July 05, 2013

Georgina Williston
Habitat Management Biologist
Eastern Arctic Area, Central & Arctic Region
Fisheries and Oceans Canada
401 King St. W.,
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Dear Ms. Williston:

Re: *Mary River Project*
Request for Advice
Sea Lift Access Road Culvert at Milne Port

Under Type B Water Licence 8BC-MRY1314 and NIRB Project Certificate 005, Baffinland Iron Mines Corporation (Baffinland) is authorized to develop access to the beach at Milne Port for the purpose of supporting sea lift as part of its site preparations works and 2013 Work Program. Within the next ten days, Baffinland plans to commence construction of the ramp to the beach.

Two drawings accompany this Request for Advice:

- **Drawing No. 1: H349000-2131-10-012-0001** Milne Port – Ramp to Beach – Plan and Cross-Sections.

- **Drawing No. 2: H349000-1000-10-041-0003** Typical Culvert Details

The ramp to the beach connects the vessels arriving and offloading at Milne Port with the laydown areas on shore. Details of the ramp are shown on the attached **Drawing No. 1.** The ramp to the beach has been assessed based on fisheries studies completed and presented in Volume 7 of the FEIS (February 2012).

The Culvert **RB 1**stream (M11-1) is designated as potentially fish-bearing. Although fish have not been captured or observed in this stream to date, it is periodically connected to Milne Inlet which is known to be fish bearing (anadromous Arctic char). The habitat in this stream has been identified as marginal due to the reduced flows, intermittent connectivity and lack of preferred substrate types, particularly for juvenile Arctic Char. A fish barrier just upstream of the culvert location prevents access to upstream overwintering areas (lakes). The habitat of the stream generally consists of

cobble/gravel substrate and riffle morphology with relatively shallow depths and low to moderate velocities.

Drawing No. 2, attached, provides the additional technical design features for the proposed culvert installation. Attached **Table 1** provides detail on the coordinates, proposed number (2), diameter (1.2m), and length (32m) of the crossing.

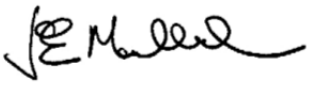
Prior to installation of Culvert RB 1, the stream will be surveyed for the presence of fish and, if necessary, a salvage fishery will be conducted. If fish are present, a barrier net will be placed downstream of the construction site to prevent additional fish potentially accessing to the construction site. Any fish present upstream of the barrier will be captured (using a backpack electrofisher) and transferred to fish-bearing habitat downstream of the barrier. If it is identified as non-fish bearing at the time of culvert installation, mitigation measures will be restricted to erosion control.

The environment mitigation measures related to erosion control that are to be adopted for this work are described in our approved Surface Water and Aquatic Ecosystems Management Plan (March 2013). The erosion measures and monitoring programs are identical to what has been used successfully in the past for Tote Road crossing installations.

Once we receive your advice, we are prepared to commence the ramp construction and culvert installation on or about July 20. The culvert installations will be undertaken in accordance with anticipated Letter of Advice to be provided by DFO. The culvert installation for Culvert RB 1 will be monitored by a fisheries biologist or trained environmental monitor to ensure installation will be satisfactory for fish passage.

By copy of this letter, we are providing advance notice to QIA, NWB, and AANC regarding the completion of this work. The proposed work falls within Baffinland's existing permits and conditional approvals. DFO and the parties copied on this correspondence are urged to contact the undersigned at jim.millard@baffinland.com should there be any questions or concerns regarding this undertaking.

Yours sincerely,
Baffinland Iron Mines Corporation



James Millard, M.Sc., P.Geo
Senior Environmental Superintendent

cc: Oliver Curran and Erik Madsen (Baffinland)
Stephen Bathory (QIA)
Phyllis Beaulieu (NWB)
Andrew Keim (AANDC)
Bevin LeDrew (Sikumiut Environmental Management)
Michael Johnson (North/South Consulting)
Tessa Mackay (Hatch)

Attachments:
Table 1 – Crossing Details
Drawing – H349000-2131-10-012-0001 Milne Port – Ramp to Beach – Plan and Cross-Sections
Drawing – H349000-1000-10-041-0003 Typical Culvert Details

Table 1 Milne Port Ramp to Beach Access – Proposed Culvert

Culvert ID	Geographical Coordinates (Centre Line) Downstream		Culvert Configuration	Slope	Recommended Culvert Configuration	Regulatory Status of Crossing
	Northing	Easting				
RB 1	7976 432.21	504 076.17	2 x 1.2m diam Length: 32m	1.00%	Embed 1 culvert by 10% into existing ground to allow for potential fish passage. Second culvert placed at given elevation.	Potential Fish Habitat