2	2.3	28.98	3514	2022 M/V ACADIA DESGAGNES VOYAGE#1
14322	179289	2022 FORD F-250 XL TRUCK	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	6.3	2	2.3	28.98	3514	2022 M/V ACADIA DESGAGNES VOYAGE#1
14325	177753	PURCHASE PORTABLE WASH CAR	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	PORT	2.48	4.55	3.05	34.42	2042	2022 M/V ACADIA DESGAGNES VOYAGE#1
14438	179290	2022 SKANDIC 900 ACE WT	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	1.35	3.66	1.36	6.72	320	2022 M/V ZELADA DESGAGNES VOYAGE#1
14438	179291	2022 SKANDIC 900 ACE WT	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	1.35	3.66	1.36	6.72	320	2022 M/V ZELADA DESGAGNES VOYAGE#1
14441	179292	2022 SKANDIC 900 ACE WT	BAFFINLAND EQUIPMENT	Mobile Equipment - Light	MINE	1.35	3.66	1.36	6.72	320	2022 M/V ZELADA DESGAGNES VOYAGE#1
14465	180510	CAT SKID STEER	3RD PARTY	Mobile Equipment - Light	MINE	1.99	3.43	2.1	14.33	4500	2022 M/V ZELADA DESGAGNES VOYAGE#1

2022 Sealift Backhaul Summary

ID	DESCRIPTION	OWNER/3RD PARTY	CARGO TYPE	Security Classifications	L (m)	W (m)	H (m)	m³	WEIGHT (kg)
BH-14244	2014 --F350 PICKUP	BAFFINLAND	20' CNTR	Light Mobile Equipment	6.10	2.44	2.59	38.55	4800
BH-50712	COMPACTOR PACKER DRUM CS563	3rd Party	MOB	Medium Mobile Equipment	5.90	2.30	3.70	50.21	11820
BH-50713	COMPACTOR CS56	3rd Party	MOB	Medium Mobile Equipment	5.90	2.30	3.70	50.21	11820
BH-50684	TELEHANDLER 9000LB #944-42	3rd Party	MOB	Heavy Mobile Equipment	6.43	2.52	2.42	39.21	12180
BH-50698	PICKUP TRUCK - FORD F250	3rd Party	MOB	Light Mobile Equipment	8.00	2.50	2.50	50.00	3480
BH-50741	FLAT DECK TRUCK F550	3rd Party	MOB	Medium Mobile Equipment	7.60	2.40	2.30	41.95	4900
BH-50742	MECHANIC TRUCK	3rd Party	MOB	Medium Mobile Equipment	7.10	2.50	2.80	49.70	9290
BH-50743	FLAT DECK TRUCK F550	3rd Party	MOB	Medium Mobile Equipment	7.60	2.40	2.30	41.95	4900
BH-50744	MECHANIC TRUCK	3rd Party	MOB	Medium Mobile Equipment	7.10	2.50	2.80	49.70	9290
BH-50745	MECHANIC TRUCK	3rd Party	MOB	Medium Mobile Equipment	7.20	2.40	2.80	48.38	9290
BH-50751	PACKER 3205	3rd Party	MOB	Medium Equipment	4.40	1.53	2.91	19.59	5350
BH-50791	FLAT DECK TRUCK F550	3rd Party	MOB	Medium Mobile Equipment	7.70	2.50	2.25	43.31	4900
BH-50792	MECHANIC TRUCK	3rd Party	MOB	Medium Mobile Equipment	7.10	2.50	2.80	49.70	9290
BH-50793	FLAT DECK TRUCK F550	3rd Party	MOB	Medium Mobile Equipment	7.60	2.40	2.30	41.95	4900
BH-50746	BLUE BIRD BUS 24 PASS	3rd Party	MOB	Medium Mobile Equipment	8.22	3.00	3.20	78.91	6660
BH-50699	550 Ford with empty fuel tank BPU 062 3166 CL 9	3rd Party	General	Light Mobile Equipment	8.22	3.00	3.20	78.91	3500
BH-2894	SANDVIK DRILL	3rd Party	MOB	Heavy Mobile Equipment	11.00	5.30	6.00	349.80	15600
BH-2895	SANDVIK DRILL	3rd Party	MOB	Heavy Mobile Equipment	11.00	5.30	6.00	349.80	15600
BH-50714	EXCAVATOR 850D	3rd Party	MOB	Heavy Mobile Equipment	16.60	3.50	2.99	173.72	62470
BH-50697	BUS 44 PASSENGER	3rd Party	MOB	Medium Mobile Equipment	12.19	2.60	3.55	112.51	8200
BH-50695	2013 GROCERY TRUCK M2106	3rd Party	MOB	Medium Mobile Equipment	11.40	2.60	4.00	118.56	11000
BH-50696	2019 GROCERY TRUCK	3rd Party	MOB	Medium Mobile Equipment	9.40	2.49	3.66	85.67	10430
BH-50680	KENWORTH ARS UNIT # 196	3rd Party	MOB	Medium Equipment	10.70	2.70	3.66	105.74	11400
BH-50702	STERLING WATER TRUCK	3rd Party	MOB	Medium Mobile Equipment	10.70	2.74	3.71	108.77	11400
BH-50678	STERLING ROLL OFF VACUUM TRUCK	3rd Party	MOB	Heavy Mobile Equipment	11.28	2.74	3.71	114.67	15880
BH-50679	PETERBUILT ROLL OFF VACUUM TRUCK	3rd Party	MOB	medium Mobile Equipment	11.10	2.70	3.50	104.90	6300
BH-50657	WHISPERWATT GENERATOR 120	3rd Party	MOB	Medium Equipment	4.90	2.10	2.30	23.67	4270
BH-50676	FUEL TRUCK MACK GU813 - 11-0113	3rd Party	MOB	Medium Mobile Equipment	10.10	3.00	3.52	106.66	8000
BH-50646	EXCAVATOR CAT 352 - 19-0305	3rd Party	MOB	Heavy Mobile Equipment	11.80	3.40	3.36	134.80	52500
BH-50683	LIGHT PLANT - 20KW - #41-381	3rd Party	LOOSE	Light Equipment	4.70	1.98	2.60	24.20	740
BH-50682	LIGHT PLANT - 20KW - LT-42	3rd Party	LOOSE	Light Equipment	4.70	1.98	3.50	32.57	1000
BH-50690	EMULSION TRUCK	3rd Party	MOB	Heavy Mobile Equipment	9.40	2.50	3.12	73.32	14680
BH-50691	EMULSION TRUCK	3rd Party	MOB	Heavy Mobile Equipment	9.40	2.50	3.12	73.32	14680
BH-50692	EMULSION TRUCK	3rd Party	MOB	Heavy Mobile Equipment	9.40	2.50	3.12	73.32	14680
BH-50748	LIGHT TOWER INGERSOL RAND 8KW	3rd Party	LOOSE	Light Equipment	4.82	2.03	2.29	22.41	960
BH-50750	LIGHT TOWER INGERSOL RAND 8KW	3rd Party	LOOSE	Light Equipment	4.82	2.03	2.29	22.41	960
BH-50753	BUS 44 PASSENGER	3rd Party	MOB	Medium Mobile Equipment	12.19	2.60	3.55	112.51	8200
BH-50754	LOADER 930K	3rd Party	MOB	Heavy Mobile Equipment	8.28	2.59	3.35	71.84	13610
BH-50755	SKIDSTEER 259D	3rd Party	MOB	Light Mobile Equipment	4.13	2.07	2.20	18.81	4770
BH-50756	SKIDSTEER 289D	3rd Party	MOB	Light Mobile Equipment	4.13	2.07	2.20	18.81	5670
BH-50757	EXCAVATOR 349FL	3rd Party	MOB	Heavy Mobile Equipment	12.30	3.70	3.84	174.76	52060
BH-50777	LOADER 930K	3rd Party	MOB	Heavy Mobile Equipment	9.80	2.37	3.28	76.18	14060
BH-50778	EXCAVATOR 345	3rd Party	MOB	Heavy Mobile Equipment	11.89	3.66	3.81	165.80	44500
BH-50785	FORD EFFLUENT TRUCK	3rd Party	MOB	Medium Mobile Equipment	10.10	2.50	3.20	80.80	11250
BH-50806	SKIDSTEER 259D	3rd Party	MOB	Light Mobile Equipment	4.13	2.07	2.20	18.81	5670