

3.2 2013 Sealift – July 1st to October 1st, 2013

For Milne Port, it is expected that sealifts will occur between July 1st and October 1st, 2013. An estimated 14 barges/ships (dimension of barges approximately 35 m x 140 m) will be necessary to transport the equipment and material required for the execution of the 2013 Work Plan and execution of the work planned for January to June of 2014.

Material, equipment, fuel and supplies required for construction activities at the Mine Site and the operation of the Mary River facilities will be transported to the Mine Site via the Tote Road during the fall of 2013 and the winter of 2014.

The material, equipment, supplies, buildings and machinery received at Milne Inlet during the sealifts will consist of the following:

3.2.1 Prefabricated Buildings and Fold-away Structures

- Camps complete with dormitories, kitchen facilities, washrooms, laundry facilities;
- Pre-assembled sewage treatment facilities;
- Camp incinerators;
- Emergency services building;
- Power generation equipment with electrical distribution system (several generators ranging from 50 kW to 500 kW);
- Two concrete batch plants;
- Boiler modules;
- Temporary emulsion plant;
- All modular buildings and fold-away structures to be used for offices during the 2013-2014 period. A preliminary list is presented in the table below:

Facility	Quantity
Maintenance shops	3
Trade shops (electrical, carpentry, piping, mechanical)	3
Warehouses	3
Parking garages	3
Tire shops	3
Office complexes	3
Lunchrooms	3
Wash cars	13
Field offices and lunch rooms	10
Fold-away structures	5

3.2.2 Heavy Equipment and Rolling Stock

- All heavy equipment and rolling stock required for the construction activities scheduled from July 2013 to July 2014 (next sealift). An overview of the rolling stock is presented in the table below:

Preliminary list of Rolling Stock and Heavy Equipment			
Description	Quantity	Description	Quantity
Loader	26	Emulsion Delivery Trucks	3
Grader	7	Loader Snow Blower Attachments	5
Track Dozer	13	Development Rock Drills	2
Excavator	11	Production Rock Drill	2
Haul Trucks	23	Crusher 6000 Ton/Day 6" (Cone Crusher)	2
Service trucks (pick-ups)	27	45ft Van Trailer Generator	2
Skidsteer	5	Hot Box	4
Highway Tractor Truck	4	Frost Fighters	12
Low Boy Trailers	8	Drive on Compactor	8
Boom Truck	3	Walk Behind Compactor	4
80 Ton Mobile RT Crane	2	Plate Compactors	4
200 Ton Track Mount	2	Trash Pumps	8
Crane RT	1	Development Drills	4
Crawler Crane	1	Roll Off Truck	2
Vac Truck - Roll Off	2	Potable Water Tank	1
Potable Water Tanks	2	Water Truck	2
Raw Water Tanks	2	Snow Cat	2
Sewage Vac Tanks	4	Fuel and Lube Truck	4
Garbage Bins	25	Tractor Truck	2
Container Handler	2	Low Boy Float	2
Telehandler	4	Low Boy Drop Deck	2
Ambulance	2	Portable Concrete Batch Truck	2
Fire Truck	2	10 cu.yd Mixer Truck	6
Dewatering Pump	4	100ft Pump Trucks	2
Plow/Sand Truck	4	320000BTU Frost Fighter	20
Buses	8	8kW Light Towers	10
Manlift	6	20kW Whisper Watt Gen Set	7
Scissor Lifts	4	185cfm Air Compressor	2
Maintenance Truck c/w Pick	2	400 Amp Welding Machines	
Fuel Delivery Truck - B-Train	2	Portable Grout Plant (3 off Sea Cans)	
Camp Power-Genset(1250)	10	Ice Profiler	
Boiler Modules	1	4" Ice Auger	
Solution Modules	1	4 ton Propane Bullet c/w Refill Station	
Bob Cat	1	10,000 L Gasoline ISO Container	
Air Compressors	2	Rock Breaker	
Magazines	15	Spray Equipment	

3.2.3 Fuel Delivery

At least two bulk fuel deliveries will occur during the 2013 sealift. At the onset of the shipping season, arctic diesel will be delivered to fill the existing 5 ML storage tank and the newly constructed 5 ML steel tank located at the Milne tank farm. In addition, 1.5 ML of jet A fuel will also be included in the initial fuel delivery.

Throughout the summer months, construction will continue on two additional 10 ML steel tanks (within the confine of the tank farm secondary confinement) for the storage of diesel fuel.

Towards the end of the open water season, a second fuel delivery will occur to fill all tankage available at Milne Port. It is expected that this second fuel delivery will consist of 25 ML of arctic diesel and 1.5 ML of jet A fuel.

In addition to bulk fuel delivery, an estimated twelve 100,000L double wall isocontainer fuel storage tanks will be delivered to Milne Port. These isocontainers will provide the fuel storage at various quarry sites and construction sites for the execution of the 2013 Work Plan and the work scheduled for the Tote Road upgrade and bridge construction during the winter of 2014.

3.2.4 Material and Supplies

To the extent practicable, all materials and supplies required to execute the 2013 Work Plan and the work scheduled for January to June 2014 will be received during the 2013 sealifts. This includes:

- Delivery of ammonium nitrate (1.5 million kg);
- Delivery of pre-package explosives;
- Delivery of cement (12,000 tonnes);
- Delivery of construction material (generators, cabling, control centres, etc.);
- Delivery of consumables (lubricants, grease, detergents, dry goods, food, household supplies, etc.);
- Delivery of twelve 100,000L double wall isocontainers for fuel.

3.3 Construction Activities from July 1 to December 31, 2013

As mentioned in Section 2.1, Baffinland expects to be granted its Type A Water Licence by mid June 2013. As equipment and material is delivered by sealifts, additional construction activities will begin. These include:

3.3.1 Milne Port

During the sealift, most of the activities at Milne Port will focus on unloading the barges and positioning received equipment and material in designated laydown areas. In addition, the following construction activities will continue:

- Install emergency response building;
- Construct and commission two 10 ML diesel fuel steel tanks at the tank farm (construction completion before the end of sealift season);
- Construct and commission two additional 10 ML diesel fuel steel tanks at the tank farm;
- Install and commission fuel dispensing system for bulk fuel facility;
- Install and commission camp extension (100 person camp) including sewage treatment plant and incinerator;
- Install concrete batch;
- Construct landfarm;

- Ongoing decommission of the bladder farm;
- Install maintenance shops;
- Install trade shops;
- Install warming shed and parking garage;
- Install warehouses;
- Install administration buildings and field offices.

3.3.2 Tote Road

During the second half of 2013, all equipment, material, fuel, and supplies required for construction activities at Mary River will be transported from Milne Port to the Mine Site via the Tote Road.

The upgrade of the road will commence late in 2013 and is expected to take 8 to 10 months. In order to improve construction efficiency, contractors have expressed the need for establishing a temporary 49 person camp mid-way along the Tote Road.

Should this camp be required, it will be erected in the later part of 2013. Water required for the camp operation would be trucked to this camp from the Mine Site or Milne Port water supply (approved under Type A and current Type B). All sewage generated from this camp would be trucked to either the Mine Site or Milne Port sewage treatment plants. Finally, all waste generated at the camp would also be transported to either the Mine Site or to Milne Port for ultimate disposal. There will be no local discharge from this camp.

3.3.2 Mine Site

Construction activities at the Mine Site will begin shortly after the first sealift. The activities will consist of:

- Development of the quarry QM2 at Mine Site (submitted with FEIS). The expected volume of aggregate required at the Mine Site for the 2013 work is 200,000 m³;
- Complete construction camp pad and installation of the 400 person construction camp facility including sewage treatment plant, incinerator and treated sewage storage pond(s) and discharge pipeline to Mary River;
- Upgrade (extend) of the Mary River airstrip;
- Development of equipment laydown areas for Owner/Contractor;
- Development of parking area for mobile equipment. Mobile equipment fleet will include:
 - Flat bed trucks;
 - Boom trucks;
 - Fuel Tanker trucks;
 - Water tanker trucks;
 - Cranes;
 - Excavators;
 - Graders;

- Pick-up trucks;
- Erect/install:
 - Emergency response building;
 - Concrete batch plant;
 - Emulsion plant;
 - Maintenance shop (including truck wash facility);
 - Trade shops;
 - Warming shed and parking garage;
 - Warehouses;
 - Administration buildings and field offices.
- Construct fuel tank farm secondary containment structure;
- Install 4 x 500,000L double wall diesel fuel tank (tank complete with fuel dispenser);
- Install one 50,000L double wall jet A fuel tank;
- Transfer fuel from Milne Port tankfarm to newly install fuel tanks at the Mine Site;

4.0 Ongoing Exploration and Geotechnical Activities

It is anticipated that the 2013 field work program would include the following items:

- Potentially seasonal occupation of Steensby Inlet and Mid-Rail Camps;
- Fixed wing aircraft and helicopter to support general site activities including environmental monitoring and potentially additional exploration drilling and regional exploration;
- Geotechnical drilling and surveys at project development areas, as required to support Project design requirements:
 - The Tote Road alignment and bridge crossings, a portion of the drilling for bridge design being on ice as well as near water bodies;
 - Port site(s), with land based drilling as well as possible barge based and ice based drilling on the sea ice in Steensby Inlet;
 - Waste rock and ore disposal areas;
 - Milne Inlet Tote Road and bridge crossings, a portion of the drilling for bridge design being on ice as well as near water bodies;
 - Prospective quarry sites and borrow areas along the Tote Road.
- Continue archaeological surveys at project component areas as required.

5.0 Progressive Reclamation of the Exploration and Bulk Sample Project

There will be continued progressive reclamation of areas of current and past use in association with drilling, bulk sample, and historical exploration programs. In addition, progressive reclamation plans will include:

- Development of an action plan to address concerns from stakeholders about long term salt storage;