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Introduction and

Project Overview
ᑐᑭᓯᑎᑦᑎᒋᐊᙵᕐᓂᖅᐊᒻᒪᓗ
ᐱᓕᕆᐊᑉ ᓇᓗᓇᐃᔭᖅᓯᒪᓂᖏᑦ

Phase 2 Proposal / ᐊᖏᒡᓕᒋᐊᖅᑕᐅᔪᒪᔪᖅ 2

Public Hearing Iqaluit and Pond Inlet January 25 – February 6, 2021
ᐃᓄᓕᒫᓂᒃ ᓈᓚᒃᑎᑦᑎᓂᖅ ᐃᖃᓗᖕᓂ ᒥᑦᑎᒪᑕᓕᖕᒥᓪᓗ ᔮᓐᓄᐊᕆ 25 - ᕖᕝᕗᐊᕆ 6, 2021

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Overview of Presentation
ᓇᓗᓇᐃᔭᖅᑕᐅᓯᒪᓂᖏᑦ

ᐅᓂᒃᑳᕆᔭᐅᓂᐊᖅᑐᑦ

• Introduction
ᑐᑭᓯᑎᑦᑎᒋᐊᙵᐅᓯᖏᑦ
• Current Operations
ᐅᓪᓗᒥᐅᔪᖅ ᐊᐅᓚᓂᖏᑦ
• Key Milestones Since 2019
2019-ᒥᓂᑦ ᐱᕚᓪᓕᕈᑎᒋᔭᐅᓯᒪᓪᓗᐊᖅᑐᑦ
• Community Engagement
ᓄᓇᓕᒻᒥᐅᑦ ᐃᓚᐅᑎᑕᐅᓂᖏᑦ

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• Summary of Phase 2 Environmental Assessment
ᓇᐃᓈᖅᓯᒪᓂᖏᑦ ᑭᖑᓪᓕᕐᒥᒃ
ᐱᕙᓪᓕᐊᒍᑎᒋᔭᐅᓂᖓᓂᒃ ᐊᕙᑎ ᖃᐅᔨᓴᖅᑕᐅᓂᖓᑕ

• Monitoring and Adaptive Management
ᐅᐊᑦᑎᓂᖅ ᐊᒻᒪᓗ ᓱᖏᐅᑎᑎᒋᐊᕋᒃᓴᑦ ᐊᐅᓚᑦᑎᔾᔪᓰᑦ

• Technical Review Summary
ᓱᓇᒃᑯᑖᓕᕆᓂᕐᒧᑦ ᕿᒥᕐᕈᓇᒃᑕᐅᓂᖏᑦᑕ ᓇᐃᓈᖅᓯᒪᓂᖏᑦ

Overview of Presentation

ᓇᓗᓇᐃᔭᖅᑕᐅᓯᒪᓂᖏᑦ

ᐅᓂᒃᑳᕆᔭᐅᓂᐊᖅᑐᑦ

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A bit about us…

ᐅᕙᒍᑦ ᒥᒃᓵᓅᖓᒐᓚᒃᑐᑦ…

• Ownership: Owned by Energy & Minerals
Group and ArcelorMittal
ᓇᖕᒥᓂᖁᑎᒋᔭᐅᓂᖓ: ᓇᖕᒥᓂᖁᑎᒋᔭᐅᔪᖅ
ᐆᒻᒪᖅᑯᑎᓕᕆᓂᕐᒧᑦ & ᐅᔭᕋᓐᓂᐊᕋᒃᓴᓄᑦ
ᑲᑐᔾᔨᔨᐅᔪᑦ ᐊᒻᒪᓗ ᐊᕐᓯᓗᐊᕐᒥᑦᑕᓪ

• Location: Main asset is the Mary River
mine located on northern Baffin Island, in the Nunavut Territory, Canada
ᓱᑯᑦᑎᐊᓃᓐᓂᖓ: ᐱᖁᑎᓪᓗᐊᑕᕆᔭᑦ
ᓄᓘᔮᓃᑦᑐᑦ ᐅᔭᕋᓐᓂᐊᕐᕕᖕᒥ ᕿᑭᖅᑖᓘᑉ
ᐅᐊᖕᓇᖓᓂ, ᓄᓇᕗᑦ, ᑲᓇᑕᒥ

• Employees: ~1000+ permanent and
fixed-term employees
ᐃᖅᑲᓇᐃᔭᖅᑏᑦ: ~1000+
ᐃᖅᑲᓇᐃᔭᖅᑎᒋᔭᐅᖏᓐᓇᖅᑐᑦ ᐊᒻᒪᓗ
ᐊᑯᓂᐅᓂᖃᖅᑐᒥᒃ ᐊᑯᓂᐅᓂᖏᖕᓂᒃ
ᐃᖅᑲᓇᐃᔮᖃᖅᑐᑦ ᐃᖅᑲᓇᐃᔭᖅᑏᑦ

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1962

Mary River’s
high grade
iron ore first
noted in an
airborne
reconnaissa
nce

1973

Baffinland
acquires
mining
leases

2012

The
Nunavut
Impact
Review
Board
(NIRB)
issues the
Project
Certificate
for Mary
River
Project

2013

Early Revenue
Phase
Proposed;

Baffinland and

QIA sign the
IIBA,
Commercial
Lease and
Water

Compensation
Agreement

2014

Early
Revenue
Phase
Approved

Phase 2

Proposed

2015

First iron
ore is
shipped to
Europe;
Phase 2 Rail
Proposal

2018

NBRLUP

Amendment;
Production

Increase Approval
(to Dec. 31, 2019);
Amended IIBA;

FEIS submitted for
Phase 2

Mary River Project History
ᓄᓘᔮᖕᓂ ᑭᖑᓂᑦᑎᓐᓂᑦ ᐋᕿᐅᑎᕙᓪᓕᐊᓂᒃᑯᑦ

1999

Nunavut
Created

Mary River
Project site
selected as
Inuit
owned
land

2020

Inuit Certainty
Agreement
signed between
Baffinland and
QIA

Production
Proposal
Increase –

approval

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1962

ᓄᓘᔮᖕᓂ
ᓴᕕᕋᔭᒃᓴᑦᑎᐊᕙ
ᐅᓛᖅ
ᓇᓗᓇᐃᖅᑕᐅᓯ
ᒪᕗᖅ
ᖃᖓᑕᔪᓂᑦ
ᐅᓇᑕᖅᑎᓂᑦ;

1973

ᐸᕙᓐᓛᒃᑯᑦ
ᐅᔭᕋᖕᓂᐊᕈᓐᓇ
ᐅᑎᑖᖅᐳᑦ

2012

ᓄᓇᕗᒻᒥ
ᐊᕙᑎᓕᕆᔨᒃᑯᑦ
ᑲᑎᒪᔨᖏᑦ
ᑐᓂᓯᕗᑦ
ᐅᔭᕋᖕᓂᐊᕈᓐᓇ
ᐅᑎᒥᒃ
ᓄᓘᔮᖕᓂ
ᐅᔭᕋᖕᓂᐊᕐᓗᑎ
ᒃ

2013

ERP ᑐᒃᓯᕋᖅᐳᑦ;

ᐸᕙᓐᓛᒃᑯᑦ ᐊᒻᒪᓗ
ᕿᑭᖅᑕᓂ ᐃᓄᐃᑦ
ᑲᑐᔾᔨᖃᑎᒌᑦ
ᐊᑎᓕᐅᕆᕗᑦ
ᐃᓄᐃᑦ
ᐊᒃᑐᖅᑕᐅᓇᔭᕐᓂᖏᓐ
ᓄᑦ
ᐃᑲᔫᓯᐊᖅᑖᕈᓐᓇᐅᑎ
ᖏᓐᓄᓪᓗ ᐊᖏᕈᑎ,
ᑮᓇᐅᔭᓕᐅᕈᓐᓇᕐᕕᒋ
ᓗᒍ ᐊᑐᖅᓗᒍ
ᐊᒻᒪᓗ ᐃᒪᖓᓄᑦ
ᐊᑭᓕᐅᑎᑦ ᐊᖏᕈᑎᑦ

2014

ERP

ᐊᖏᖅᑕᐅᕗᖅ;
ᐊᖏᒡᓕᒋᐊᖅᑕ
ᐅᔪᒪᔪᖅ 2

2015

ᓯᕗᓪᓕᖅᐸᖅ
ᓴᕕᕋᔭᒃᓴᖅ
ᐅᓯᑲᖅᑕᖅᑕᐅᕗ

ᖅ ᔫᓚᑉ-ᒧᑦ;
ᐊᖏᒡᓕᒋᐊᖅᑕᐅ
ᔪᒪᔪᖅ 2
ᓄᓇᓯᐅᑎᑯᑖᖕᒥ
ᒃ

2018

ᓄᓇᖏᓐᓂᒃ ᐊᑐᕈᑎᑦ

ᐸᕐᓇᐅᑎᑦ ᐋᕿᒋᐊᖅᐳᑦ;
ᐅᔭᕋᒃᑕᕐᓂᖓ
ᐊᖏᒡᓕᒋᐊᕐᓗᓂ
ᐊᖏᖅᑕᐅᔪᖅ (ᑎᑭᓪᓗᒍ
ᑎᓯᐱᕆ 31, 2019);
ᕿᒋᐊᖅᑕᐅᕗᑦ ᐃᓄᐃᑦ
ᐊᒃᑐᖅᑕᐅᓇᔭᕐᓐᓂᖏᓐᓄᑦ
ᐃᑲᔫᓯᐊᖅᑖᕈᓐᓇᐅᑎᖏᓐ
ᓄᓪᓗ ᐊᖏᕈᑎ;

ᐊᕙᑎᒥᒃ ᐊᒃᑐᐃᒐᔭᖅᑐᓂᒃ
ᐃᓕᑕᐅᓇᓱᒃᓯᒪᔪᖅ
ᑐᓂᔭᐅᕗᑦ ᐱᓪᓗᒍ
ᐊᖏᒡᓕᒋᐊᖅᑕᐅᔪᒪᔪᖅ 2

Mary River Project History
ᓄᓘᔮᖕᓂ ᑭᖑᓂᑦᑎᓐᓂᑦ ᐋᕿᐅᑎᕙᓪᓕᐊᓂᒃᑯᑦ

1999

ᓄᓇᕗᒻᒥ
ᓴᓇᔭᐅᓯᒪᔪᖅ

ᓄᓘᔮᑦ
ᐱᓕᕆᐊᖓ
ᐅᔭᕋᓐᓂᐊᕐᕕᒃ
ᐃᓄᐃᑦ
ᓄᓇᖁᑎᖓᓃᑉ
ᐳᖅ

2020

ᐃᓄᐃᑦ
ᐃᓚᐅᖃᑕᐅᖏᓐᓇᕐᓂ
ᐊᕐᓂᖏᖕᓄᑦ ᐊᖏᕈᑎ
ᐊᑎᓕᐅᖅᑕᐅᓯᒪᕗᖅ
ᕚᐸᓐᓛᓐ−ᒃᑯᓐᓄᑦ
ᐊᒻᒪᓗ ᕚᐸᓐᓛᓐ−ᒃᑯᑦ

ᓴᕕᕋᔭᒃᓴᓂᑦ
ᐊᒥᓲᓂᖅᓴᓂᑦ
ᐅᔭᕋᓐᓂᐊᕈᒪᔾᔪᑎ −
ᐊᖏᖅᑕᐅᔭᕆᐊᓕᒃ

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The Mary River Mine
ᓄᓘᔮᖕᓂᐅᔭᕋᖕᓂᐊᕐᕕᒃ

• Implementation of mitigation and management
measures over 6 years of Project operation ᐊᑐᓕᖅᑎᑕᐅᓂᖏᑦ ᐊᒃᑐᐃᓂᖃᑲᒻᒪᔾᔭᐃᕈᑎᒃᓴᑦ ᐊᒻᒪᓗ ᐊᐅᓚᑕᐅᔾᔪᓯᖏᑦ 6 ᐅᖓᑖᓄᑦ ᐱᓕᕆᐊᖅ ᐊᐅᓚᓂᖓᓂᒃ ᑲᒪᒋᔭᐅᓯᒪᓂᖏᑦ

• Baffinland is the largest private employer in the
Qikiqtani region
ᐸᕙᓐᓛᒃᑯᑦ ᐊᖏᓛᖅ ᒐᕙᒪᐅᓇᓂ ᓴᓇᑎᑦᑎᕙᒃᑐᖅ ᕿᑭᖅᑕᓂ

• One of the largest and best iron ore deposits not
only in Canada, but in the entire world
ᐊᖏᓛᖅ ᐊᒻᒪᓗ ᐱᐅᓛᖅ ᓴᕕᕋᔭᒃᓴᖅ
ᐅᔭᕋᖕᓂᐊᖅᑕᐅᔪᖅ ᑲᓇᑕᑐᐃᓐᓇᐅᓐᖏᑦᑐᒥ, ᑭᓯᐊᓂ ᓇᓂᑐᐃᓐᓇᖅ ᓄᓇᕐᔪᐊᒥ

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Current

Operations
ᒫᓐᓇᐊᐅᓚᑕᐅᔪᑦ

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How do we mine?

ᖃᓄᖅ

ᐅᔭᕋᖕᓂᐊᖃᑦᑕᖅᐱᑕ?

1. Ore is blasted at the open pit mine
ᓴᕕᕋᔭᒃᓴᖅ ᖄᖅᑎᑕᐅᕗᖅ ᓄᓇᒥ ᒪᑐᐃᖓᔪᖅ
ᐅᔭᕋᖕᓂᐊᕐᕕᒃ
2. Trucks haul the blasted ore to the crusher

ᐊᒡᔭᖅᑐᖅᑕᐅᕗᖅ ᖄᖅᑎᑕᐅᓯᒪᔪᖅ ᓴᕕᕋᔭᒃᓴᖅ
ᓯᖁᑦᑎᕆᕕᖕᒧᑦ

3. Blasted ore is crushed for transport to the Port
ᖄᖅᑎᑕᐅᓯᒪᔪᖅ ᓴᕕᕋᔭᒃᓴᖅᓯᖁᑦᑎᖅᑕᐅᕗᖅ
ᐊᒡᔭᖅᑕᐅᓂᐊᕐᒪᑦ ᕿᑦᖑᐊᓄᑦ

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Lump ore / ᐊᑕᐅᑦᑎᒦᑦᑐᖅ ᓴᕕᕋᔭᒃᓴᖅ Fines / ᒥᑭᓪᓕᖅᑎᑕᐅᓯᒪᔪᑦ ᓯᖁᓪᓗᖅᑕᐅᓂᒃᑯᑦ

4. Trucked to the port site and stored
ᓄᓇᓯᐅᑎᒃᑯᑦ ᐅᓯᔭᐅᔪᑦ ᑐᓚᑦᑕᕐᕕᒻᒧᑦ ᐊᒻᒪᓗ ᑐᖅᑯᖅᑕᐅᓪᓗᑎᑦ
A ship loader is used to load iron ore on ships
ᐅᒥᐊᕐᔪᐊᒧᑦ ᐅᓯᓕᖅᓲᑎᑦ ᐊᑐᖅᑕᐅᕗᑦ ᐅᓯᓕᖅᓱᖅᑕᐅᓪᓗᓂ ᓴᕕᕋᔭᒃᓴᖅ ᐅᒥᐊᕐᔪᐊᓄᑦ

5. Ore is shipped to our customers worldwide
ᓴᕕᕋᔭᒃᓴᖅ ᐅᒥᐊᕐᔪᐊᓂᑦ ᐅᓯᔭᐅᕗᖅ ᓂᐅᕕᖅᑐᓄᑦ ᓇᒥᑐᐃᓐᓇᖅ ᓄᓇᕐᔪᐊᒥ

How do we mine?

ᖃᓄᖅᐅᔭᕋᖕᓂᐊᖃᑦᑕᖅᐱᑕ?

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Mary River Approved Project and Existing Facilities ᓄᓘᔮᒃ ᐊᖏᖅᑕᐅᓯᒪᔪᖅ ᐅᔭᕋᖕᓂᐊᕐᕕᒃ ᐊᒻᒪᓗ ᒫᓐᓇ ᓇᑉᐸᖅᓯᒪᔪᑦ

Mine Site / ᐅᔭᕋᖕᓂᐊᕐᕕᒃ ᐃᓗᐊ

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Mary River Approved Project and Existing Facilities ᓄᓘᔮᒃ ᐊᖏᖅᑕᐅᓯᒪᔪᖅ ᐅᔭᕋᖕᓂᐊᕐᕕᒃ ᐊᒻᒪᓗ ᒫᓐᓇ ᓇᑉᐸᖅᓯᒪᔪᑦ

Mary River to Milne Port
Tote Road
ᓄᓘᔮᓂ ᕿᙳᐊᓂ
ᑐᓚᑦᑕᕐᕕᒃ ᐅᖁᒪᐃᓐᓂᖅᓴᓄᑦ
ᓄᓇᓯᐅᑎᓄᑦ ᐊᖅᑯᑎ

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Milne Port/ ᕿᑦᖑᐊ ᑭᓴᕐᕕᒃ

Mary River Approved Project and Existing Facilities ᓄᓘᔮᒃ ᐊᖏᖅᑕᐅᓯᒪᔪᖅ ᐅᔭᕋᖕᓂᐊᕐᕕᒃ ᐊᒻᒪᓗ ᒫᓐᓇ ᓇᑉᐸᖅᓯᒪᔪᑦ

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Northern Shipping Route
ᐅᓯᑲᑦᑕᖅᑐᑦ ᐊᖅᑯᑎᖓ
ᐅᐊᖕᓇᖓᒎᓂᖅᓴᖅ

Mary River Approved Project and Existing Facilities ᓄᓘᔮᒃ ᐊᖏᖅᑕᐅᓯᒪᔪᖅ ᐅᔭᕋᖕᓂᐊᕐᕕᒃ ᐊᒻᒪᓗ ᒫᓐᓇ ᓇᑉᐸᖅᓯᒪᔪᑦ

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Key Milestones Since
2019

2019-ᒥᓂᑦ

ᐱᕚᓪᓕᕈᑎᒋᔭᐅᓯᒪᓪᓗᐊᖅᑐᑦ

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Key Milestones Since 2019 2019-ᒥᓂᑦᐱᕚᓪᓕᕈᑎᒋᔭᐅᓯᒪᓪᓗᐊᖅᑐᑦ

November
2019

Response
to NTI
Motion

February
2020

Updated
Technical
Comments
and
Responses

June
2020

Signing of
the Inuit
Certainty
Agreement

September 2020

Technical Meeting,
Community
Roundtable and
Prehearing
Conference

October 2020

Response to
Additional
Information
Requests

December 2020

Response to PHC
Decision Report
and Additional
Updated
Information

January
2020

Community
EA

Workshop

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Key Milestones Since 2019 2019-ᒥᓂᑦᐱᕚᓪᓕᕈᑎᒋᔭᐅᓯᒪᓪᓗᐊᖅᑐᑦ

November
2019

ᓄᕖᕝᕙ
2019

ᖃᓄᐃᓕᐅᕈᑎᖃ
ᕆᐊᕐᓂᖅ
ᓄᓇᕗᑦ
ᑐᙵᕕᒃ
ᑎᒥᖓᑕ
ᐱᖁᔨᕗᖔᕈᑎᓕ
ᐊᕆᓚᐅᖅᓯᒪᔭ
ᖓᓄᑦ

February
2020

ᕖᕝᕗᐊᕆ
2020

ᓄᑖᕈᕆᐊᖅᓯᒪᔪᑦ
ᓱᓇᒃᑯᑖᓕᕆᓂᕐ
ᒧᑦ ᐅᖃᐅᓯᒃᓴᑦ
ᐊᒻᒪᓗ
ᖃᓄᐃᓕᐅᕈᑎᒋ
ᒋᐊᙵᕐᓂᕗᑦ

June
2020

ᔫᓂ 2020

ᐊᑎᓕᐅᖅᑕᐅᓂ
ᖓ ᐃᓄᐃᑦ
ᐃᓚᐅᖃᑕᐅᖏᓐ
ᓇᕐᓂᐊᕐᓂᖏᖕᓄᑦ
ᐊᖏᕈᑎ

September 2020

ᓯᑎᐱᕆ 2020

ᓱᓇᒃᑯᑖᓕᕆᓂᕐᒧᑦ
ᑲᑎᒪᓂᖏᑦ, ᓄᓇᓕᖕᒥᐅᑦ
ᓇᓪᓕᑭᑕᕐᓗᑎᑦ
ᐅᖃᓪᓚᑦᑎᑕᐅᔪᑦ ᐊᒻᒪᓗ
ᓯᕗᓂᐊᒍᑦ
ᓈᓚᒃᑕᐅᓂᐊᖅᑎᓪᓗᒋᑦ
ᕿᒥᕐᕈᔭᐅᓗᑎᑦ
ᑲᑎᒪᕕᔾᔪᐊᕐᓂᖅ

October 2020

ᐊᒃᑑᕝᕙ 2020

ᖃᓄᐃᓕᐅᕈᑎᖃᕆᐊᕐ
ᓂᖅ
ᑐᑭᓯᒋᐊᕈᑎᒃᑲᓐᓂᕐᓂᒃ
ᑐᒃᓯᕌᕆᔭᐅᓯᒪᔪᓄᑦ

December 2020

ᑎᓯᐱᕆ 2020

ᖃᓄᐃᓕᐅᕈᑎᖃᕆᐊᕐᓂᖅ
PHC
ᐃᓱᒪᓕᐅᕈᑕᐅᓯᒪᓂᖏᑦᑕ
ᐅᓂᒃᑳᖓᓄᑦ ᐊᒻᒪᓗ
ᓄᑖᕈᕆᐊᖅᓯᒪᔪᑦ
ᑐᑭᓯᒋᐊᕈᑎᒃᑲᓐᓂᐅᔪᓄᑦ

January
2020

ᔮᓐᓄᐊᕆ
2020

ᓄᓇᓕᖕᓂ EA
ᑲᑎᒪᑎᑕᐅᓂᖏᑦ

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Additional Submissions to NIRB

and Technical Comment

ᑐᓂᔭᐅᒃᑲᓐᓂᖅᑐᑦ ᓄᓇᕗᒻᒥᐊᕙᑎᓕᕆᔨᒃᑯᑦ ᑲᑎᒪᔨᖏᖕᓄᑦᐊᒻᒪᓗ

ᓱᓇᒃᑯᑖᓕᕆᓂᕐᒧᑦ ᐅᖃᐅᓯᒃᓴᕆᔭᐅᓯᒪᔪᓄᑦ

• Project Description Overview
ᐱᓕᕆᐊᑉ ᓇᓗᓇᐃᔭᖅᓯᒪᓂᖏᑦᑕ

ᐅᖃᐅᓯᕆᔭᐅᓂᖏᑦ

• Deferred Responses from Public Hearing
ᐅᖓᕙᕆᐊᖅᓯᒪᔪᑦ ᑭᐅᔾᔪᑎᕗᑦ ᑐᓴᖅᑕᕕᓂᑦᑎᓐᓂᒃ

ᐃᓄᓕᒫᖅᑎᑦᑎᓚᐅᖅᑎᓪᓗᑕ

• Summary of 2019 Marine Monitoring
2019−ᒥ ᓇᐃᓈᖅᓯᒪᓂᖏᑦ ᐃᒪᑉ ᐅᐊᑦᑎᔭᐅᓂᖓᓂᒃ

• Updated Ballast Water Modelling
ᓄᑖᕈᕆᐊᖅᓯᒪᔪᑦ ᐃᒪᕐᒨᖅᑲᐃᓗᐊᕐᔭᐃᖅᓯᒪᖁᓪᓗᑕ ᐋᖅᑭᓱᖅᓯᒪᓂᖏᑦ

• Operational Flexibility Memo
ᐊᐅᓚᑦᑎᓂᕐᒧᑦ ᐊᓯᔾᔩᒍᓐᓇᕈᑎᕗᑦ
ᑐᑭᓯᑎᑦᑎᒋᐊᕈᑎ

• Black Carbon Mitigation Measures Memo
ᐊᓂᕐᓂᒨᖅᑲᐸᓪᓕᐊᔪᑦ ᐳᔪᕐᓗᒃ
ᐊᒃᑐᐃᓂᖃᑲᒻᒪᔾᔭᐃᑎᑦᑎᓂᕗᑦ ᑐᑭᓯᑎᑦᑎᒋᐊᕈᑎ

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Additional Submissions to NIRB

and Technical Comment

ᑐᓂᔭᐅᒃᑲᓐᓂᖅᑐᑦ ᓄᓇᕗᒻᒥᐊᕙᑎᓕᕆᔨᒃᑯᑦ ᑲᑎᒪᔨᖏᖕᓄᑦᐊᒻᒪᓗ

ᓱᓇᒃᑯᑖᓕᕆᓂᕐᒧᑦ ᐅᖃᐅᓯᒃᓴᕆᔭᐅᓯᒪᔪᓄᑦ

• Summary of Significance Determinations ᓇᐃᓈᖅᓯᒪᓂᖏᑦ ᐱᕐᔪᐊᑦ ᐋᖅᑭᒃᑕᕕᓃᑦ
ᖃᐅᔨᓴᓚᐅᖅᑎᓪᓗᑕ

• Summary of Phase 2 Socio-Economic Monitoring ᓇᐃᓈᖅᓯᒪᓂᖏᑦ ᑭᖑᓪᓕᕐᒥᒃ
ᐱᕙᓪᓕᐊᒍᑎᒋᔭᐅᓂᖓᓄᑦ ᐃᓅᓯᕐᒧᑦ−ᐱᕙᓪᓕᐊᓂᕐᒧᑦ ᐅᐊᑦᑎᔭᐅᔾᔪᑎᖏᑦ

• Multiple updates regarding consultation and commitments

ᐊᒥᓱᑦ ᑐᓴᕆᐊᖅᑎᑦᑎᔾᔪᑏᑦ
ᖃᓄᐃᓕᐅᖅᓯᒪᓕᕐᓂᑦᑎᓐᓂᒃ
ᑐᓴᕆᐊᕐᕕᖃᓚᐅᖅᑎᓪᓗᑕ ᐊᒻᒪᓗ
ᑲᒪᒋᔭᖃᕐᓂᐊᕐᓂᕋᓚᐅᖅᑎᓪᓗᑕ

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Phase 2 Proposal
ᐊᖏᒡᓕᒋᐊᖅᑕᐅᔪᒪᔪᖅ 2

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Project expansion is necessary to ensure
ᑕᓐᔅᐊᒻᒪᓗ ᐅᓯᑲᖅᑕᖅᑐᑦ ᐅᒥᐊᔪᐊᑦ ᐅᓄᖅᓯᒋᐊᕐᓗᑎᒃᐃᒪᓐᓇᐅᔪᓐᓇᕐᓂᐊᕐᒪᑕ

Financial stability
ᐱᕈᕐᓗᑎᒃ ᐃᑲᔫᓯᐊᖅᑖᕈᓐᓇᐅᑎᖏᑦ ᓄᓇᓕᖕᓄᑦ

Sustained and growing benefits for communities
ᑮᓇᐅᔭᒃᓴᖃᑦᑎᐊᓕᕐᓗᑎᒃ

Enhanced operational design to minimize Project impacts
ᐱᐅᓯᑎᑕᐅᓯᒪᔪᑦ ᐊᐅᓚᑦᑎᓂᕐᒧᑦ ᐋᖅᑭᓱᖅᓯᒪᓂᖏᑦ ᐱᓕᕆᐊᖃᖅᑎᓪᓗᑕ
ᐊᑦᑐᐃᓂᖃᓗᐊᕐᔭᐃᒍᑎᒋᒐᔭᖅᑕᕗᑦ

Phase 2 Project – Purpose and Need
ᐊᖏᒡᓕᒋᐊᖅᑕᐅᓂᖓ 2 ᐅᔭᕋᖕᓂᐊᕐᕕᒃ -

ᐱᔾᔪᑖᐊᒻᒪᓗᑭᖒᒪᓇᖅᑐᖅᐱᔭᕆᐊᖃᖅᑐᖅ

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VIDEO: Phase 2 Information

ᑕᕐᕆᔭᕐᓗᓯ: ᐊᖏᒡᓕᒋᐊᖅᑕᐅᓂᖓᑕ 2 ᖃᐅᔨᒪᓂᐊᖅᑕᓯ

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Phase 2 Project – Major Components

ᐊᖏᒡᓕᒋᐊᖅᑕᐅᓂᖓ 2 ᐅᔭᕋᖕᐊᕐᕕᒃ -

ᐊᖏᔪᑦᐃᓚᖏᑦ

Mine Site
ᐅᔭᕋᖕᓂᐊᕐᕕᒃ

1 2

3 4

Terrestrial
Transportation Corridor
ᐃᖏᕐᕋᔾᔪᑎᑦ

Milne Port
ᕿᑦᖑᐊᓂ ᑐᓚᒃᑕᕐᕕᒃ

Shipping
ᐅᒥᐊᕐᔪᐊᑦ ᐅᓯᑲᖅᑕᖅᑐᑦ

1

2

2

4

3

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Key Facts – Highlights ᓱᓕᔪᑦ –ᖃᓄᐃᓕᐅᖅᑕᐅᓯᒪᔪᓂᑦ ᓱᓕᔪᑦ - ᐃᒪᐃᓕᐅᖅᓯᒪᔪᑦ

Approved Project (AP) Phase 2 Difference

MINE SITE

Waste Rock (LOM) 640 Mt No Change No Change
Fuel Storage AD 15 MI 45 MI 30 MI (2x15 MI tanks)
Accommodations 1,200 (800 permanent) 1200 (800 permanent) No Change
NORTH TRANSPORTATION

Railway PDA N/A 1384 ha; 110 km line / 1384 ha; 110 km line /

Railway transits (2 vs 3 trains) N/A 5-8 5-8
Temporary Camps and Capacity N/A 3 x 85 3 x 85
MILNE PORT

Milne Port PDA (land) 224 ha 415 ha 191 ha
Power Generation – Diesel (Milne) 9.5 MW installed 22 MW installed 12.5 MW installed

Accommodations 500 operations / 225 construction / 710 operation / 300 construction / 210 operation / 75 construction /

# of vessels 55 (ERP) / 83 (PIP) 176 121 (ERP) / 93 (PIP)
EMPLOYMENT

Employment 420 (ERP Prediction) / 1181 (2017

Actual)

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Key Facts – Highlights ᓱᓕᔪᑦ –ᖃᓄᐃᓕᐅᖅᑕᐅᓯᒪᔪᓂᑦ ᓱᓕᔪᑦ - ᐃᒪᐃᓕᐅᖅᓯᒪᔪᑦ
ᐊᖏᖅᑕᐅᓯᒪᔪᖅᐅᔭᕋᖕᓂᐊᕐᕕᒃ ᐊᖏᒡᓕᒋᐊᖅᑕᐅᓂᖓ 2 ᐊᔾᔨᒌᓐᖏᓐᓂᖏᒃ

ᐅᔭᕋᖕᓂᐊᕐᕕᒃ ᐃᓗᐊ

ᐅᔭᖃᑦ ᐊᑑᑎᖃᓐᖏᑦᑐᑦ ᐃᒋᑕᑦ (LOM) 640 ᒥᒐ ᑕᓐᔅ ᐊᓯᑦᔨᓐᖏᑦᑐᖅ ᐊᓯᑦᔨᓐᖏᑦᑐᖅ
ᐅᖅᓱᐊᓗᖃᐃᑎ AD 15 MI 45 MI 30 Ml (2x15Ml ᖃᑦᑕᐅᔭᕐᔪᐊᑦ)
ᓯᓂᒡᕕᑦ 1,200 (800 ᐊᑕᐃᓐᓇᖅᑐᑦ) 1,200 (800 ᐊᑕᐃᓐᓇᖅᑐᑦ) ᐊᓯᑦᔨᓐᖏᑦᑐᖅ

ᐅᑭᐅᖅᑕᖅᑐᒥ ᐅᓯᑲᖅᑕᖅᑐᓄᑦ ᓱᓪᓗᐊᓗᒃ

ᓄᓇᓯᐅᑎᑯᑖᑉᐊᖅᑯᑖᐲᑏᐃᐊᑉ ᐱᑕᖃᓐᖏᑦᑐᖅ 1384 ha; 110 ᑭᓚᒦᑕᔅ ᑕᑭᑎᒋᓂᖓᒍᑦ 1384 ha; 110 ᑭᓚᒦᑕᔅ ᑕᑭᑎᒋᓂᖓᒍᑦ
ᓄᓇᓯᐅᑎᑯᑖᑦᐃᖏᕋᓂᖏᑦ (ᒪᕐᕈᐃᖅᓱᕐᓗᑎᒃ
ᐱᖓᓱᐊᖅᑎᕐᓗᑎᒡᓘᓐᓃᑦ)

ᐱᑕᖃᓐᖏᑦᑐᖅ 5-8 5-8

ᓄᓇᖃᕐᕕᐅᓚᐅᑲᒃᑐᑦ ᐃᖅᑲᓇᐃᔭᖅᑏᓪᓗ ᐱᑕᖃᓐᖏᑦᑐᖅ 3 x 85 3 x 85
ᕿᑦᖑᐊᓂ ᑭᓴᕐᕕᒃ
ᕿᑦᖑᐊᑕ ᑭᓴᕐᕕᒃ PDA (ᓄᓇᒥ) 224 ha 415 ha 191 ha
ᐃᑯᒪᖃᖅᑐᖅ –ᑏᓱ (ᕿᑦᖑᐊᓂ) 9.5 MW ᐃᓕᐅᖃᖅᓯᒪᔪᑦ 22 MW ᐃᓕᐅᖃᖅᓯᒪᔪᑦ 12.5 MW ᐃᓕᐅᖃᖅᓯᒪᔪᑦ

ᓯᓂᒡᕕᑦ 500 ᐊᐅᓚᑦᑎᔪᓄᑦ/225 ᐃᒡᓗᓕᐅᖅᑎᑦ 710 ᐊᐅᓚᑕᒧᑦ/300 ᐃᒡᓗᓕᐅᖅᑎᑦ 210 ᐊᐅᓚᑕᒧᑦ/75 ᐃᒡᓗᓕᐅᖅᑎᑦ
ᖃᑦᓯᐅᓂᖏᑦ ᐅᒥᐊᕐᔪᐊᑦ 55 (ERP) / 83 (PIP) 176 121 (ERP) / 93 (PIP)
ᐃᖅᑲᓇᐃᔭᖅᑎᑦᑎᓂᖅ

ᐃᖅᑲᓇᐃᔭᖅᑎᑦᑎᓂᖅ 420 (ERP ᓂᕆᐅᒋᔭᑦ) /1181 (2017
ᑕᐃᒪᓐᓇᐃᓪᓚᑖᖅᑐᖅ)

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Phase 2 Mining Process ᐊᖏᒡᓕᒋᐊᖅᑕᐅᓂᖓ 2 ᐅᔭᕋᖕᓂᐊᖅᑐᑦᐱᕙᓪᓕᐊᓂᕆᔭᖏᑦ

1. Ore is blasted at the open pit mine
ᓴᕕᕋᔭᒃᓴᖅ ᖄᖅᑎᑕᐅᕗᖅ ᓄᓇᒥ ᒪᑐᐃᖓᔪᖅ ᐅᔭᕋᖕᓂᐊᕐᕕᒃ

2. Trucks haul the blasted ore to the crusher
ᐊᒡᔭᖅᑐᖅᑕᐅᕗᖅ ᖄᖅᑎᑕᐅᓯᒪᔪᖅ ᓴᕕᕋᔭᒃᓴᖅ ᓯᖁᑦᑎᕆᕕᖕᒧᑦ

3. Blasted ore is crushed for transport to the Port
ᖄᖅᑎᑕᐅᓯᒪᔪᖅ ᓴᕕᕋᔭᒃᓴᖅ ᓯᖁᑦᑎᖅᑕᐅᕗᖅ ᐊᒡᔭᖅᑕᐅᓂᐊᕐᒪᑦ ᕿᑦᖑᐊᓄᑦ

4. Ore is delivered to the Port by Rail, crushed to size and stored
ᓴᕕᕋᔭᒃᓴᖅ ᐅᓯᔭᐅᕗᖅ ᕿᑦᖑᐊᓄᑦ ᓄᓇᓯᐅᑎᑯᑖᒃᑯᑦ

5. A shiploaders are used to load iron ore on ships
ᐅᒥᐊᕐᔪᐊᒧᑦ ᐅᓯᓕᖅᓲᑎᑦ ᐊᑐᖅᑕᐅᕗᑦ ᐅᓯᓕᖅᓱᖅᑕᐅᓪᓗᓂᓴᕕᕋᔭᒃᓴᖅ ᐅᒥᐊᕐᔪᐊᓄᑦ

6. Ore is shipped to our customers worldwide
ᓴᕕᕋᔭᒃᓴᖅ ᐅᒥᐊᕐᔪᐊᓂᑦ ᐅᓯᔭᐅᕗᖅ ᓂᐅᕕᖅᑐᓄᑦ ᓇᒥᑐᐃᓐᓇᖅ ᓄᓇᕐᔪᐊᒥ

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Current
Infrastructure
ᒫᓐᓇᒃᑯᑦ
ᓱᓇᒃᑯᑖᒻᒪᕇᑦ

Mine
Site
ᐅᔭᕋᖕᓂ
ᐊᕐᕕᒃ

Phase 2
Infrastructure
ᐱᓕᕆᓂᐅᑉ ᒪᕐᕈᐊᓂ

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Northern
Transportation
Corridor
ᐅᑭᐅᖅᑕᖅᑐᒥ
ᐅᓯᑲᖅᑕᕐᕕᐅᔪᖅ
ᐊᖁᑎ ᓱᓪᓗᐊᓗᑦ

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Phase 2 - Improved Design
Haul trucks replaced by train
ᑭᖑᓪᓕᕐᒥᒃᐱᕙᓪᓕᐊᒍᑎᒋᔭᐅᓂᖓ −

ᐱᐅᓯᕚᓪᓕᖅᓯᒪᔪᑦ ᓴᓇᔭᐅᓯᒪᓂᖏᑦ ᐅᓯᑲᖅᑕᐅᑏᑦ ᓄᓇᓯᐅᑏᑦᐊᓯᔾᔨᖅᑕᐅᓗᑎᑦ ᓄᓇᒃᑰᕈᑎᑯᑖᕐᓄᑦ

• Less dust generated along the Tote Road
ᐳᔪᑭᓐᓂᖅᓴᐅᓕᕐᓗᓂ ᐅᓯᑲᖅᑕᕐᕕᐅᔪᖅ ᐊᖁᑎ
• Less greenhouse gas emissions per tonne
ᐱᑕᖃᓐᖏᓂᖅᓴᐅᓗᓂ ᒑᓯᕐᓗᒃ ᓯᐊᕿᔪᖅ ᑕᓐᔅ-ᑎᒍᑦ
• Less activity and disturbance to wildlife along the
transportation corridor
ᐊᑐᖅᑕᐅᓐᖏᓂᖅᓴᐅᓕᕐᓗᓂ ᐊᒻᒪᓗ ᐸᒡᕕᒋᓐᖏᓂᖅᓴᐅᓕᕐᓗᑎᒃ ᓂᕐᔪᑎᓂᒃ ᑕᒫᓂ ᐅᓯᑲᖅᑕᖅᑐᑦ ᐊᖁᑖᓂ ᓱᓪᓗᐊᓗᖕᒥ

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VIDEO: Rail simulation ᑕᕐᕆᔭᕐᓗᓯ: ᓄᓇᓯᐅᑎᑯᑖᒃᐃᖏᕐᕋᔪᖅ

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Milne Port
ᕿᑦᖑᐊᓂ
ᑐᓚᒃᑕᕐᕕᒃ

Current
Infrastructure
ᒫᓐᓇᒃᑯᑦ
ᓱᓇᒃᑯᑖᒻᒪᕇᑦ

Phase 2
Infrastructure
ᐱᓕᕆᓂᐅᑉ ᒪᕐᕈᐊᓂ

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Milne Port

Phase 2 Project ᕿᙳᐊᑉ ᑐᓚᒃᑕᕐᕕᖓ
Mary River
Marine
Transportation
Corridor
ᐊᖏᒡᓕᒋᐊᖅᑕᐅᓂᖓ
2 ᐅᔭᕋᖕᓂᐊᕐᕕᒃ

ᓄᓘᔮᖕᓂᑕᕆᐅᕐᒥ
ᐅᓯᑲᖅᑕᕐᓂᖏᑦᑕ

ᓱᓪᓗᐊᐊᖁᑖ

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Vessel (Phase 2)
ᐅᒥᐊᕐᔪᐊᖅ

(ᐊᖏᓕᒋᐊᖅᑕᐅᔪᒪᓂᖓ
2-ᒥ)

July / ᔪᓚᐃ August / ᐋᒡᒌᓯ September /

ᓯᑎᐱᕆ

October /
ᐆᑦᑑᐱᕆ Total / ᑲᑎᓪᓗᒋᑦ

Ore Carriers
ᐅᔭᕋᒃᓴᓂᒃ

ᐅᓯᖃᖅᑕᖅᑏᑦ

22 62 60 32 176

Other Project Vessels
ᐊᓯᖏᑦ ᐱᓕᕆᐊᖑᔪᑦ 12 6 6 8 32
Total

ᑲᑎᓪᓗᒋᑦ 34 68 66 40 208
Daily Avg/Mth
ᖃᐅᑕᒫᓐ/ᑕᖅᑭᑕᒫᓐ
ᐊᑯᓂᐅᓂᖓ

2.3 2.2 2.2 1.3 1.7

Shipping Activity Overview - # of Vessels
ᐅᒥᐊᕐᔪᐊᑦ ᐅᓯᖃᖅᑕᖅᑐᑦ ᖃᓄᐃᓕᖓᓂᖓ - ᐅᓄᕐᓂᖏᑦ ᐅᒥᐊᕐᔪᐊᑦ

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Panamax

Post- Panamax

Capesize

Similar size to Crystal Serenity cruise ship / ᐊᒃᑎᒋᓂᖓᐊᔾᔨᖃᖅᑐᖅ Crystal Serenty ᐅᒥᐊᕐᔪᐊᖓᑐᑦ

Shipping Activity Overview – Vessel Size

ᐅᒥᐊᕐᔪᐊᑦ ᐊᖏᓕᕇᑦ

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Nunavut

• Total (life of mine) revenues generated for the
Government of Nunavut: $680 million

• Average annual increase in government revenues: 26.1%
• Average annual value of exports: $1.1 billion. This is more
than double the value of Nunavut’s 2015 exports

Projected Economic Benefits from the Project – Taxes and GDP
Nunavut

NTI Canada

QIA

Economic Benefit

Nunavut Canada NTI QIA

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• ᑲᑎᓕᒫᖅᖢᒋᑦ (ᐊᑯᓂᐅᓂᖓ ᐅᔭᕋᓐᓂᐊᕋᔭᕐᓗᑎᑦ) ᑮᓇᐅᔭᑦ
ᐃᓯᖅᐸᓪᓕᐊᔪᑦ ᓄᓇᕗᑦ ᒐᕙᒪᖏᖕᓄᑦ: $680 ᒥᓕᐊᓐ ᑮᓇᐅᔭᑦ
• ᐊᕐᕌᒍᑕᒫᑦ ᐊᒥᓱᕈᖅᐸᓪᓕᐊᖃᑦᑕᕐᓂᖏᑦ ᒐᕙᒪᒃᑯᓐᓄᑦ ᑮᓇᐅᔭᑦ ᐃᓯᖅᐸᓪᓕᐊᔪᑦ: 26.1%
• ᐊᕐᕌᒍᑕᒫᑦ ᐊᑭᖏᑦ ᓄᓇᕗᑉ ᑲᓇᑕᓘᓐᓂᑦ ᓯᓚᑖᓅᖅᑎᑦᑎᓗᑕ: $1.1 ᕕᓕᐊᓐ ᑮᓇᐅᔭᑦ. ᒪᕐᕈᐊᖅᑎᒃᑲᓐᓂᒻᒪᕆᑦᑐᑦ ᐊᒥᓲᓂᖏᑦ ᐊᑭᖏᑦᑕ ᓄᓇᕗᒻᒥ 2015-ᖑᑎᓪᓗᒍ
ᐊᐅᓪᓚᑎᑦᑎᓂᕆᓚᐅᖅᓯᒪᔭᖏᑦ ᐅᔭᕋᓐᓂᐊᖅᑕᐅᓯᒪᔪᓂᑦ

ᐱᕚᓪᓕᕈᑎᒃᓴᕆᔭᐅᓂᐊᕋᓱᒋᔭᐅᔪᑦᐃᑲᔫᑏᑦ ᐱᓕᕆᐊᕐᒦᙶᕐᓗᑎᑦ − ᑖᒃᓯᔅᐊᒻᒪᓗ ᑮᓇᐅᔭᓕᐅᕈᓐᓇᕐᓂᖏᑦ ᓄᓇᓕᕐᔪᐊᑦ

ᐱᕙᓪᓕᐊᑎᑦᑎᓂᖏᖕᓂᒃ

ᓄᓇᕗᑦ

ᑲᓇᑕ

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ᕿᑭᖅᑕᓂ ᐃᓄᐃᑦ
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ᐱᕙᓪᓕᐊᔪᓕᕆᓂᕐᒧᑦ ᐃᑲᔫᑎᖏᑦ

ᓄᓇᕗᑦ
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ᓄᓇᕗᑦ ᑐᙵᕕᒃ ᑎᒥᖓᓄᑦ
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Canada

• Total (life of mine) revenues generated for the
Government of Canada: $1.7 billion

• Total Gross Domestic Product (GDP) from Project:
$30.7 billion

Projected Economic Benefits from the Project – Taxes and GDP
Nunavut

NTI Canada

QIA

Economic Benefit

Nunavut Canada NTI QIA

www.baffinland.com 38

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• ᑲᑎᓕᒫᖅᖢᒋᑦ (ᐊᑯᓂᐅᓂᖓ ᐅᔭᕋᓐᓂᐊᕋᔭᕐᓗᑎᑦ) ᑮᓇᐅᔭᑦ
ᐃᓯᖅᐸᓪᓕᐊᔪᑦ ᑲᓇᑕᑉ ᒐᕙᒪᖏᖕᓄᑦ: $1.7 ᕕᓕᐊᓐ ᑮᓇᐅᔭᑦ
• ᑮᓇᐅᔭᓕᐅᕈᓐᓇᕐᓂᖏᑦ ᓄᓇᓕᕐᔪᐊᑦ ᐱᕙᓪᓕᐊᑎᑦᑎᓂᖏᖕᓂᒃ:
$30.7 ᕕᓕᐊᓐ ᑮᓇᐅᔭᑦ.

ᐱᕚᓪᓕᕈᑎᒃᓴᕆᔭᐅᓂᐊᕋᓱᒋᔭᐅᔪᑦᐃᑲᔫᑏᑦ ᐱᓕᕆᐊᕐᒦᙶᕐᓗᑎᑦ − ᑖᒃᓯᔅᐊᒻᒪᓗ ᑮᓇᐅᔭᓕᐅᕈᓐᓇᕐᓂᖏᑦ ᓄᓇᓕᕐᔪᐊᑦ

ᐱᕙᓪᓕᐊᑎᑦᑎᓂᖏᖕᓂᒃ

ᓄᓇᕗᑦ

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ᐱᕙᓪᓕᐊᔪᓕᕆᓂᕐᒧᑦ ᐃᑲᔫᑎᖏᑦ

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ᓄᓇᕗᑦ ᑐᙵᕕᒃ ᑎᒥᖓᓄᑦ
ᕿᑭᖅᑕᓂ ᐃᓄᐃᑦ ᑲᑐᔾᔨᖃᑎᒌᖏᖕᓄᑦ

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Projected Economic Benefits from
the Project – Nunavut Tunngavik Inc.

Total (life of mine) revenues generated for
NTI and QIA: $2.0 billion
• NTI Royalty: $1.4 billion

• 30% - NTI

• 10% - Regional Inuit Associations (each)
• 40% - Regional Inuit Association (each, divided on per capita basis

Nunavut

NTI Canada

QIA

Economic Benefit

Nunavut Canada NTI QIA

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ᓇᓚᐅᒃᑖᖅᑕᐅᓯᒪᓂᖏᑦᐱᕙᓪᓕᐊᓂᕐᒧᑦ ᐃᑲᔫᑎᖏᑦᐱᓕᕆᐊᕐᒦᙶᖅᑐᑦ −
ᓄᓇᕗᑦᑐᙵᕕᒃᑎᒥᖓ

ᑲᑎᓕᒫᖅᖢᒋᑦ (ᐊᑯᓂᐅᓂᖓᐅᔭᕋᓐᓂᐊᕋᔭᕐᓗᑎᑦ) ᑮᓇᐅᔭᑦ
ᐃᓯᖅᐸᓪᓕᐊᔪᑦ ᐅᑯᓄᖓᓄᓇᕗᑦ ᑐᙵᕕᒃᑎᒥᖓᓄᑦᐊᒻᒪᓗ

ᕿᑭᖅᑕᓂᐃᓄᐃᑦᑲᑐᔾᔨᖃᑎᒌᖏᖕᓄᑦ: $2.0 ᕕᓕᐊᓐᑮᓇᐅᔭᑦ
• ᓄᓇᕗᑦ ᑐᙵᕕᒃ ᑎᒥᖓᓄᑦ ᐊᑭᓕᐅᑕᐅᔪᑦ ᓂᐅᕕᖅᑐᖃᖅᑎᓪᓗᒍ

ᓴᕕᕋᔭᒃᓴᓂᑦ: $1.4 ᕕᓕᐊᓐ ᑮᓇᐅᔭᑦ
• 30% − ᓄᓇᕗᑦ ᑐᙵᕕᒃ ᑎᒥᖓ
• 10% − ᐊᕕᑦᑐᖅᓯᒪᔪᓂ ᐃᓄᐃᑦ ᑲᑐᔾᔨᖃᑎᒌᖏᑦ (ᐊᑐᓂ)
• 40% − ᐊᕕᑦᑐᖅᓯᒪᔪᓂ ᐃᓄᐃᑦ ᑲᑐᔾᔨᖃᑎᒌᖏᑦ (ᐊᑐᓂ,
ᐊᕕᑦᑐᖅᑕᐅᓪᓗᑎᑦ ᑐᙵᕕᒋᓪᓗᒋᑦ ᐃᓄᖏᑕ ᐊᒥᓲᓂᖏᑦ)

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Projected Economic Benefits
from the Project –
Qikiqtani Inuit Association

Total (life of mine) revenues generated for NTI and QIA: $2.0 billion
• QIA IIBA Royalty: Close to $1 billion
• Growth in royalty payments from 1.19% to 3% over 6 years
• Community Direct Benefits

Nunavut

NTI Canada

QIA

Economic Benefit

Nunavut Canada NTI QIA

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ᑲᑎᓕᒫᖅᖢᒋᑦ (ᐊᑯᓂᐅᓂᖓᐅᔭᕋᓐᓂᐊᕋᔭᕐᓗᑎᑦ) ᑮᓇᐅᔭᑦ
ᐃᓯᖅᐸᓪᓕᐊᔪᑦ ᐅᑯᓄᖓᓄᓇᕗᑦ ᑐᙵᕕᒃᑎᒥᖓᓄᑦᐊᒻᒪᓗ

ᕿᑭᖅᑕᓂᐃᓄᐃᑦᑲᑐᔾᔨᖃᑎᒌᖏᖕᓄᑦ: $2.0 ᕕᓕᐊᓐᑮᓇᐅᔭᑦ
• ᕿᑭᖅᑕᓂ ᐃᓄᐃᑦ ᑲᑐᔾᔨᖃᑎᒌᖏᑦ ᐃᓄᐃᑦ ᐊᑦᑐᖅᑕᐅᓂᖏᖕᓄᑦ ᐊᒻᒪᓗ ᐱᕚᓪᓕᕈᑎᒃᓴᖏᖕᓄᑦ ᐊᖏᕈᑎ ᓂᐅᕕᖅᑐᖃᓚᐅᖅᑎᓪᓗᒍ ᐅᔭᕋᓐᓂᐊᖅᑕᕕᓂᕐᓂᑦ ᐊᑭᓕᐅᑏᑦ: ᖃᓂᒋᔭᖏᑦ $1 ᕕᓕᐊᓐ ᑮᓇᐅᔭᑦ

• ᐱᕈᖅᐸᓪᓕᐊᓂᖏᑦ ᓂᐅᕕᖅᑐᖃᓚᐅᖅᑎᓪᓗᒍ ᐅᔭᕋᓐᓂᐊᖅᑕᕕᓂᕐᓂᑦ

ᐊᑭᓕᐅᑎᒋᔭᑦ 1.19%−ᓂᑦ ᑎᑭᖦᖢᒍ 3% 6 ᐊᕐᕌᒍᑦ ᐅᖓᑖᓄᑦ
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ICA Milestonewww.baffinland.com 43

Phase 2 - Process and Commissioning

• NIRB Recommendation/Ministerial Decision

• Company Construction Decision

• Post-NIRB Environmental Permitting

• Predevelopment & Construction

• Ore Hauling by Train

• 6 Mtpa Shipping Season

• 12 Mtpa Shipping Season

• Community Tote Road use

• CRLU Assessment Complete

• Pond Inlet Country Food Baseline

• QIA Community Benefits Policy

• Inuit Stewardship Plan

- Committee’s and Monitoring Programs

- Implementation

• Management Plans finalized

• Inuit Water Quality Monitoring

- Program Development

- Implementation

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2021 2022 2023 2024

Assessment, Permitting and Predevelopment Construction Phase 2 Operations

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ᑭᖑᓪᓕᕐᒥᒃ ᐱᕙᓪᓕᐊᒍᑎᒋᔭᐅᓂᖓ − ᐊᐅᓚᑦᑎᒍᓯᖏᑦ ᐊᒻᒪᓗ ᐱᒋᐊᖅᑎᑕᐅᓂᖓ ᐅᔭᕋᓐᓂᐊᕐᕕᒃ

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2021 2022 2023 2024

ᓴᓇᓂᖏᑦ ᖃᐅᔨᓴᖅᑕᐅᓂᖏᑦ, ᐱᓕᕆᔪᓐᓇᐅᑎᑖᖅᑎᑕᐅᓂᖏᑦ ᐊᒻᒪᓗ ᓯᕗᓂᐊᒍᑦ ᐱᕙᓪᓕᐊᑎᑕᐅᔾᔪᑎᖏᑦ ᑭᖑᓪᓕᕐᒥᒃ ᐱᕙᓪᓕᐊᒍᑎᒋᔭᐅᓂᖓᑕ ᐊᐅᓚᑕᐅᓂᖏᑦ

• ᓄᓇᕗᒻᒥ ᐊᕙᑎᓕᕆᔨᒃᑯᑦ ᑲᑎᒪᔨᖏᑦᑕ ᐊᑐᓕᖁᔭᖏᑦ/

ᒥᓂᔅᑕᐅᑉ ᐃᓱᒪᓕᐅᕈᑎᖓ

• ᑲᒻᐸᓂᐅᔪᖅ ᓴᓇᓂᐊᕐᓂᖓᓄᑦ ᐃᓱᒪᓕᐅᕐᓂᖏᑦ

• ᑭᖑᓂᐊᒍᑦ ᓄᓇᕗᒻᒥ ᐊᕙᑎᓕᕆᔨᒃᑯᑦ ᑲᑎᒪᔨᖏᑦᑕ

ᐊᕙᑎᒥ ᐱᓕᕆᐊᖃᕈᓐᓇᖅᑎᑦᑎᓂᖏᑦ

• ᓯᕗᓂᐊᒍᑦ ᐱᕙᓪᓕᐊᒍᑎᒋᔭᐅᓂᖏᑦᑕ & ᓴᓇᔭᐅᓂᖓ

• ᐅᔭᕋᓐᓂᐊᖅᑕᐅᔪᑦ ᓴᕕᕋᔭᒃᓴᑦ ᐅᓯᔭᐅᓂᖏᑦ

ᓄᓇᒃᑰᕈᑎᑯᑖᒃᑯᑦ

• 6 Mtpa ᐅᓯᑲᑦᑕᕐᓇᐅᑎᓪᓗᒍ

• 12 Mtpa ᐅᓯᑲᖅᑕᕐᓇᐅᑎᓪᓗᒍ

• ᓄᓇᓕᓐᓂ ᐅᖁᒪᐃᑦᑐᓄᑦ ᓄᓇᓯᐅᑎᓄᑦ ᐊᖅᑯᑎ

ᐊᑐᖅᑕᐅᓂᖓ

• ᐃᓕᖅᑯᓯᕐᒨᖓᔪᓂᑦ ᐊᕙᑎᒥᐅᑕᓅᖓᔪᓂᑦ ᐊᒻᒪᓗ ᓄᓇᒥᒃ

ᐊᑐᖃᑦᑕᓂᕐᒨᖓᔪᓂᑦ ᖃᐅᔨᓴᕐᓂᖅ ᐱᔭᕇᖅᑕᐅᓯᒪᔪᖅ

• ᒥᑦᑎᒪᑕᓕᖕᒥᐃᓄᐃᑦᓂᕿᖏᖕᓂᑦᖃᓄᐃᓕᐅᕈᑎᖃᕆᐊᙵᕆᐊᓖᑦ

ᑭᒡᓕᖃᖅᑎᑕᐅᓂᖓᓅᖅᑎᓪᓗᒋᑦᖃᓄᐃᓐᓂᐅᔪᑦᒪᓕᖦᖢᒋᑦ

• ᕿᑭᖅᑕᓂ ᐃᓄᐃᑦ ᑲᑐᔾᔨᖃᑎᒌᖏᑦ ᓄᓇᓕᖕᓄᑦ

ᐃᑲᔫᑎᒋᒋᐊᓕᖏᑦᑕ ᐊᑐᐊᒐᖓ

• ᐃᓄᐃᑦ ᐸᐸᑦᑎᓂᖏᖕᓄᑦ ᐸᕐᓇᐅᑎ

- ᑲᑎᒪᔨᕋᓛᑦ ᐊᒻᒪᓗ ᐅᐊᑦᑎᓂᕐᒧᑦ ᐱᓕᕆᐊᑦ

- ᐊᑐᓕᖅᑎᑦᑎᓂᖏᑦ

• ᐊᐅᓚᑦᑎᓂᕐᒧᑦ ᐸᕐᓇᐅᑏᑦ ᐱᔭᕇᖅᑕᐅᔪᑦ

• ᐃᓄᐃᑦ ᐃᒥᕐᒥᒃ ᐱᐅᔫᓂᖏᖕᓂᒃ ᖃᐅᔨᓴᖃᑦᑕᕐᓂᖏᑦ

- ᐱᓕᕆᐊᖅ ᐱᕙᓪᓕᐊᒍᑎᒋᔭᐅᓂᖓ

- ᐊᑐᓕᖅᑎᑕᐅᓂᖓ

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• CRLU Assessment Complete

• Pond Inlet Country Food Baseline

• QIA Community Benefits Policy

• Inuit Stewardship Plan

- Committee’s and Monitoring Programs

• Management Plans finalized

• Inuit Water Quality Monitoring

- Program Development

• NIRB Recommendation/Ministerial

Decision

• Company Construction Decision

• Post-NIRB Environmental Permitting

• Predevelopment & Construction

• 6 Mtpa Shipping Season

2021 2022 2023 2024

• Inuit Stewardship Plan

- Implementation

• Inuit Water Quality Monitoring

- Implementation

• Post-NIRB Environmental Permitting

• Predevelopment & Construction

• 6 Mtpa Shipping Season

• Predevelopment & Construction

• Ore Hauling by Train

• 6 Mtpa Shipping Season

• Community Tote Road use

• Ore Hauling by Train

• 12 Mtpa Shipping Season

• Community Tote Road use

Phase 2 - Process and Commissioning

ICA Milestone

• Inuit Stewardship Plan

- Implementation

• Inuit Water Quality Monitoring

- Implementation

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•ᐃᓕᖅᑯᓯᕐᒨᖓᔪᑦ ᐊᕙᑎᒥᐅᑕᓅᖓᔪᓂᑦ ᐊᒻᒪᓗ

ᓄᓇᒥ ᐊᑐᖃᑦᑕᕐᓂᕐᒨᖓᔪᓂᑦ ᖃᐅᔨᓴᕐᓂᖅ

ᐱᔭᕇᖅᑕᐅᓯᒪᔪᖅ

•ᒥᑦᑎᒪᑕᓕᖕᒥ ᐃᓄᐃᑦ ᓂᕿᖏᖕᓂᒃ

ᐊᑐᖃᑦᑕᕈᓐᓇᖁᓪᓗᒋᑦ ᑐᙵᕕᒋᔭᐅᔪᑦ ᖃᐅᔨᓵᖑᔪᑦ

•ᕿᑭᖅᑕᓂ ᐃᓄᐃᑦ ᑲᑐᔾᔨᖃᑎᒌᖏᑕ ᓄᓇᓕᐅᔪᓄᑦ

ᐃᑲᔫᓯᐊᖅᑖᑎᑦᑎᓂᕐᒧᑦ ᐊᑐᐊᒐᖓ

•ᐃᓄᐃᑦ ᐸᐸᑦᑎᔨᐅᔪᑦ ᐸᕐᓇᐅᑎ − ᑲᑎᒪᔨᕋᓛᑦ

ᐊᒻᒪᓗ ᐅᐊᑦᑎᓂᕐᒧᑦ ᐱᓕᕆᐊᖏᑦ

•ᐊᐅᓚᑦᑎᓂᕐᒧᑦ ᐸᕐᓇᐅᑎᖏᑦ ᐱᔭᕇᖅᑕᐅᔪᑦ

•ᐃᓄᐃᑦ ᐃᒥᑉ ᐱᐅᔫᓂᖓᓂᒃ ᐅᐊᑦᑎᖃᑦᑕᕐᓂᖏᑦ −

ᐱᓕᕆᐊᖅ ᐱᕙᓪᓕᐊᒍᑎᒋᔭᐅᓂᖓ

•ᓄᓇᕗᒻᒥ ᐊᕙᑎᓕᕆᔨᒃᑯᑦ ᑲᑎᒪᔨᖏᑦᑕ

ᐊᑐᓕᖁᓯᒪᔭᖏᑦ/ᒥᓂᔅᑕᐅᑉᐃᓱᒪᓕᐅᕈᑎᖓ

•ᑲᒻᐸᓂᐅᔪᖅ ᓴᓇᓂᐊᕐᓂᖓᓄᑦ

ᐃᓱᒪᓕᐅᕈᑕᐅᓯᒪᓂᖓ

•ᓄᓇᕗᒻᒥ ᐊᕙᑎᓕᕆᔨᒃᑯᑦ ᑲᑎᒪᔨᖏᖕᓄᑦ

ᓈᓚᒃᑕᐅᓚᐅᖅᑎᓪᓗᒋᑦ ᐊᕙᑎᓕᕆᔪᓐᓇᕆᐊᕈᑎ

•ᓯᕗᓂᐊᒍᑦ ᐱᕙᓪᓕᐊᓂᐊᕐᓂᖓᓂᒃ & ᓴᓇᔭᐅᓂᖓ

• 6 Mtpa ᐅᓯᑲᑦᑕᕐᓇᐅᑎᓪᓗᒍ

2021 2022 2023 2024

•ᐃᓄᐃᑦ ᐸᐸᑦᑎᔨᐅᔪᑦ ᐸᕐᓇᐅᑎ −

- ᐊᑐᓕᖅᑎᑕᐅᓂᖓ

•ᐃᓄᐃᑦ ᐃᒥᑉ ᐱᐅᔫᓂᖓᓂᒃ ᐅᐊᑦᑎᖃᑦᑕᕐᓂᖏᑦ

- ᐊᑐᓕᖅᑎᑕᐅᓂᖓ

•ᓄᓇᕗᒻᒥ ᐊᕙᑎᓕᕆᔨᒃᑯᑦ ᑲᑎᒪᔨᖏᖕᓄᑦ

ᓈᓚᒃᑕᐅᓚᐅᖅᑎᓪᓗᒋᑦ

•ᓯᕗᓂᐊᒍᑦ ᐱᕙᓪᓕᐊᓂᐊᕐᓂᖓᓂᒃ &

ᓴᓇᔭᐅᓂᖓ

• 6 Mtpa ᐅᓯᑲᑦᑕᕐᓇᐅᑎᓪᓗᒍ

•ᓯᕗᓂᐊᒍᑦ ᐱᕙᓪᓕᐊᓂᐊᕐᓂᖓᓂᒃ &

ᓴᓇᔭᐅᓂᖓ

•ᓴᕕᕋᔭᒃᓴᓂᑦ ᐅᓯᓗᓂ ᓄᓇᒃᑰᕈᑎᑯᑖᒃᑯᑦ

• 6 Mtpa ᐅᓯᑲᑦᑕᕐᓇᐅᑎᓪᓗᒍ

•ᓄᓇᓕᒻᒥ ᓄᓇᓯᐅᑎᓄᑦ ᐅᖁᒪᐃᑦᑐᓄᑦ ᐊᖅᑯᑎ

ᐊᑐᖅᑕᐅᓂᖓ

•ᓴᕕᕋᔭᒃᓴᓂᑦ ᐅᓯᓗᓂ ᓄᓇᒃᑰᕈᑎᑯᑖᒃᑯᑦ

• 12 Mtpa ᐅᓯᑲᑦᑕᕐᓇᐅᑎᓪᓗᒍ

•ᓄᓇᓕᒻᒥ ᓄᓇᓯᐅᑎᓄᑦ ᐅᖁᒪᐃᑦᑐᓄᑦ ᐊᖅᑯᑎ

ᐊᑐᖅᑕᐅᓂᖓ

ᑭᖑᓪᓕᕐᒥᒃ ᐱᕙᓪᓕᐊᒍᑎᒋᔭᐅᓂᖓ − ᐊᐅᓚᑦᑎᒍᓯᖏᑦ ᐊᒻᒪᓗ

ᐱᒋᐊᖅᑎᑕᐅᓂᖓ ᐅᔭᕋᓐᓂᐊᕐᕕᒃ

ICA ᐱᕙᓪᓕᐊᒍᑎᒋᔭᐅᓂᖓᓄᑦ ᓇᓗᓇᐃᒃᑯᑕᖏᑦ

•ᐃᓄᐃᑦ ᐸᐸᑦᑎᔨᐅᔪᑦ ᐸᕐᓇᐅᑎ −

- ᐊᑐᓕᖅᑎᑕᐅᓂᖓ

•ᐃᓄᐃᑦ ᐃᒥᑉ ᐱᐅᔫᓂᖓᓂᒃ ᐅᐊᑦᑎᖃᑦᑕᕐᓂᖏᑦ

- ᐊᑐᓕᖅᑎᑕᐅᓂᖓ

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Operational Flexibility ᐊᐅᓚᑦᑎᓂᕐᒧᑦᐊᓯᔾᔩᒐᓚᒍᓐᓇᕆᐊᖃᕐᓂᕗᑦ

What is Operational Flexibility for Phase 2
ᑭᓲᖕᒪᑦᐊᐅᓚᑦᑎᓂᕐᒧᑦ
ᐊᓯᔾᔩᒐᓚᒍᓐᓇᕆᐊᖃᕐᓂᕗᑦ
ᑭᖑᓪᓕᕐᒥᒃᐱᕙᓪᓕᐊᒍᑎᒋᔭᐅᓂᖓᓂᒃ

• Ability to make up a single or
consecutive years of ore production and transportation shortfalls in a
single subsequent year by up to 20% ᓴᕕᕋᔭᒃᓴᓂᑦ ᐅᔭᕋᓐᓂᐊᕈᓐᓇᕐᓂᖅ
ᐊᑕᐅᓯᕐᒧᑦ ᐊᕐᕌᒍᒧᑦ
ᑭᖑᓕᕇᑦᑐᓄᓪᓘᓐᓃᑦ ᐊᕐᕌᒍᓄᑦ ᐊᒻᒪᓗ
ᐅᓯᑲᖅᑕᖅᑕᐅᒍᓐᓇᙱᑦᑎᓪᓗᒋᑦ
ᑭᖑᓂᐊᓂ ᐊᕐᕌᒍᒥ 20%−ᖏᑦ

12

9.6
8

9.5
9

12

14.4 14.4

11
10.5

12 12 12

14.4
13
12 12

0

2

4

6

8

10

12

14

16

Scenario 1 Scenario 2 Scenario 3 Scenario 4 Scenario 5
Year 1 Year 2 Year 3 Year 4

Maximum 176 ore carrier voyages, 10 ore train trips/day
ᐅᖓᑖᓅᙱᓪᓗᒋᑦ 176 ᓴᕕᕋᔭᒃᓴᑦ ᐅᓯᔭᐅᓂᖏᑦ, 10 ᓴᕕᕋᔭᒃᓴᑦ ᓄᓇᒃᑰᕈᑎᑯᑖᒃᑰᖅᑎᑕᐅᓗᑎᑦ/ᐅᓪᓗᖅᐊᑕᐅᓯᖅ

ᐃᒪᐃᑦᑐᖃᕐᓂᕈᓂ 1 ᐃᒪᐃᑦᑐᖃᕐᓂᕈᓂ 2 ᐃᒪᐃᑦᑐᖃᕐᓂᕈᓂ 3 ᐃᒪᐃᑦᑐᖃᕐᓂᕈᓂ 4 ᐃᒪᐃᑦᑐᖃᕐᓂᕈᓂ 5 ᐊᕐᕌᒍ 1 ᐊᕐᕌᒍ 2 ᐊᕐᕌᒍ 3 ᐊᕐᕌᒍ 4

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Why it is Needed
ᓱᒻᒪᑦ ᐅᐸᓗᖓᐃᖅᓯᒪᔭᕆᐊᖃᕐᒪᖔᑦᑕᑕᐃᒪᓐᓇᐃᓕᐅᕈᓐᓇᕐᓗᑕ

Operational Flexibility ᐊᐅᓚᑦᑎᓂᕐᒧᑦᐊᓯᔾᔩᒐᓚᒍᓐᓇᕆᐊᖃᕐᓂᕗᑦ

• Mining operations experience variability due to
many factors such as ore production, logistics,
weather, environmental constraints and market
demand.
ᐅᔭᕋᓐᓂᐊᕐᓂᕐᒧᑦ ᐊᐅᓚᑦᑎᔪᖃᖅᑎᓪᓗᒍ ᐊᔾᔨᒌᙱᑦᑐᕈᓘᔮᐅᓲᖑᖕᒪᑕ ᐊᔾᔨᒌᒃᓴᐃᓐᓇᖃᑦᑕᕋᑎᑦ ᐊᒥᓱᑦ ᐱᔾᔪᑏᑦ ᐱᓪᓗᒋᑦ ᓲᕐᓗᒃ
ᐅᔭᕋᓐᓂᐊᖅᑕᐅᓪᓚᑦᑖᕐᓂᖏᑦ ᓴᕕᕋᔭᒃᓴᑦ, ᓱᓇᒃᑯᑖᓕᕆᔾᔪᑕᐅᓂᖏᑦ ᐅᐸᓗᖓᐃᖅᑕᐅᔭᕆᐊᓖᑦ, ᓯᓚ, ᐊᕙᑎ ᐱᓪᓗᒍ ᑭᒡᓕᖃᖅᑎᑦᑎᔪᑦ ᐊᒻᒪᓗ ᓂᐅᕕᐊᕆᔭᐅᔪᒪᓂᖏᑦ.

• Flexibility is required so that when the actual operating conditions reduce how much ore can be mined, transported and shipped, Baffinland can make up for these reductions in future years. ᐊᓯᔾᔨᒐᓚᒃᑕᐅᔭᕆᐊᖃᓲᑦ ᐸᕐᓇᐅᑕᐅᓯᒪᔾᔪᑎᖏᑦ ᐊᐅᓚᑦᑎᑦᑎᑎᓪᓗᑕ ᖃᑦᑏᓐᓇᕈᕆᐊᖅᑎᑕᐅᒍᑎᑦ
ᓴᕕᕋᔭᒃᓴᑦ ᐅᔭᕋᓐᓂᐊᖅᑕᐅᔪᓐᓇᖅᑎᓪᓗᒋᑦ, ᓄᓇᓯᐅᑎᒃᑰᕈᑕᐅᓗᑎᑦ, ᐊᒻᒪᓗ ᐅᓯᑲᖅᑕᖅᑕᐅᓗᑎᑦ, ᕚᐸᓐᓛᓐ−ᒃᑯᑦ ᑕᒪᒃᑯᓂᖓ ᖃᑦᑏᓐᓇᕈᕆᐊᖅᑐᕕᓂᐅᔪᓂᑦ ᐅᔭᕋᓐᓂᐊᓂᖅᓴᐅᒍᓐᓇᓛᕐᒪᑕ ᓯᕗᓂᒃᓴᒥ ᐊᕐᕌᒎᓛᖅᑐᓂᑦ.

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• The area of disturbance (PDA) will not be increased as a result of Operational Flexibility activities
ᓄᓇ ᐸᕝᕕᓴᒃᑕᐅᓂᖓ ᐊᖏᓪᓕᒋᐊᕋᔭᙱᓚᖅ ᐊᐅᓚᑦᑎᓂᕐᒧᑦ ᐊᓯᔾᔩᒐᓚᒋᐊᖃᕐᓂᑦᑎᓐᓂ
ᖃᓄᐃᓕᐅᕈᑎᖃᕆᐊᖅᑎᓪᓗᑕ

• Operational Flexibility is within the boundaries of what was assessed for environmental interactions

ᐊᐅᓚᑦᑎᓂᕐᒧᑦ ᐊᓯᔾᔩᒐᓚᒋᐊᖃᕐᓂᖅ
ᑕᐃᑲᓃᑎᑕᐅᓲᖑᕗᖅ ᑭᒡᓕᖃᖅᑎᑕᐅᔪᓂᑦ ᖃᐅᔨᓴᖅᑕᕕᓂᐅᔪᓂᑦ ᐊᕙᑎ
ᖃᓄᐃᓕᐅᕈᑕᐅᓂᐊᕐᓂᖓᓂᒃ

• Activities related to operational flexibility would be subject to the same requirements as normal operations – including operational limits and environmental mitigation and monitoring thresholds
ᖃᓄᐃᓕᐅᕈᑎᒋᔭᐅᔪᑦ ᐊᐅᓚᑦᑎᖁᓪᓗᑕ ᐊᓯᔾᔨᖅᓯᒪᒐᓚᒃᑐᓂᑦ ᐅᔭᕋᓐᓂᐊᕐᓗᑕ ᒪᓕᒋᐊᓖᑦ ᑕᐃᒃᑯᓄᖓᒃᓴᐃᓐᓇᖅ ᐊᐅᓚᑦᑎᓂᕆᑐᐃᓐᓇᓲᑦᑎᓐᓄᑦ − ᐱᖃᓯᐅᑎᓪᓗᒋᑦ ᐊᐅᓚᑦᑎᓂᕐᒧᑦ ᑭᒡᓕᖃᕐᓂᕗᑦ ᐊᒻᒪᓗ ᐊᕙᑎ ᐊᒃᑐᖅᑕᐅᑲᒻᒪᕐᔭᐃᕈᑎᐅᔪᑦ ᐊᒻᒪᓗ
ᐅᐊᑦᑎᔭᐅᔭᕆᐊᖃᓕᕐᓂᖏᑦ ᖃᓄᐃᑦᑐᖃᓕᕈᓂ

Operational Flexibility ᐊᐅᓚᑦᑎᓂᕐᒧᑦᐊᓯᔾᔩᒐᓚᒍᓐᓇᕆᐊᖃᕐᓂᕗᑦ

Project Considerations
ᐱᓕᕆᐊᕐᒧᑦᐃᓱᒪᒃᓴᖅᓯᐅᕈᑕᐅᓯᒪᔪᑦ

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Description of
Assessment

ᓇᓗᓇᐃᖅᑕᐅᓂᖏᑦ

ᐊᒃᑐᐃᓂᕆᔭᖏᑦ

ᖃᐅᔨᓴᐃᓂᒃᑯᑦ

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ᐱᕙᓪᓕᐊᑎᑕᐅᓂᖓᐅᔭᕋᖕᓂᐊᕐᕕᒃᓴᓇᓯᒪᓂᐊᕐᓂᖓᑕ
Development of Project Design

ᐊᑑᑎᔪᓄᑦ/ᐃᓅᓯᓕᕆᓂᕐᒧᓪᓗᓇᓗᓇᐃᕆᓂᖅ
Define Project Interactions

ᒻᒪᕆᐅᓂᖏᓐᓂᒃ ᐊᕙᑎᒦᑦᑐᑦ ᓂᕈᐊᖅᓯᓂᖅ
ᐱVEC/VSEC Selection

ᐅᔭᕋᖕᓂᐊᕐᓂᖅᐱᒋᐊᓚᐅᖅᑎᓐᓇᒍᑭᓱᑐᐃᓐᓇᐃᑦ
ᖃᓄᐃᓕᖓᓂᖏᓐᓂᒃ ᓇᓗᓇᐃᕆᓂᖅ
Baseline Information Collection

ᐊᒃᑐᐃᓃᑦ ᖃᐅᔨᔭᐅᓇᓱᐊᑎᕐᓗᑎᒃ
Effects Assessment

ᐊᒃᑐᒃᑕᐅᑎᑦᑎᓗᐊᖅᑕᐃᓕᒪᓂᖅᐊᒻᒪᓗᐊᐅᓚᑦᑎᔾᔪᑕᐅᓂᐊᖅᑐᓄᑦ
ᐸᕐᓇᐅᑎᑦ
Mitigation and Management Plan

ᐊᒃᑐᐃᓃᑦᑭᓱᓂᒃᐊᒃᑐᐃᕙᓪᓕᐊᖕᒪᖔᑕ
Residual Effects

ᖃᐅᔨᓴᖅᐸᓪᓕᐊᖏᓐᓇᓂᖅ
Monitoring

ᖃᓄᐃᓕᖓᓕᕐᒪᖔᑕᒫᓐᓇᒧᑦ
Follow Up

How have we

assessed Project
effects?

ᖃᓄᖅ

ᖃᐅᔨᓇᓱᐊᑦᑎᐊᖃᑦ

ᑕᖅᐱᑕ

ᐅᔭᕋᖕᓂᐊᕐᕕᒃ

ᐊᒃᑐᐃᕙᖕᒪᖔᑦ?

Assessment Approach ᖃᐅᔨᓴᓚᐅᖅᑎᓪᓗᑕᐱᓕᕆᐊᖃᕆᐊᕐᓂᕗᑦ

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Assessment Approach ᖃᐅᔨᓴᓚᐅᖅᑎᓪᓗᑕᐱᓕᕆᐊᖃᕆᐊᕐᓂᕗᑦ

• Methodology is consistent with previous assessments and NIRB guidelines for Mary River Project ᖃᐅᔨᓴᕈᓰᑦ ᐊᔾᔨᖃᖅᐳᑦ ᑕᐃᔅᓱᒪᓂ ᖃᐅᔨᓴᖅᑕᐅᔾᔪᓯᐅᕙᓚᐅᖅᓯᒪᔪᓂᑦ ᐊᒻᒪᓗ ᓄᓇᕗᒻᒥ

ᐊᕙᑎᓕᕆᔨᒃᑯᑦ ᑲᑎᒪᔨᖏᑦᑕ ᑐᑭᒧᐊᕈᑎᖏᑦ ᒪᓕᖦᖢᒋᑦ ᓄᓘᔮᑦ ᐅᔭᕋᓐᓂᐊᕈᓐᓇᕐᓂᕐᒧᑦ
• Focused on the same Valued Ecosystem Components(VEC)/Valued Socio Economic Components(VSEC) established for the Approved Project
ᐱᓕᕆᐊᖃᕐᓂᖅᓴᐅᔪᑦ ᑕᐃᑲᓂᒃᓴᐃᓐᓇᖅ ᐊᑐᖅᑕᐅᓗᑎᑦ ᐊᑑᑎᒋᔭᐅᔪᑦ ᐊᓐᓇᐅᖃᑎᒌᒃᑐᓄᑦ ᑐᕌᖓᔪᑦ/ ᐱᒻᒪᕆᒋᔭᐅᔪᑦ ᐃᓅᓯᖃᕐᓂᕐᒧᑦ ᐱᕙᓪᓕᐊᑎᑦᑎᓂᕐᒨᖓᔪᑦ ᐋᖅᑭᒃᑕᐅᓯᒪᓪᓗᑎᑦ ᐊᖏᖅᑕᐅᓯᒪᔪᒧᑦ ᐱᓕᕆᐊᕐᒧᑦ

• Atmospheric Environment: Meteorology and Climate; Air Quality; and Noise and Vibration
ᐊᓂᕐᓂᖓ: ᓯᓚᓕᕆᓂᖅ ᐊᒻᒪᓗ ᓯᓚᑉ ᖃᓄᐃᓐᓂᖓ; ᐊᓂᕐᓂᑉ ᐱᐅᔫᓂᖓ; ᓂᐱ ᐊᒻᒪᓗ ᓂᐱᒦᙶᖅᑐᑦ
• Terrestrial Environment: Landforms, Soils, and Permafrost; Vegetation; Terrestrial Wildlife and Habitat; and Birds and Bird Habitat.

ᓄᓇ: ᓄᓇ ᐋᖅᑭᓱᖅᓯᒪᓂᖏᑦ: ᓄᓇᑉ ᐃᔾᔪᑎᖏᑦ, ᓄᓇᑉ ᐃᑭᖓ ᖁᐊᖑᐃᓐᓇᖅᑐᖅ; ᐱᕈᖅᑐᑦ; ᐱᓱᒃᑏᑦ ᐊᒻᒪᓗ ᓇᔪᒐᖏᑦ; ᑎᖕᒥᐊᑦ ᐊᒻᒪᓗ ᑎᖕᒥᐊᑦ ᓇᔪᒐᖏᑦ.

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• Freshwater Aquatic Environment: Freshwater Quantity and Quality; and Freshwater Biota and Habitat
ᐃᒪᑦᑎᐊᕙᒃ: ᐃᒪᑦᑎᐊᕙᑉ ᐊᖏᓂᖓ ᐊᒻᒪᓗ ᐱᐅᔫᓂᖓ; ᐊᒻᒪᓗ ᐃᒪᑦᑎᐊᕙᖕᒥ ᐆᒪᔪᐃᑦ ᓇᔪᒐᖏᓪᓗ
• Marine Environment: Marine Ice, Water, and Sediment Quality; Marine Biota and Habitat; and Marine Mammals.
ᑕᕆᐅᕐᒥ: ᑕᕆᐅᕐᒥ ᓯᑯ, ᐃᒪᖅ, ᐊᒻᒪᓗ ᕿᒪᒃᑲᑯᑦ ᐱᐅᔫᓂᖏᑦ; ᐃᒪᕐᒥ ᐆᒪᔪᐃᑦ ᓇᔪᒐᖏᓪᓗ; ᐊᒻᒪᓗ ᐳᐃᔩᑦ.
• Human Environment: Population Demographics; Education and Training; Human Health and Well-Being; Community
Infrastructure and Public Services; Culture, Resources and Land Use; Governance and Leadership; Contracting and Business Opportunities; Benefits, Royalty and Taxation
ᐃᓄᐃᑦ ᓄᓇᖃᖅᑐᑦ ᐊᑕᐅᑦᑎᒥ ᖃᓄᐃᑦᑑᓂᖏᑦ; ᐃᓕᓐᓂᐊᕐᓂᖅ ᐊᒻᒪᓗ ᐱᓕᒻᒪᒃᓴᕐᓂᖅ; ᐃᓄᐃᑦ ᐋᓐᓂᐊᖅᑕᐃᓕᒪᓂᖏᑦ ᐊᒻᒪᓗ ᖃᓄᐃᑦᑕᐃᓕᒪᓂᖏᑦ;ᓄᓇᓕᖕᓂ ᐱᖁᑎᕐᔪᐊᑦ ᐊᒻᒪᓗ ᐃᓄᖕᓄᑦ ᑭᒃᑯᑐᐃᓐᓇᕐᓄᑦ ᐱᔨᑦᑎᕋᕈᑏᑦ; ᐃᓕᖅᑯᓯᖅ, ᐊᑐᕋᒃᓴᑦ ᓄᓇᒦᙶᖅᑐᑦ ᐊᒻᒪᓗ ᓄᓇᑉ ᐊᑐᖅᑕᐅᖃᑦᑕᕐᓂᖓ; ᒐᕙᒪᓕᕆᔾᔪᓯᖏᑦ ᐊᒻᒪᓗ ᓯᕗᓕᖅᑎᐅᓂᖅ; ᑳᑐᓐᕌᒃᑦ−ᑕᐅᔪᓐᓇᕋᔭᖅᑐᑦ ᓇᖕᒥᓂᖁᑎᑖᕐᕕᐅᔪᓐᓇᐅᑏᓪᓗ; ᐃᑲᔫᑏᑦ, ᐅᔭᕋᓐᓂᐊᖅᑕᕕᓂᕐᓂᑦ ᓂᐅᕕᖅᑐᖃᓚᐅᖅᑎᓪᓗᒍ ᐊᑭᓕᐅᑏᑦ ᐊᒻᒪᓗ ᑖᒃᓯᓕᕆᓂᖅ

• Existing mitigation measures to remain in place and new measures introduced
ᐅᓪᓗᒥᐅᔪᖅ ᐊᒃᑐᐃᓂᖃᑲᒻᒪᕐᔭᐃᒍᑏᑦ ᐋᖅᑭᒃᓯᒪᔭᕆᐊᓖᑦ ᐊᒻᒪᓗ ᓄᑖᑦ ᐊᑐᖅᑕᐅᒐᔭᖅᑐᑦ ᓴᖅᑭᖅᑎᑕᐅᓗᑎᑦ

• Existing management plans updated as required
ᐅᓪᓗᒥᐅᔪᖅ ᐊᐅᓚᑦᑎᓂᕐᒧᑦ ᐸᕐᓇᐅᑎᖏᑦ ᓄᑖᕈᕆᐊᖅᑕᐅᖃᑦᑕᕋᔭᖅᑐᑦ ᓄᑖᕈᕆᐊᖅᑎᑕᐅᔭᕆᐊᖃᓕᕌᖓᑦᑕ

• Through application of mitigation measures, it is predicted that the project will not have any adverse significant
environmental effects.

ᐊᑐᖅᑕᐅᖃᑦᑕᖅᖢᑎᑦ ᐊᒃᑐᐃᓂᖃᑲᒻᒪᑦᑕᐃᓕᒪᔾᔪᑏᑦ, ᓂᕆᐅᒋᔭᐅᕗᖅ ᐱᓕᕆᐊᖅ ᐊᒃᓱᒻᒪᕆᒃ ᐊᕙᑎᒥᒃ ᐊᑦᑐᐃᓂᖃᑲᒻᒪᔾᔮᙱᓐᓂᖓᓂᒃ

Assessment Approach ᖃᐅᔨᓴᓚᐅᖅᑎᓪᓗᑕᐱᓕᕆᐊᖃᕆᐊᕐᓂᕗᑦ

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Mitigation and
Monitoring
ᐅᓗᕆᐊᓇᓗᐊᖅᑕᐃᓕᒪᑎ

ᑦᑎᓂᖅᐊᒻᒪ

ᓇᐅᑦᑎᖅᓱᐊᖃᕐᓂᖅ

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Project Monitoring Experience ᐱᓕᕆᐊᖅᐅᐊᑦᑎᔭᐅᖃᑦᑕᖅᓯᒪᓂᖓ

• 6 years of operational experience
6 ᐊᕐᕌᒎᓕᖅᑐᑦ ᐊᐅᓚᑦᑎᓂᖃᖅᓯᒪᓕᖅᑐᑦ

• Inuit involvement in monitoring of the Project
ᐃᓄᐃᑦ ᐃᓚᐅᖃᑕᐅᓲᑦ ᐅᐊᑦᑎᔭᐅᓂᖓᓂᒃ ᐱᓕᕆᐊᕐᒥᒃ

• Commitments made through the Phase 2 Review Process
will strengthen mitigations and monitoring programs. ᑲᒪᒋᔭᖃᕐᓂᐊᕐᓂᕋᖅᓯᒪᔪᑦ ᑭᖑᓪᓕᕐᒥᒃ ᐱᕙᓪᓕᐊᒍᑎᒋᔭᐅᓂᖓ ᕿᒥᕐᕈᓇᒃᑕᐅᓕᕈᓂ ᓴᙵᑦᑎᑦᑎᒋᐊᕋᔭᕐᒥᔪᑦ ᐊᒃᑐᐃᓂᖃᑲᒻᒪᕐᔭᐃᒍᑎᑦᑎᓐᓂᒃ ᐊᒻᒪᓗ ᐅᐊᑦᑎᓂᕐᒧᑦ ᐱᓕᕆᐊᕐᓂᑦ.

• Project monitoring continues to confirm effects are
occurring within predictions of original assessments. ᐱᓕᕆᐊᖅ ᐅᐊᑦᑎᔭᐅᓂᖓ ᓇᓗᓇᐃᖅᓰᓐᓇᐅᔭᙳᐊᕈᑎᒋᔭᐅᕗᖅ ᐊᑦᑐᐃᓂᖃᖅᐸᓪᓕᐊᒻᒪᑕ ᐅᔭᕋᓐᓂᐊᕈᑏᑦ ᓂᕆᐅᒋᔭᐅᓯᒪᔪᓂᑦ ᖃᐅᔨᓵᖑᒋᐊᙵᓚᐅᖅᓯᒪᔪᑦ ᒪᓕᖦᖢᒋᑦ.

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Annual Monitoring Program

Reports ᐊᕐᕌᒍᒥ ᒥᐊᓂᕆᔪᓂᑦ
ᐱᓕᕆᑎᑦᑎᔾᔪᑕᐅᔪᓂᑦ ᐅᓂᒃᑳᖏᒃ

Feedback from communities, Inuit, and regulators are incorporated into final reports and program

designs for following years ᑭᐅᔭᐅᕗᑦ ᐱᓇᓱᐊᖃᑎᒌᑦ ᐃᒫᓂᒃ ᑲᑎᒪᕙᒃᑐᑦ ᐊᒻᒪᓗ ᒥᑦᑎᒪᑕᓕᖕᒥ ᐊᖑᓇᓱᒃᑐᓕᕆᔨᒃᑯᑦ ᑭᖑᓪᓕᖅᐹᖅᓯᐅᑎᖓᓄ ᐅᓂᒃᑳᑦ ᐊᒻᒪᓗ ᐱᓕᕆᑎᑦᑎᔾᔪᑕᐅᔪᑦ ᓴᓇᓯᒪᔪᑦ ᑲᔪᓯᔪᑦ ᐊᕐᕌᒍᓚᐅᖅᑐᒥᑦ

NIRB/ NWB Annual Reports
ᓄᓇᕗᒻᒥᐊᕙᑎᓕᕆᔨᒃᑯᑦ
ᑲᑎᒪᔨᖏ/ᓄᓇᕗᒻᒥ

ᐃᒪᓂᕆᔨᒃᑯᑦ ᑲᑎᒪᔨᖏᐊᕐᕌᒍᒥ ᐅᓂᒃᑳᖏ

Summarizes annual operational activities, monitoring programs, and compliance with regulatory permits ᓇᐃᓈᖅᓯᒪᔪᑦ ᐊᕐᕌᒍᒥ ᐊᐅᓚᑦᑎᔾᔪᑕᐅᔪᓄᑦ ᖃᓄᐃᓕᐅᕈᑕᐅᔪᑦ, ᒥᐊᓂᕆᔾᔪᑎᑦ, ᐊᒻᒪᓗ ᒪᓕᑦᑎᑭᐊᕆᐊᖃᖅᑐᑦ ᐱᖁᔭᕋᓛᑦ

ᐱᔪᓐᓇᐅᑎᓂᑦ

Topic Specific Meetings –
Shipping etc.
ᐅᖃᐅᓯᐅᔪᑦ ᑲᑎᒪᔪᓂ -
ᐅᓯᑲᑦᑕᕐᓂᖅ ᐅᒥᐊᕐᔪᐊᓂᒃ
ᐊᓯᖏᓪᓗ

Face-to-face meetings held with MHTO, Hamlets and QIA Representatives to discuss specific issues are

concerns and/ or key components of Project operations ᓵᖓᓪᓗᑎᒃ ᑲᑎᒪᕗᑦ ᒥᑦᑎᒪᑕᓂᖕᒥ ᐊᖑᓇᓱᒃᑐᓕᕆᔨᒃᑯᑦ, ᕼᐋᒻᓚᒃᑯᑦ ᐊᒻᒪᓗ ᕿᑭᖅᑕᓂ ᐃᓄᐃᑦ ᑲᑐᔾᔨᖃᑎᒌᑦ ᑭᒡᒐᖅᑐᖅᑎᑦ ᐅᖃᐅᑎᒌᒍᑎᒋᓪᓗᒋᑦ ᓇᓪᓕᐊᒃ ᐱᔾᔪᑕᐅᔪᑦ ᐃᓱᒫᓘᑕᐅᔪᑦ ᐊᒻᒪᓗ/ᐅᒡᕙᓘᓐᓃᑦ ᐊᑕᔪᑦ ᐅᔭᕋᖕᓂᐊᕐᕕᒃ

ᐃᖏᕐᕋᑎᑕᐅᓂᖓᓄᑦ

General Project Update
Meetings
ᑭᓱᑐᐃᓐᓇᐃᑦ ᐅᔭᕋᖕᓂᐊᕐᕕᖕᒥ

ᐱᓕᕆᐊᖑᔪᑦ ᒫᓐᓇᒨᖓᓕᖅᑎᓪᓗᒋᑦ ᑲᑎᒪᓃᑦ

Annual meetings with Inuit and QIA representatives to update interested parties on ongoing operations

or any proposed changes to the Project ᐊᕐᕌᒍᑕᒫᑦ ᑲᑎᒪᖃᑎᒋᓗᒋᑦ ᐃᓄᐃᑦ ᐊᒻᒪᓗ ᕿᑭᖅᑕᓂ ᐃᓄᐃᑦ ᑲᑐᔾᔨᖃᑎᒌᑦ ᑭᒡᒐᖅᑐᖅᑎᑦ ᒫᓐᓇᒨᖓᓕᖅᑎᕕᒋᓗᒋᑦ ᑐᓴᕈᒪᔪᑦ ᐱᓪᓗᒍ ᑲᔪᓰᓐᓇᕐᓂᐊᕐᓂᖏᓐᓂᒃ ᐃᖏᕐᕋᑎᑕᐅᔪᑦ ᐅᒡᕙᓘᓐᓃᑦ ᓇᓕᐊᑐᐃᓐᓇᖅ ᑐᒃᓯᕋ6ᑕᐅᔪᑦ

ᐊᓯᑦᔨᐅᑎᓂᐊᖅᑐᑦ ᐅᔭᕋᖕᓂᐊᕐᕕᖕᒧᑦ

Project Monitoring Oversight
ᐅᔭᕋᖕᓂᐊᕐᕕᒃᒥᐊᓂᕆᔭᐅᓂᖓᐃᒪᓐᓇ

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Site Visits
ᐅᔭᕋᖕᓂᐊᕐᕕᕐᐃᓗᐊ
ᐳᓛᖅᑕᐅᓪᓗᓂ

MHTO and Hamlet visits to the Mary River and Milne Port site to see live operations and discuss issues

on the ground ᒥᑦᑎᒪᑕᓕᖕᒥ ᐊᖑᓇᓱᒃᑐᓕᕆᔨᒃᑯᑦ ᐊᒻᒪᓗ ᕼᐋᒻᓚᒃᑯᑦ ᐳᓛᖅᖢᑎᒃ ᓄᓘᔮᖕᓄᑦ ᐊᒻᒪᓗ ᕿᑦᖑᐊᓄᑦ ᑕᑯᔭᖅᑐᕐᓗᑎᒃ ᐊᐅᓚᑕᐅᔪᓂᒃ ᐊᒻᒪᓗ ᐅᖃᖃᑎᒌᒍᑎᒋᓗᒋᑦ ᐱᔾᔪᑕᐅᔪᑦ ᐅᐸᒃᓯᓯᒪᓗᑎᒃ.
Inspections / Audits
ᖃᐅᔨᓴᖅᑐᑦ/ᑕᒻᒪᖅᓯᒪᔪᖃᓐᖏᑲ
ᓗ-ᐊᕐᒪᖔᑦ

Regulatory audits or inspections to ensure compliance with existing permits and approvals ᐱᖁᔭᕋᓛᑦ ᖃᐅᔨᒪᓴᖅᑕᐅᓗᑎᒃ ᐅᒡᕙᓘᓐᓃᑦ ᑕᑯᓇᒃᑕᐅᑦᑎᐊᕐᓗᑎᒃ ᒪᓕᑦᑎᐊᕐᒪᖔᑕ ᒫᓐᓇᐅᔪᖅ ᐱᔪᓐᓇᐅᑎᓄᑦ ᐊᒻᒪᓗ
ᐊᖏᖅᑕᐅᓯᒪᔪᑦ

Inuit Participation in
Monitoring Programs
ᐃᓄᐃᑦᐃᓚᐅᔪᑦ
ᒥᐊᓂᕆᔾᔪᑕᐅᔪᓂ

Contract employment opportunity or joint-collaboration on environmental monitoring programs ᑳᓐᑐᕌᒃᑕᐅᓯᒪᔪᓐᓇᖅᑐᑦ ᐱᕕᖃᖅᑎᑕᐅᓗᑎᒃ ᐅᒡᕙᓘᓐᓃᑦ ᑲᑐᔾᔨᖃᑎᒌᒡᓗᑎᒃ-ᐱᓕᕆᖃᑎᒌᒡᓗᑎᒃ ᐊᕙᑎᑦᑎᓂᒃ
ᒥᐊᓂᕆᔾᔪᑎᓄᑦ

Input into Additional
Mitigation Measure
ᐅᖃᐅᓯᒃᓴᐃᑦᐊᓯᖏᓐᓄᑦ
ᐊᒃᑐᓗᐊᖅᑕᐃᓕᑎᑦᑎᔾᔪᑎᒃᓴᓄᑦ

Submissions of technical comments and response or face-to-face meetings to discuss proposed revisions

or additions to existing mitigation measures ᑐᓂᓯᓗᑎᒃ ᖃᓄᐃᓕᐅᕆᐊᖃᖅᑐᓄᑦ ᐅᖃᐅᓯᕐᓂᒃ ᐊᒻᒪᓗ ᑭᐅᓯᓗᑎᒃ ᓵᖓᖃᑎᒋᓗᒋᑦ ᑲᑎᒪᓗᑎᒃ ᐅᖃᖃᑎᒌᒍᑎᒋᓗᒋᑦ ᐊᖏᖅᑕᐅᔪᒪᔾᔪᑎᑦ ᓄᑖᖑᕆᐊᕈᑎᖏᑦ ᐅᒡᕙᓘᓐᓃᑦ ᐃᓚᓕᐅᑎᔪᑦ ᒫᓐᓇᐅᔪᖅ ᐊᑐᖅᑕᐅᔪᑦ ᐊᒃᑐᓗᐊᖅᑕᐃᓕᑎᑦᑎᔾᔪᑎᓄᑦ

Inuit Stewardship Plan (ISP)
ᐃᓄᐃᑦᐸᐸᑦᑎᓂᖏᖕᓄᑦ
ᐸᕐᓇᐅᑎ

Inuit to monitor and review the Mary River Project and its Phase 2 expansion. Inuit take the lead in

monitoring under this plan. ᐃᓄᐃᑦ ᐅᐊᑦᑎᒐᔭᖅᑐᑦ ᐊᒻᒪᓗ ᕿᒥᕐᕈᓇᖃᑦᑕᕐᓗᑎᑦ ᓄᓘᔮᑦ ᐱᓕᕆᐊᖓᓂᒃ ᐊᒻᒪᓗ ᑭᖑᓪᓕᕐᒥᒃ ᐱᕙᓪᓕᐊᒍᑎᒋᔭᐅᓂᖓᑕ ᐊᖏᓪᓕᒋᐊᖅᑕᐅᓂᖓᓂᒃ. ᐃᓄᐃᑦ ᓯᕗᓕᖅᑎᐅᓲᑦ ᐅᐊᑦᑎᓪᓗᑎᑦ ᒪᓕᖦᖢᒍ ᑕᒪᓐᓇ ᐸᕐᓇᐅᑎ.

Project Monitoring Oversight
ᐅᔭᕋᖕᓂᐊᕐᕕᒃᒥᐊᓂᕆᔭᐅᓂᖓᐃᒪᓐᓇ

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Adaptive Management ᓱᖏᐅᑎᑎᑦᑎᓂᕐᒧᑦᐊᐅᓚᑦᑎᒍᑎᓂᑦ

Adaptive
Management Plan
ᓱᖏᐅᑎᑎᒋᐊᕋᒃᓴᑦ

ᐊᐅᓚᑦᑎᔾᔪᓰᑦ
ᐸᕐᓇᐅᑎᖏᑦ

Baffinland
ᕚᐸᓐᓛᓐ

QIA
ᕿᑭᖅᑕᓂ
ᐃᓄᐃᑦ
ᑲᑐᔾᔨᖃᑎᒌᖏᑦ

Regulatory
Requirement
ᐊᑐᐊᒐᕋᓛᑦ
ᒪᓕᑦᑕᐅᔭᕆᐊ
ᖃᕐᓂᖏᑦ

Baffinland Environmental

Management System
ᕚᐸᓐᓛᓐᐊᕙᑎᓕᕆᓂᕐᒥᒃ
ᐊᐅᓚᑦᑎᔾᔪᓯᖏᑦ

Inuit Objectives
ᐃᓄᐃᑦ ᐱᓇᓱᐊᒐᖏᑦ

Baffinland Objectives
ᕚᐸᓐᓛᓐ−ᒃᑯᑦ ᐱᓇᓱᐊᒐᖏᑦ

QIA Inuit Stewardship Plan
ᕿᑭᖅᑕᓂᐃᓄᐃᑦᑲᑐᔾᔨᖃᑎᒌᖏᑦ
ᐃᓄᐃᑦᐸᐸᑦᑎᓂᖏᖕᓄᑦ
ᐸᕐᓇᐅᑎᖓ

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Inuit Stewardship Plan

Inuit

Stewardship
Plan

Social Stream

CRLU
Stream

Inuit

Oversight
Committee

(TBD)

Inuit
Committee

Community
Action
Research
Team

CRLU

Monitoring
Program

Social

services;
community
members

Land Users /
Elders /
Guardians

Adaptive

Management

System

IIBA

Ongoing Monitoring Management

Oversight group Stewards
Onsite monitors
Community inputs

Oversight group

Interagency committee
Inuit staff
Community Inputs

Primary
Contributors

Initial Research

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ᐃᓄᐃᑦ ᐸᐸᑦᑎᓂᖏᖕᓄᑦ ᐸᕐᓇᐅᑎᖏᑦ

ᐃᓄᐃᑦ ᐸᐸᑦᑎᓂᖏᖕᓄᑦ
ᐸᕐᓇᐅᑎᖏᑦ

ᐃᓅᓯᖏᖕᓅᖓᔪᑦ

ᐃᓕᖅᑯᓯᕐᒨᖓᔪᓂᑦ
ᐊᕙᑎᒥᐅᑕᓅᖓᔪᓂ
ᑦ ᐊᒻᒪᓗ ᓄᓇᒥ
ᐊᑐᖃᑦᑕᕐᓂᒨᖓᔪᓂ
ᑦ ᖃᐅᔨᓴᕐᓂᖅ

ᐃᓄᐃᑦ ᐅᐊᑦᑎᔩᑦ
ᑲᑎᒪᔨᖏᑦ
(ᓇᓗᓇᐃᖅᑕᐅᓛ
ᑐᐃᓐᓇᖅᑐᖅ)

ᐃᓄᐃᑦ

ᑲᑎᒪᔨᕋᓛᖏᑦ

ᓄᓇᓕᖕᓂ
ᖃᓄᐃᓕᐅᕈᑎ
ᖃᕆᐊᖅᑏᑦ

ᖃᐅᔨᓴᖅᑎᖏᑦ

ᐃᓕᖅᑯᓯᕐᒨᖓᔪᓂᑦ
ᐊᕙᑎᒥᐅᑕᓅᖓᔪᓂ
ᑦ ᐊᒻᒪᓗ ᓄᓇᒥ
ᐊᑐᖃᑦᑕᕐᓂᒨᖓᔪᓂ
ᑦ ᖃᐅᔨᓴᕐᓂᖅ

ᐃᓄᓕᕆᓂᖅ;
ᓄᓇᓕᖕᒥᐅᑕᐅᔪᑦ

ᓄᓇᒥ ᐊᑐᖃᑦᑕᓲᑦ
/ ᐃᓐᓇᑐᖃᐃᑦ /
ᒥᐊᓂᖅᓯᔩᑦ
ᓱᖏᐅᑎᓂᕐᒧᑦ

ᐊᐅᓚᑦᑎᒍᓯᖏᑦ ᐃᓄᐃᑦ
ᐊᑦᑐᖅᑕᐅᓂᖏᖕᓄᑦ
ᐱᕚᓪᓕᕈᑎᒃᓴᖏᑦ
ᐊᖏᕈᑎ

ᐅᐊᑦᑎᔭᐅᖏᓐᓇᕐᓂᖏᖕᓄᑦ ᐊᐅᓚᑦᑎᓂᖅ

ᐅᐊᑦᑎᔩᑦ ᑲᑐᔾᔨᔨᖏᑦ ᐸᐸᑦᑎᔩᑦ
ᓄᓇᒥ/ᐃᒪᕐᒥᓘᓐᓃᑦ
ᐅᐊᑦᑎᔨᖏᑦ
ᓄᓇᓕᕐᒥᐅᑕᐅᔪᓄᑦ ᐅᖃᐅᓯᖏᑦ

ᐅᐊᑦᑎᔩᑦ ᑲᑎᒪᔨᖏᑦ

ᐱᓕᕆᖃᑎᒌᑦᑐᑦ ᑎᒥᐅᔪᑦ
ᑲᑎᒪᔨᕋᓛᖏᑦ ᐃᓄᐃᑦ
ᐃᖅᑲᓇᐃᔭᖅᑎᖏᖕᓂᑦ ᓄᓇᓕᖕᓂ
ᐅᖃᐅᓯᖏᑦ

ᐃᑲᔪᖅᑎᒋᔭᐅᒋᐊᙵᓚᐅ
ᖅᓯᒪᔪᑦ

ᖃᐅᔨᓴᖅᑕᐅᒋᐊᙵᕐᓂᖏᑦ

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3. QIA Implements Inuit Stewardship Plan
Monitoring Programs
3. ᕿᑭᖅᑕᓂ ᐃᓄᐃᑦ ᑲᑐᔾᔨᖃᑎᒌᖏᑦ ᐊᑐᓕᖅᑎᑦᑎᓲᑦ
ᐃᓄᐃᑦ ᐸᐸᑦᑎᓂᖏᖕᓄᑦ ᐸᕐᓇᐅᑎᒥᒃ
ᐅᐊᑦᑎᓂᕐᒧᑦ ᐸᕐᓇᐅᑎᖏᑦ

4. Implement Predetermined Responses as Necessary 4. ᐊᑐᓕᖅᑎᑦᑎᓗᑎᑦ ᓯᕗᓂᐊᒍᑦ ᓇᓗᓇᐃᖅᑕᐅᓯᒪᔭᕇᖅᑐᑦ
ᖃᓄᐃᓕᐅᕈᑎᒋᔭᐅᒋᐊᙵᕋᔭᕐᓂᖏᑦ ᑕᐃᒪᐃᒋᐊᖃᖅᑎᓪᓗᒋᑦ

1. Baffinland and QIA Agree to Adaptive
Management Plan; QIA Establishes Inuit
Stewardship Plan
1. ᕚᐸᓐᓛᓐ ᐊᒻᒪᓗ ᕿᑭᖅᑕᓂ ᐃᓄᐃᑦ ᑲᑐᔾᔨᖃᑎᒌᖏᑦ
ᐊᖏᖅᐴᒃ ᓱᖏᐅᑎᑎᒐᒃᓴᒧᑦ ᐊᐅᓚᑦᑎᒍᑎᒃᓴᐅᒐᔭᖅᑐᑦ
ᐸᕐᓇᐅᑎᖏᖕᓄᑦ; ᕿᑭᖅᑕᓂ ᐃᓄᐃᑦ ᑲᑐᔾᔨᖃᑎᒌᖏᑦ
ᐋᖅᑮᓯᒪᒐᔭᖅᑐᑦ ᐃᓄᐃᑦ ᐸᐸᑦᑎᓂᖏᖕᓄᑦ ᐸᕐᓇᐅᑎᒥᒃ

2. Review of Monitoring Program Results Against Predetermined Indicators and Thresholds
2. ᕿᒥᕐᕈᓇᒃᑕᐅᓗᑎᑦ ᐅᐊᑦᑎᓂᕐᒧᑦ ᐱᓕᕆᐊᑦ ᓴᖅᑮᑎᑦᑎᓯᒪᕗᑦ ᓯᕗᓂᐊᒍᑦ ᓇᓗᓇᐃᖅᑕᐅᓯᒪᔭᕇᖅᑐᓂᑦ ᖃᐅᔨᔾᔪᑎᓂᑦ ᐊᒻᒪᓗ ᑭᒡᓕᒋᔭᐅᔪᑦ ᖃᓄᐃᑦᑐᖃᖅᑐᕕᓂᐅᓕᖅᑎᓪᓗᒍ ᖃᓄᐃᓕᐅᕈᑎᖃᕆᐊᙵᕈᑎᒋᔭᐅᔭᕆᐊᖃᕐᓂᖏᑦ

INUIT

COMMITTEES

ᐃᓄᐃᑦ

ᑲᑎᒪᔨᕋᓛᖏᑦ

ADJUST

EVALUATE & LEARN
ᖃᐅᔨᓴᕐᓗᓂ ᐊᒻᒪᓗ ᐃᓕᓐᓂᐊᕐᓗᓂ

ᐋᕿᒋᐊᑲᓐᓂᕐᓗ
ᒋᑦ

Adaptive Management
ᓱᖏᐅᑎᑎᑦᑎᓂᕐᒧᑦᐊᐅᓚᑦᑎᒍᑎᓂᑦ

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Current Status of

Technical Issues

ᐅᓪᓗᒥᐅᔪᖅ

ᖃᓄᐃᓕᖓᓕᕐᓂᖏᑦ

ᓱᓇᒃᑯᑖᓕᕆᓂᕐᒧᑦᐱᔾᔪᑏᑦ

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Phase 2 Addendum Review

ᐊᖏᒡᓕᒋᐊᖅᑕᐅᓂᖓ 2 ᐅᐃᒍᖅᕿᒥᕐᕈᐊᖅᑕᐅᓗᓂ

299

237

178

43

Information Requests /
ᑐᑭᓯᒋᐊᕈᒪᔾᔪᑏᑦ ᑐᒃᓯᕌᕆᔭᐅᓯᒪᔪᑦ

Technical Comments /
ᓱᓇᒃᑯᑖᓕᕆᓂᕐᒧᑦ ᐅᖃᐅᓯᒃᓴᑦ

Final Written Submissions /
ᑭᖑᓪᓕᖅᐹᒥᒃ ᑎᑎᕋᖅᑕᐅᓯᒪᔪᑦ
ᑐᓂᔭᐅᔪᒃᓴᒫᑦ

Updated Technical Comments /
ᐅᓪᓗᒥᒨᖓᓕᖅᑎᑕᐅᓯᒪᔪᑦ
ᓱᓇᒃᑯᑖᓕᕆᓂᕐᒧᑦ
ᐅᖃᐅᓯᕕᓂᐅᔪᓄᑦ

Phase 2 Proposal
ᐊᖏᒡᓕᒋᐊᖅᑕᐅᔪᒪᔪᖅ 2

Additional Assessment Submissions

ᖄᖓᒍᑦ ᖃᐅᔨᓇᓱᒃᑕᐅᑎᒪᔪᑦ ᑐᓂᔭᐅᔪᑦ

• Corporate Environment: 23
ᑐᓐᖓᕕᖓᑦᑕ ᐊᕙᑖ: 23
• Atmospheric Environment: 18
ᓯᓚ ᐊᕙᑖᓗ: 18
• Freshwater Environment: 17

ᐃᒪᑦᑎᐊᕙᒃ ᐊᕙᑖᓗ: 17
• Marine Environment: 43

ᑕᕆᐅᖅ ᐊᕙᑖᓗ: 43
• Terrestrial Environment: 12

ᓄᓇ ᐊᕙᑖᓗ: 12
• Human Environment: 21
ᐃᓄᐃᑦ ᓯᓚᑎᖏᓪᓗ: 21

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Summary
ᓇᐃᓈᖅᓯᒪᓂᖏᑦ

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The Future of the Mary River Project ᓄᓘᔮᑦᐱᓕᕆᐊᖓᑕᓯᕗᓂᒃᓴᖓ

• Mary River is an established project where the effects are well understood compared to a new operation ᓄᓘᔮᑦ ᐋᖅᑭᒃᑕᐅᓯᒪᕗᖅ ᐱᓕᕆᐊᖑᓪᓗᓂ ᐅᔭᕋᓐᓂᐊᕐᕕᒃ ᐊᑦᑐᐃᓂᖃᕐᓂᖏᑦ ᑐᑭᓯᐅᒪᔭᐅᑦᑎᐊᖅᑐᑦ ᓄᑖᕐᒥᒃ ᐊᐅᓚᑦᑎᓂᖃᕆᐊᙵᕐᓗᓂ
ᑐᑭᓯᐅᒪᔭᐅᙱᓐᓂᖅᓴᐅᒐᔭᖅᑎᓪᓗᒍ

• Phase 2 ensures the long term viability of the Project which in turn ensures long term benefits for Inuit, Communities, and Governments.
ᑭᖑᓪᓕᕐᒥᒃ ᐱᕙᓪᓕᐊᒍᑎᒋᔭᐅᓂᖓ
ᖃᐅᔨᒪᓇᑦᑎᐊᑎᑦᑎᒐᔭᖅᑐᖅ ᐊᑯᓂᐅᔪᒧᑦ ᒪᑭᒪᔪᓐᓇᕐᓂᐊᕐᒪᑦ

ᐱᓕᕆᐊᖅ ᑕᐃᒪᐃᑦᑎᓪᓗᑕᓗ ᖃᐅᔨᒪᑦᑎᐊᑎᑦᑎᓯᓐᓈᕋᔭᖅᖢᓂ ᐊᑯᓂᐅᔪᒧᑦ ᐃᑲᔪᖅᑕᐅᔾᔪᑕᐅᓂᐊᕐᒪᑦ ᐃᓄᖕᓄᑦ, ᓄᓇᓕᐅᔪᓄᑦ, ᐊᒻᒪᓗ ᒐᕙᒪᐅᔪᓄᑦ.

• Baffinland has committed to industry leading mitigation measures and the direct involvement of Inuit in Project planning, oversight, and management to address concerns raised with the Phase 2 Proposal. ᕚᐸᓐᓛᓐ ᑲᒪᓂᐊᕐᓂᕋᖅᓯᒪᕗᑦ ᐅᔭᕋᓐᓂᐊᖅᑐᓕᕆᔨᐅᓪᓗᑎᑦ ᓯᕗᒃᑲᑕᕐᓂᐊᕐᒪᑕ ᐊᒃᑐᐃᓂᖃᑲᒻᒪᕐᔭᐃᒍᑎᖃᐅᖅᑎᑦᑎᓗᑎᑦ

ᐊᒻᒪᓗ ᐃᓚᐅᖃᑕᐅᑎᑕᐅᓪᓚᑦᑖᖅᖢᑎᑦ ᐃᓄᐃᑦ ᐱᓕᕆᐊᑉ
ᐸᕐᓇᐅᑎᓕᐊᕆᔭᐅᓂᖓᓄᑦ, ᐅᐊᑦᑎᔭᐅᓂᖓᓄᑦ, ᐊᒻᒪᓗ
ᐊᐅᓚᑕᐅᓂᖓᓄᑦ ᑲᒪᒋᔭᐅᖁᓪᓗᒋᑦ ᐃᓱᒫᓘᑎᒋᔭᐅᔪᑦ
ᐅᖃᐅᑕᕕᓃᑦ ᑭᖑᓪᓕᕐᒥᒃ
ᐱᕙᓪᓕᐊᒍᑎᒋᔭᐅᒃᑲᓐᓂᕈᒪᓂᖓᓄᑦ
ᑐᒃᓯᕋᐅᑎᓕᐊᕆᓯᒪᔭᑦᑎᓐᓄᑦ.

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THANK YOU

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