APPENDIX A

Guidelines for
Environmental Preview Report

Government of Newfoundland and Labrador
Department of Environment and Conservation

Honourable Charlene Johnson
Minister

August 20, 2008

GUIDELINES

for

Environmental Preview Report

BLOOM LAKE RAILWAY (RESUBMISSION)

ENVIRONMENTAL PREVIEW REPORT GUIDELINES

The following guidelines are intended to assist the proponent, Consolidated Thompson Iron Mines Ltd., with the preparation of the Environmental Preview Report (EPR) for the proposed Bloom Lake Railway (Resubmission). The EPR is a report that presents the results of an investigation based on readily available information that supplements the information already provided by the proponent upon registration of the undertaking. The purpose of the information in the EPR is to assist the Minister of Environment and Conservation in making a determination as to whether an Environmental Impact Statement (EIS) will be required for the proposed undertaking. The EPR is expected to be as concise as possible while presenting the comprehensive information necessary to make an informed decision.

The EPR should include and update the information provided in the original registration and focus on the information gaps identified during the government and public review of the registration. The EPR should address the information gaps in sufficient detail to enable the Minister of Environment and Conservation to make an informed decision as to the potential for significant environmental effect from the undertaking.

The content of the EPR should be organized according to the following format:

1. NAME OF UNDERTAKING:

The undertaking has been assigned the Name "Bloom Lake Railway (Resubmission)."

2. PROPONENT:

Name the proponent and the corporate body, if any, and state the mailing address.

Name the chief executive officer if a corporate body, and telephone number, fax number and E-mail address (if any).

Name the principal contact person for purposes of environmental assessment and state the official title, telephone number, fax number and E-mail address (if any).

3. THE UNDERTAKING:

State the nature of the project.

State the purpose/rationale/need for the project. If the proposal is in response to an established need, this should be clearly stated.

4. DESCRIPTION OF THE UNDERTAKING:

Describe the technically and economically feasible alternative locations that were considered to meet the project need and their biophysical and socio-economic selection criteria. State reasons for the rejection of alternative locations.

Provide complete information concerning the preferred choice of location, design, construction standards, maintenance standards, etc.

4.1 Geographical Location:

Provide detailed drawings and maps depicting the railway route, particularly any stream crossings or infill areas. A detailed description of the total rail length, including the length of the new right-of-way, should be provided. Photographs of all proposed watercourse crossings and infill locations should also be provided. A site plan depicting the load-out site, power connections, temporary and permanent access roads, and facilities near the Labrador/Quebec border should be drawn to scale. Provide a detailed description of both rail crossings of TLH Route 500, including detailed mapping and schematics at a suggested scale of 1:12,500, depicting existing and proposed infrastructure, and adjacent land ownership, existing commercial and residential properties near the crossing sites. Provide a detailed description and map/schematic (suggested scale 1:2500) of the proposed rail line connection to the QNS&L rail line and existing infrastructure. Provide a detailed map delineating proximity of the railway line to existing quarry activities and infrastructure near Huguette Lake (suggested scale of 1:12,500). Provide a detailed description and map (suggested scale of 1:12,500) of the rail line in the area of the Newfoundland and Labrador Hydro Wabush terminal station, depicting the boundary of the terminal station, modification of any existing utility easements to accommodate rail crossings, and the specific location of proposed new track and related facilities. Also attach 1:50,000 original base maps. The appropriate National Topographic Survey edition should be affixed on the maps.

4.2 Construction:

State the total construction period (if staged, list each stage and its approximate duration with Gantt chart) and proposed date of first physical construction-related activity for each viable alternative.

The details, materials, methods, schedule, and location of all planned construction activities must be presented.

4.3 Operation:

All aspects of the operation and maintenance of the proposed development should be presented in detail.

5. ENVIRONMENT (BIO-PHYSICAL):

- Design and installation details for all proposed watercourse crossings (bridges and culverts), should be provided as well as information on any infilling that may occur.
- Information on buffer zones around water bodies and details on blasting activities in or near water should be outlined. Details should be provided on upgrades required for temporary roads during construction, specifically upgrades that may affect fish or fish habitat (e.g., culvert replacements).
- Mitigation measures that will be employed to protect fish and fish habitat during construction and operation of the railway should be outlined in detail. A detailed sediment and erosion control plan should be provided.
- Information on fish species presence at all proposed watercourse crossings and infill locations, including all proposed bridge and culvert installations should be provided. A description of fish habitat at all proposed watercourse crossings and infill locations that will involve work completed below the high water mark should also be provided.
- The Walsh River and Canning Crossings have been deemed navigable, therefore the specific location of these proposed watercourse crossings, showing exact location where work will be located is required. Include UTM, Lat./Long. Co-ordinates.
- Identify any owners of property located near the area of construction, and the presence of any designated cabin areas, wilderness protection areas, etc.
- List specific details of the Walsh River and Canning Crossing watercourse crossings including water depths, presence of boulders or rapids, waterway width, length, and other characteristics.
- Discuss history of waterway use: i.e. recreational use, commercial use.
- Include pictures of the waterway, showing photos of proposed bridge locations and pictures taken upstream and downstream from the proposed work.
- Include construction drawings and location drawings showing: type of bridge, height of bridge above high water level, bridge span, abutments and any required temporary structures. Include all dimensions.
- Provide a detailed description of any inbound goods, materials, substances and operational supplies including dangerous goods (and associated frequencies) to be moved along the railway line in the mine/mill/railway construction and operation phases.
- Specify the type of rail car to be utilized to transport Bloom Lake concentrate

(covered /open).

- Identify planned sources and supply of quarry and ballast material to be used in the construction of the rail roadbed.
- Specify gross cut/fill volumes for the right of way and rail roadbed construction.
- On Wabush Mines property, identify the source of rail roadbed aggregate material.

6. ENVIRONMENT (SOCIO-ECONOMIC):

- Provide a detailed socio-economic impact and benefits statement that includes but is not limited to: Numbers and types of jobs (including a detailed breakdown with appropriate occupational codes for the approximate 87 positions associated with the construction and operations phases of the undertaking) provided for residents of the province vs. total for the project for both the construction and operation phases of the project; contracts for supply and services for NL companies vs. total for the project for both the construction and operation phases of the project; impacts, direct or indirect on the present operations or future viability of other mining projects in Labrador West; impacts on mineral resources rights along the proposed rail corridor; nature of any cross-border mobility for employees and contractors; and a discussion of the effects on the capacity of the QNS&L railway to handle expanded ore traffic from other Labrador projects. Identify any potential areas of skill shortages.
- Discuss effect of the project on proximate communities especially in terms of education facilities, health services, law enforcement, recreation, leisure and culture.
- Provide a full discussion of local zoning issues, including any proposed zoning changes local municipalities may have to contemplate, and the projected timelines associated with these proposed changes. This section should also focus on potential impacts to local residents where the proposed railway is routed along the shore of Little Wabush Lake and Harrie Lake opposite the developed portions of the Town of Labrador City. Any potential impacts to local recreational land value, including possible impacts to the Tamarack Golf Club and surrounding area should be fully discussed, along with any mitigative measures to be employed.
- Identify any public consultations held to date regarding the proposed undertaking including, but not limited to consultations with local area residences and cottagers, as well as documentation of the Walsh River Cabin Owners agreement.
- Provide a detailed description of provisions for ■maintenance of way• and maintenance of locomotion/rolling stock, including, but not limited to, NL employment opportunities over and above day to day operation of the railway line and Labrador West based facilities.
- Provide a detailed analysis of the consequences and implications of the rail line not being federally regulated and the associated implications for transportation or movement of other resource based goods and/or materials in Labrador West (common carrier).
- Provide documentation to demonstrate the Iron Ore Company of Canada/Quebec

North Shore and Labrador Railway's agreement/acceptance of the railway line connection to its existing railway line and agreement/acceptance to provide transportation of Bloom Lake concentrate on the QNS&L mainline.

- Provide documentation to demonstrate Wabush Mines Limited agreement/acceptance of the railway line to traverse surface lot 2 North belonging to Canadian Javelin Limited and Wabush Mines Limited Scully operations and for Bloom Lake concentrate to be moved along the southern Wabush Mines Limited Arnaud railway line to access the port at Pointe-Noire.
- Provide a detailed description of protective measures to be put in place regarding the movement of trains and associated impacts on production as the rail line will traverse surface lot 2 North belonging to Canadian Javelin Limited and will also pass between 250-500 meters from active mining and blasting operations at Wabush Mines Limited.

7. PROJECT- RELATED DOCUMENTS:

Provide a bibliography of all project-related documents already generated by or for the proponent (e.g., business plan, feasibility study, engineering reports).

8. APPROVAL OF THE UNDERTAKING:

Given its current configuration, the proposed Bloom Lake Railway (BLRW) will fall under provincial jurisdiction. Under the Executive Council Act and this Province's Railway Act, the Minister responsible for transportation related matters, including those involving the regulation of intraprovincial railways, is the Minister of Transportation and Works. As such, BLRW in addition to meeting any other legal and/or regulatory requirements at present existing or hereinafter created or established by the Government or Province of Newfoundland and Labrador or any other federal or municipal government or regulatory agency or authority having jurisdiction with respect to the same, will be required to submit to the NL Department of Transportation and Works, Highway Design Office in St. John's an application detailing the routing, design and construction of the BLRW and of any proposed crossing related to the same. Among other things, the Department of Transportation and Works, in exercising its jurisdiction in regulating the BLRW reserves the right to establish and adopt by legislation, regulation or otherwise what it considers to be best practices with respect to regulating the design, construction, operation and maintenance of BLRW as an intraprovincial railway and the right, should it in its discretion decide to do so, to enter into an agreement with the federal Minister of Transport under the Canada Transportation Act with respect to matters referenced in section 157.1 of the Canada Transportation Act. The Department of Transportation and Works, on behalf of the Province of Newfoundland and Labrador as one of the conditions for the development of the BLRW also

reserves the right to insist upon, any crossing or grade-separated crossing of any highway being of dimensions, construction type and standards acceptable to the Department of Transportation and Works and reserves the right to specifically insist that BLRW acting in its own right or in concert with any other railway or other company be required to establish grade- separated crossings where the BLRW crosses Highway 500 in or around the Municipalities of Wabush and Labrador City. In this regard, BLRW should as part of any application for approval that it submits to the Department of Transportation and Works include the estimated cost of any such railway crossing or grade-separated crossing related undertaking or undertakings. Should consideration be given by BLRW to partnering with QNSALRR or any other company in undertaking or funding the construction of any new or existing railway crossing or grade -separated crossing, BLRW shall in addition to including the estimated cost of any such undertaking in its application for approval to the Department of Transportation and Works, also include a statement showing the proportion of the cost of the same that will be borne by each of the persons involved in funding the same and supporting documentation related to the sharing of those costs between the proponents of the same. It shall be a condition of any such approval that the Province of Newfoundland and Labrador will not be required to fund or contribute to the funding of any work or undertaking related to construction of the BLRW or the maintenance and operation of the same.

List the main permits, licences, approvals, and other forms of authorization required for the undertaking, together with the names of the authorities responsible for issuing them (e.g., federal government department, provincial government department, municipal council, etc.).

9. FUNDING:

If this undertaking depends upon a grant or loan of capital funds from a government agency (federal, provincial or otherwise), state the name and address of the department or agency from which the funds have been requested.

The proponent is required to submit 25 hard copies (in colour) of the EPR and an electronic version for posting to the Environmental Assessment website along with a covering letter to:

Minister
Department of Environment and Conservation
P.O. Box 8700
St. John's, NF
A1B 4J6

APPENDIX B

Photos of Stream Crossing Locations

01 Crossing at 1A

02 Downstream of 1A

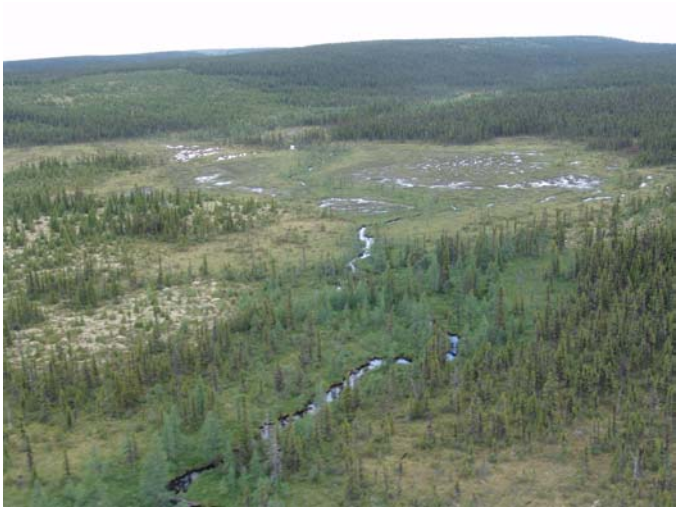
03 Crossing 1B

04 Crossing at 1B

05 Crossing at 1C

06 Crossing at 1C

Bloom Lake Railway - Photos of Stream Crossing Locations



07 Stream to Crossing 1D

08 Crossing at 1D

09 Crossing at 2A outflow

10 Crossing at 2A outflow

11 Near Crossing 2a inflow

12 Crossing at 2A inflow

Bloom Lake Railway - Photos of Stream Crossing Locations

13 Virot Bridge Location

14 Virot bridge Location

15 Crossing at 3A

16 Crossing at 3A

17 Stream at 4A

18 Crossing at 4A

Bloom Lake Railway - Photos of Stream Crossing Locations

19 Crossing at 4B

20 Crossing at 4B

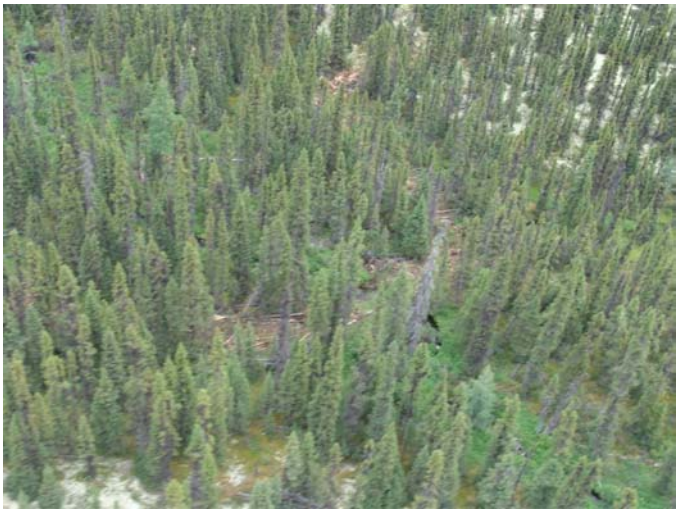
21 Ironstone Bridge Location

22 Downstream of Ironstone Bridge Location

23 Crossing at 5A

24 Crossing at 5A

Bloom Lake Railway - Photos of Stream Crossing Locations



25 Crossing at 5B

26 Crossing at 5B

27 Inlet of Culvert 6A

28 Downstream of Culvert 6A

29 Culverts at 6B

30 Culverts at 6B

Bloom Lake Railway - Photos of Stream Crossing Locations

APPENDIX C

Bloom Lake Railway
Environmental Protection Procedures

1.0 ENVIRONMENTAL PROTECTION PROCEDURES

This Section provides a description of environmental protection procedures for the following anticipated project-related activities:

1.1 Surveying
1.2 Marshalling and Storage Areas
1.3 Clearing Vegetation
1.4 Grubbing and Disposal of Related Debris
1.5 Overburden
1.6 Excavation, Embankment and Grading
1.7 Erosion Prevention
1.8 Buffer Zones
1.9 Watercourse (Stream) Crossings
1.10 Blasting on Land
1.11 Blasting in Close Proximity to Water
1.12 Dewatering Work Areas and Site Drainage
1.13 Concrete Production and Placement
1.14 Equipment Use and Maintenance
1.15 Storage, Handling and Transfer of Fuel and Other Hazardous Material
1.16 Waste Disposal
1.17 Hazardous Waste Disposal
1.18 Vehicle Traffic
1.19 Dust Control
1.20 Public Traffic and Activity

When required, this EPP will be revised to include new or amended environmental protection procedures to ensure that activities conducted at the Bloom Lake Railway are completed properly and that the significant environmental aspects of the site are well managed.

1.1 SURVEYING

Environmental Concerns

Surveying activities may disturb wildlife species, vegetation and historic resources.

Environmental Protection Procedures

Vegetation Removal

a) Width of survey lines will be limited to that which is necessary for line of sight and unobstructed passage.

b) Whenever possible, cutting lines to the boundary between treed and open areas will be avoided.

c) Trees and shrubs will be cut flush with the ground wherever possible.

d) Cutting of survey lines will be kept to a minimum. Where possible, alternate areas not requiring cut lines will be used.

e) All trees not exactly on transit lines shall be left standing.

f) When surveying the construction site limit, areas that will be cleared require a modified adherence to the above, except trees, shrubs and areas to be saved or left natural as noted on the plans or marked in the field.

g) No attempt to harass or disturb wildlife will be made by any person.

h) Vehicles will yield the right-of-way to wildlife.

i) Any historic resource discoveries will be reported to the Culture and Heritage Division.

Traversing

j) All-terrain vehicles (ATVs) will not be allowed off the right-of-way except as approved by the contractor's on site manager/supervisor. The use of ATVs will be restricted to designated trails, thus minimizing ground disturbance. ATV use will comply with the Motorized Snow Mobile and All-Terrain Vehicle Regulations, 1996 under the *Motorized Snow Mobile and All-Terrain Vehicle Act* and the Environmental Guidelines for Stream Crossings by All-Terrain Vehicles issued by the Newfoundland and Labrador Department of Environment and Conservation (DOEC).

k) No attempt to harass or disturb wildlife will be made by any person.

l) No motorized vehicles will enter the protected water supply areas without notification and approval of the Site Manager.

Establishing Targets, Permanent Benchmarks and Transponder Locations

m) In normal ground conditions a 15 mm x 400 mm long rebar is driven approximately 350 mm into the surface with an 8-lb sledgehammer. When bedrock or a large boulder is encountered less than 300 mm below the ground surface, a 15 mm x 150 mm long rebar is cemented in a hole drilled in the rock. The rebar will be set into the rock a minimum distance of 80 mm.

n) No attempt to harass or disturb wildlife will be made by any person.

o) Access to the protected water supply areas is to be approved by the Site Manager.

p) Standard iron bars and sledgehammers are to be used to establish benchmarks.

q) Access by heavy equipment to the protected water supply areas and sensitive areas such as wetlands will only be through established right-of-ways.

1.2 MARSHALLING AND STORAGE AREAS

Environmental Concerns

Areas will be required for storing and maintaining equipment and supplies through the construction phase of Bloom Lake Railway. Erosion and run-off of sediment into nearby water bodies must be prevented.

Environmental Protection Procedures

a) Existing marshalling and storage areas will be used, where feasible.

b) Any new marshalling, maintenance or storage areas required for the project will only be established within the railway right-of-way.

c) Establishing any new marshalling or storage areas will follow the procedures for vegetation clearing (Section 1.3), grubbing and debris disposal (Section 1.4), and erosion prevention (Section 1.7).

d) External storage areas will be placed on level terrain and kept free of ponding or run-off.

e) Drainage from areas of exposed fill will be controlled by grade or ditching and directing run-off away from water bodies.

f) Marshalling and storage areas not required during operations will be rehabilitated.

1.3 CLEARING VEGETATION

Environmental Concerns

Vegetation clearing (e.g., trees, shrubs, etc.) will be required in advance of railway construction. Concerns include uncontrolled burning of slash, and stockpiling vegetation in or near watercourses.

Environmental Protection Procedures

a) Clearing activities will comply with the requirements of all applicable permits, including the Permit to Burn.

b) Clearing or removal of trees will be restricted to only those areas designated by BLR.

c) Clearing will consist of cutting to within 15 cm of the ground and disposing of all standing trees, as well as removing all shrubs, debris and other perishable materials from the area indicated on the

engineering/survey drawings. The *Environmental Protection Guidelines for Ecologically Based Forest Resource Management* (DFRA 1998*)* will be observed.

d) A local contractor will remove merchantable or usable timber.

e) Disposing of cleared unmerchantable timber, slash and cuttings by burning will comply with the *Forest Fire Regulations*, Environmental Code of Practice for Open Burning, Global Certificate of Approval issued by DOEC and Permit to Burn. At no time will a fire be left unattended.

f) Cleared vegetation will be used to restore habitat or chipped on-site as mulch where practical. If a wood chipper is used during construction, a safe work procedure will be put in place prior to operation of the unit.

g) Slash and any other construction material or debris will not be permitted to enter any watercourse, and will be piled above spring flood levels.

h) Chain saws or other hand-held equipment will be used in clearing vegetation except where alternative methods or equipment is approved by BLR, such as mechanical harvesters. The use of mechanical clearing methods, such as bulldozers, will not be permitted except where it can be demonstrated that there is no merchantable timber, and where the resulting terrain disturbance and erosion will not result in the loss of topsoil or the sedimentation of nearby waterbodies.

i) As much as possible, a minimum 15 m buffer zone of undisturbed vegetation will be maintained between the development area and all other waterbodies (Section 1.8).

j) Timber shall be felled inward toward the work area to avoid damaging any standing trees within the immediate work area.

k) Workers will not destroy or disturb any features indicative of a cultural or archaeological site. Such features should be avoided until a report has been made to the Provincial Archaeology Office and clearance to proceed has been received.

l) Where feasible, vegetation clearing will be scheduled to avoid disturbance during the critical nesting period.

m) There are several wetlands in the work area. BLR is aware of the value of wetlands and will attempt to avoid such disturbance of wetlands outside of the work areas where feasible.

1.4 GRUBBING AND DISPOSAL OF RELATED DEBRIS

Environmental Concerns

The principle concerns associated with grubbing and disposal of related debris are the potential adverse effects on freshwater ecosystems and water quality through the release of sediment into watercourses, as well as the potential for disturbing historic resources.

Environmental Protection Procedures

a) Grubbing of the organic vegetation mat and/or the upper soil horizons will be restricted to the minimum area required.

b) The organic vegetation mat and upper soil horizon material that has been grubbed will be spread, in a manner to cover inactive exposed areas.

c) Any surplus of such material will be stored or stockpiled for site rehabilitation and revegetation purposes. The location of the stockpiles will be recorded and accessible for future rehabilitation purposes.

d) Measures will be implemented to reduce and control runoff of sediment-laden water during grubbing, and the re-spreading and stockpiling of grubbed materials. Where grubbed materials are re-spread or stockpiled, as many stumps and roots as possible will be left on the ground surface to maintain soil cohesion, dissipate the energy of runoff and promote natural revegetation. Erosion control measures will be implemented in areas prone to soil loss (Section 1.7).

e) Erosion into a water body is a concern, and the length of time that inactive grubbed areas will be left exposed to the natural elements will be minimized to prevent unnecessary erosion. Mitigations such as the placement and maintenance of silt curtains will be used to prevent erosion from exposed areas.

f) Grubbing activities will adhere to the buffer zone requirements outlined in Section 1.8.

g) During grubbing, care will be taken to ensure that grubbed material will not be pushed into areas that are to be left undisturbed. Grubbing material will be buried with 60 cm of soil cover.

h) Discovery of historic resources will be handled according to the procedures outlined in the EPP.

i) BLR is aware of the value of wetlands and will attempt to avoid such disturbance of wetlands outside of the work areas where feasible.

1.5 OVERBURDEN

Environmental Concerns

The principal concern associated with the placement of overburden is siltation of the aquatic environment, pertaining to water quality and substrate, as well as loss of habitat and displacement of wildlife. It is anticipated that all rock material will be used in the cut-and-fill construction of the railbed and waste rock storage will not be required.

Environmental Protection Procedures

a) Overburden storage areas will be located at least 100 m from any waterbody.

b) If required, collection ditches and settling ponds will be used to manage surface runoff from overburden stockpiles.

c) Overburden piles will be sloped to prevent pooling of surface water.

d) Overburden storage areas will be secured as appropriate.

1.6 EXCAVATION, EMBANKMENT AND GRADING

Environmental Concerns

The principal environmental concern associated with excavation, embankment and grading are the potential impacts on aquatic ecosystems and water quality due to runoff of sediment-laden water.

Environmental Protection Procedures

Work will be conducted in a manner that ensures the minimum amount of disturbance necessary. All works near waterbodies or watercourses will be performed in strict compliance with the required watercourse alteration approvals from the DOEC and Fisheries and Oceans (DFO). Work will be conducted in a manner that controls potential sedimentation of watercourses and waterbodies in or adjacent to the work areas as outlined in the following procedures.

a) Excavation, embankment and grading will be done only upon completion of grubbing and stripping. Where engineering requirements do not require grubbing and stripping (e.g., within the buffer zone of a stream crossing), filling will occur without any disturbance of the vegetation mat or the upper soil horizons.

b) Excavation, embankment and grading near stream crossings will be done in a manner which ensures that erosion and sedimentation of watercourses and waterbodies is minimized and is done in strict compliance with the required watercourse alteration permits from the DOEC and DFO.

c) A buffer zone of undisturbed vegetation will be maintained between construction areas and all watercourses.

1.7 EROSION PREVENTION

Environmental Concerns

Eroded material may cause siltation in water bodies and, subsequently, decrease suitable habitat for aquatic and terrestrial animals.

Environmental Protection Procedures

a) All work relating to the construction and operation of the Bloom Lake Railway will be conducted according to the conditions set out in the permits and/or approvals and authorizations from the DOEC.

b) Primary means for controlling erosion is avoiding activity that contributes to erosion. The disturbance of new areas will be minimized.

c) Drainage ditches along the right-of-way will be stabilized if required (e.g., lining with vegetation or rock, terracing, interceptor swales, installation of rock check dams) to reduce soil erosion. Any such measures will be properly maintained following installation.

d) All areas of exposed erodible soil will be stabilized by back-blading, grading and/or compacting to meet engineered slope requirements.

e) If an environmental inspection reveals that silt is entering any waterbody, further mitigative measures will be implemented, such as temporary drainage ditches, siltation control (settling) ponds, ditch blocks/check dams or sediment dam traps, to intercept run-off. The necessary or appropriate measures will be determined in the field.

f) All work and marshalling and storage areas will be monitored for erosion and appropriate repair action taken as necessary.

g) Existing or new siltation control structures used in this work will be monitored by the contractor for excessive accumulation of sediment. The contractor will remove accumulated sediment from control structures to ensure the effectiveness of the systems. Effluent from control structures will be released to flow overland to ensure appropriate filtration prior to entering any waterbody.

h) The contractor will be required to remove excess water from siltation control systems prior to excavation of sediment. Trucks will be equipped with liners to prevent loss of wet sediment during transport.

1.8 BUFFER ZONES

Environmental Concerns

Buffer zones are boundaries of undisturbed vegetation maintained along water bodies. Without adequate buffer zone vegetation, streams, ponds and lakes can become laden with silt from run-off. Vegetation also provides cover for fish.

Environmental Protection Procedures

a) As much as possible, a minimum buffer zone of 15 m of undisturbed natural vegetation is to be maintained between construction work areas and water bodies.
b) Where possible, additional buffer widths will be maintained according to the guidelines shown in Guidelines for buffer zones for activities near watercourses are shown in Table 1.

Table 1 Recommended Minimum Buffer Zone Requirements for Activities near Watercourses

Activity	Recommended Buffer Width
Development around watercourses in urban or other developed area	15 m depending upon site specific considerations
Resource roads or highways running adjacent to water bodies	20 m + 1.5 X slope (%)
Piling of wood and slash Grubbing	30 m
Construction of site camps Fuel storage Quarries and borrow pits	100 m
Source: Gosse et al. 1998	

1.9 WATERCOURSE (STREAM) CROSSING

Environmental Concerns

The environmental concerns associated with stream crossings and culvert installations include direct disturbances to or mortality of fish, and potential loss of fish habitat resulting from sedimentation and removal of habitat and stream bank vegetation. An evaluation of soil erosion potential will be conducted at each of the stream crossings. This assessment of erosion risk will assist in the development of specific erosion stabilization methods and effective sedimentation control practices on a site-specific basis.

Environmental Protection Procedures

Stream crossings will be constructed in compliance with the required Permit for Culvert Installation from DOEC, Water Resources Management Division and any approvals required from DOEC and DFO. BLR recognizes that DFO does not routinely issue permits for instream work between September 15 and June 1. BLR will therefore consult with DFO to develop mitigation strategies to minimize the impact of instream work during sensitive periods.

The following measures will be implemented to minimize the potential impacts of stream crossings:

a) Between September 1 and June 15, stream crossing construction activities will be undertaken under the direct supervision of the Project Manager.

b) Work will be performed in such a way as to ensure that deleterious substances including, but not limited to, materials such as sediment, fuel and oil do not enter watercourses and waterbodies.

c) A minimum buffer of undisturbed natural vegetation (20 m from the high water) must be left between the access road and the bank of any watercourse that it parallels. The buffer width will be determined through the formula:

Buffer width (m) = 20 m + 1.5 x slope (%).

d) In those locations where culverts are required, application will be made to DOEC and DFO. The culverts used will be constructed in accordance with the Environmental Guidelines for Culverts from the DOEC, Water Resources Division. The following measures will also be implemented:

   i) install culvert(s) in accordance with good engineering and environmental practices;

   ii) unless otherwise indicated, all work should take place in dry conditions, either by the use of cofferdams or by diverting the stream.

   iii) installation of cylindrical culverts shall be counter sunk only where necessary to protect fish habitat such that the culvert bottom is one-third the diameter below the streambed in the case of culverts less than 750 mm outside the diameter; for culverts greater than 750 mm outside diameter, the culvert bottom shall be installed a minimum of 300 mm below the streambed;

   iv) in multiple (gang) culvert installations, install one culvert at an elevation lower than the others;

   v) ensure that the natural low flow regime of the watercourse is not altered;

   vi) a culvert will not be installed before site specific information such as localized stream gradient, fish habitat type and species present have been evaluated. Culverts are to be installed using the guidelines provided in Gosse et al. (1998).

   vii) riprap outlets and inlets to prevent erosion of fill slopes;

viii) use culverts of sufficient length to extend a short distance beyond the toe of the fill material;

ix) use backfilling material that is of a texture that shall support the culvert and limit seepage and subsequent washing out;

x) align culverts such that the original direction of stream flow is not significantly altered;

xi) remove fill and construction debris from the culvert area to a location above the peak flow level to prevent its entry into the stream;

xii) confine construction activity to the immediate area of the culvert;

xiii) fill material shall not be removed from streambeds or banks; except when installing a culvert when removal of material is necessary to ensure a flat foundation;

xiv) minimize and restrict the use of heavy equipment in and near watercourses; where possible, an excavator will be used from shore rather than a bulldozer in the watercourse. Where it is absolutely necessary to do so, instream work will be performed by rubber tired vehicles only and will only be done in compliance with approvals from DOEC and DFO, respectively;

xv) as required, cofferdams of non-erodible material shall be used to separate work areas from the watercourse when excavating for culverts and footings; and

xvi) cofferdams shall be removed upon completion of construction and the streambed returned as closely as possible to its original condition.

e) When fording any watercourse, the Environmental Guidelines for Fording from DOEC, Water Resources Division 1992 will be applied in conjunction with the following:

i) areas of spawning habitat will be avoided;

ii) crossings shall be restricted to a single location and crossings made at right angles to the watercourse;

iii) equipment activity within the watercourse shall be minimized by limiting the number of crossings;

iv) ensure that all equipment is mechanically sound to avoid leaks of oil, gasoline and hydraulic fluids;

v) ensure that no servicing or washing of heavy equipment occurs adjacent to watercourses; temporary fuelling, servicing or washing of equipment in areas other than the main fuel storage site shall not be allowed within 30 m of a watercourse except within a refuelling site approved by BLR, where conditions allow for containment of accidentally spilled fuels; remove from the work area and properly dispose of all waste oil, filters, containers or other such debris in an approved waste disposal site;

vi) stabilize the entire fording area using vegetation mats, corduroy roads or coarse material (125 mm diameter or greater) when such material is available from a reasonably close location within the right-of-way, and the ford area is not natural bedrock, or is easily disturbed by fording; when the substrate

of the ford area is not subject to easy disturbance by fording, or coarse material is not easily available within the right-of-way, fording under existing substrate conditions may occur under the direction of the Project Manager;

vii) ensure that fording activities shall not decrease the depth of the watercourses to less than 20 cm; where the existing depth is less than 20 cm, that depth shall be maintained;

viii) ensure that fording activities are halted during high flow periods;

ix) stabilize all bank sections which contain loose or erodible materials; if banks must be sloped for stabilization, no material shall be deposited within the watercourse; sloping shall be accomplished by back-blading and the material removed shall be deposited above the high water mark of the watercourse;

x) all fording activities will comply with the required approvals from the DOEC and DFO;

xi) the flow of water must be diverted around the work area during the installation of a culvert to ensure dry conditions are prevalent for construction activities; and

xii) culverts must be marked to indicate their position under the snow.

1.10 BLASTING ON LAND

Environmental Concerns

Blasting will be undertaken in association with mine development. The principal environmental concerns include the following:

- destruction of vegetation outside the construction area;
- noise disturbances to wildlife;
- disturbance of archaeological resources.

All blasting will be done in compliance with the appropriate permits and approvals. All blasters will have a Blasters Safety Certificate from DOEC. All temporary magazines for explosive storage will have the appropriate approvals.

Environmental Protection Procedures

The handling, transportation, storage and use of explosives and all other hazardous materials will be conducted in compliance with all applicable laws, regulations, orders of the DOEC and the DNR-Mines, and the *Dangerous Goods Transportation Act* and the *Dangerous Goods Transportation Regulations*, 1996. The following measures will be implemented to minimize the impact of the use of explosives and blasting.

a) Explosives will be used in a manner that will minimize damage or defacement of landscape features, trees and other surrounding objects by controlling through the best methods possible, the scatter of blasted

material beyond the limits of activity. Outside of cleared areas, inadvertently damaged trees will be cut, removed and salvaged if possible.

b) Blasting pattern and procedures will be used which minimize shock or instantaneous peak noise levels.

c) Time delay blasting cycles will be used if necessary, to control the scatter of blasted material.

d) Blasting will not occur near fuel storage facilities.

d) The Blasters Safety Certificates from DOEC and the Temporary Magazine License (from Energy, Mines and Resources Canada) will be obtained prior to drilling and blasting.

e) Use of explosives will be restricted to authorized personnel who have been trained in their use.

f) There will be separate magazines on site, a magazine for explosives and a smaller cap magazine for dynamite blasting caps.

g) The immediate area of the site will be surveyed within three hours prior to a blast and operations will be curtailed if sensitive animals (e.g., black bear, caribou, and moose) are observed within 500 m. Any individual animal sightings will be reported to the Project Manager.

h) If blasting is necessary within the vicinity of an archaeological site, precautions must be taken to ensure that blasted material and shock waves do not disturb any part of the site. If necessary, protective covering should be applied to the site under the supervision of an archaeologist. Blasting shall not be undertaken in these areas without notifying the Project Manager.

1.11 BLASTING IN CLOSE PROXIMITY TO WATER

Environmental Concerns

Blasting may be undertaken in association with many of the work elements. Underwater blasting will not be undertaken as part of the project.

Blasting in or near waterbodies can severely affect organisms with swim bladders (fish) but may also affect a variety of aquatic animals including shellfish, mammals, otters, birds and waterfowl. Affects may be lethal, especially for the more sedentary species, but in many instances, disturbance will be sublethal, perhaps causing the subsequent avoidance of habitat. The introduction of silt and ammonia, into the water column is also a concern for freshwater water quality and related impacts on aquatic life.

Environmental Protection Procedures

In order to minimize the potential impacts of blasting operations upon the aquatic environment, BLR has made a commitment to a "zero" policy on blasting within a watercourse. In addition, blasting near a waterbody will only occur in situations where necessary and will comply with the following:

a) The handling, transportation, storage, and use of explosives and all other hazardous materials will be conducted in compliance with all applicable laws, regulations and orders of the DOEC and the DNR-Mines.

b) Explosives will be used in a manner that will minimize scatter of blasted material beyond the limits of the activity. Outside the cleared areas, inadvertently damaged trees will be cut, removed, and salvaged if possible. Damage to the organic mat outside of disturbed areas will be restored as required and as directed by the Project Manager.

c) Blasting patterns and procedures which minimize shock or instantaneous peak noise levels will be used.

d) Time delay blasting cycles will be used to control the scatter of blasted materials.

e) Blasting will not occur near fuel storage facilities.

f) Blasting will not occur within a waterbody, however if it is deemed necessary, it will be undertaken in compliance with the required water resources permits from the DOEC and approval by DFO (Area Habitat Biologist). Blasting in or near water will be conducted in accordance with DFO Guidelines (see: D.G. Wright and G.E. Hopky. 1998. Can. Tech. Rep. Fish. Aquat. Sci. 2107: iv + 34.p).

g) The Blasters Safety Certificates (from the DOEC) and the Temporary Magazine License (from Energy, Mines and Resources Canada) will be obtained prior to drilling and blasting.

h) Use of explosives will be restricted to authorized personnel who have been trained in their use.

i) There will be separate magazines on site, a magazine for explosives and a smaller cap magazine for dynamite blasting caps.

j) Drilling and blasting activities will be done in a manner that ensures that the magnitude of explosions is limited to that which is necessary. A blasting plan will be reviewed with one of the local DFO fisheries officers, in advance of work in close proximity to waterbodies. BLR's Project Manager will monitor the blast.

k) Three hours prior to any blasting near waterbodies, a visual reconnaissance of the area will be undertaken to ensure that there are no waterfowl or aquatic furbearers near the blast site. Blasting will be delayed in such circumstances until they have been allowed to leave the area of their own accord. Under no circumstances will noise or other devices be used to harass or otherwise disturb these animals to encourage them to leave the area of the proposed blast.

1.12 DEWATERING WORK AREAS AND SITE DRAINAGE

Environmental Concerns

The major concern associated with site dewatering and drainage is potential siltation and direct fish mortality and/or habitat destruction for freshwater species.

Environmental Protection Procedures

a) Site water will be discharged to vegetated work areas to reduce any potential effects on watercourses.

b) Discharged water will be encouraged to follow natural surface drainage patterns.

c) Monitoring of site run-off at the construction site will be conducted as per provincial requirements to ensure effluent quality standards.

d) If silt is entering any waterbody, filtration or other suitable measures, such as silt fences and dykes will be provided to remove silt from, and reduce the turbidity of, water pumped from work areas before discharging.

e) If monitoring indicates exceedence of regulated water quality standards, BLR will develop additional protocols in consultation with the DOEC.

1.13 CONCRETE PRODUCTION/PLACEMENT

Environmental Concerns

Although cured concrete has little effect on water quality, fresh concrete and concrete products may raise the pH in receiving waters to potentially toxic levels (i.e., well above pH 9).

Environmental Protection Procedures

The following measures will be implemented to minimize the potential impacts from concrete production or placement.

a) Mixing of cement to form concrete will take place at least 100 meters from any watercourse.

b) Cement or fresh concrete shall not enter any watercourse or water body. Dumping of concrete or washing of tools and equipment in any body of water is prohibited.

1.14 EQUIPMENT USE AND MAINTENANCE

Environmental Concerns

A variety of vehicles and heavy equipment will be used for the railway construction. Environmental concerns associated with operating and using such equipment include air emissions, accidental spills; and chronic leaks that may contaminate on-site water bodies.

Environmental Protection Procedure

a) Equipment maintenance and fuelling activities will be performed at sites designated by the BLR Environment Department and in compliance with applicable regulations. All heavy equipment will also be maintained and operated as outlined in the Occupational Health and Safety legislation.

b) Drip pans will be placed underneath pumps and generators.

c) Hoses and connections on equipment will be inspected routinely for leaks and drips.

d) Only minor repairs and maintenance (e.g., lubrication) of 'non-mobile' equipment such as the cranes, flatbeds, shovel or drilling equipment will be performed on-site. All major repairs are to be performed at a location outside of the construction site.

e) All leaks will be repaired and reported immediately to the BLR Environment Department.

f) All fuel and other hazardous materials will be handled according to the procedures in Section 1.15.

g) In addition to spill kits located at fuel storage tanks additional spill kits will be located at designated central storage location(s). Personnel who deal with fuelling, fuel transfer and pumps and generators will be trained in the use of the kits.

1.15 STORAGE, HANDLING AND TRANSFER OF FUEL AND OTHER HAZARDOUS MATERIAL

Typical hazardous substances that may be used on site include, but are not necessarily limited to:

- petroleum, oil and lubricants;
- chlorinated and non-chlorinated solvents (*e.g.*, cleaner-degreasers);
- flammable gases (*e.g.*, acetylene);
- waste petroleum products (*e.g.*, used engine oil);
- corrosives (*e.g.*, battery acid); and/or
- glycol (*e.g.*, antifreeze).

Environmental Concerns

Aside from explosives, the primary concern with using hazardous substances is that there may be an uncontrolled release to the environment through spillage, and subsequent adverse effects on terrestrial and aquatic habitat and species, soil, groundwater quality, and human health and safety.

Environmental Protection Procedures

a) The *Workplace Hazardous Materials Information System (WHMIS) Regulations* under the *Occupational Health and Safety Act* will apply to all handling and storage of hazardous materials. All relevant current Material Safety Data Sheets (MSDS) will be readily available for the site.

b) All necessary precautions will be taken to prevent and reduce the spillage, misplacement or loss of fuels and other hazardous materials. In the event of a spill on-land or in the freshwater environment, the **Environmental Emergencies 24-Hour Report Line** will be contacted.

St. John's: **709-772-2083** or Other Areas**: 1-800-563-9089**)

c) A copy of the BLR Contingency Plan for fuel and hazardous material spills will be readily available.

d) All fuel storage systems will be registered and comply with the *Storage and Handling of Gasoline and Associated Products Regulations*. Verification of the storage tank approval will be retained for BLR.

e) Only persons who are qualified and trained in handling these materials as stated in the manufacturer's instructions and government laws and regulations will handle fuel and other hazardous materials.

f) Operators will attend the entire refuelling operations.

g) Fuel and other hazardous materials will be stored at least 100 m from any surface water.

h) Handling and fuelling procedures will comply with the *Storage and Handling of Gasoline and Associated Products* and any additional requirements put forth by the DOEC in order to limit potential contamination of soil or water.

i) Fuel storage areas and non-portable transfer lines will be clearly marked or barricaded to ensure that they are not damaged by moving vehicles. The markers will be visible under all weather conditions. Barriers will be constructed in compliance with the *Storage and Handling of Gasoline and Associated Product Regulations*.

j) Waste oils, lubricants, and other used oil will be retained in a tank or closed container, and disposed of in accordance with the *Used Oil Control Regulations*.

k) Any soil contaminated by small leaks of oil or grease from equipment will be disposed of according to the *Environmental Protection Act*.

l) All storage tank systems will be inspected on a regular basis by the operator as per Section 18 of the *Storage and Handling of Gasoline and Associated Products Regulations*. This involves, but is not limited to, gauging

or dipping, reconciliation of records and the proper maintenance of reconciliation records for a period of two years.

m) Contracted fuel suppliers will, before transporting or positioning fuel or oil, have on file at BLR a copy of their fuel and hazardous material spills contingency plan which is required under *Storage and Handling of Gasoline and Associated Products Regulations* and which is acceptable to BLR. The fuel and hazardous material spills contingency plan for BLR is in the EPP.

n) Transportation of hazardous and dangerous materials shall be conducted in accordance with provincial, territorial and federal transportation regulations. Transportation documents shall be retained in a retrievable filing system and stored for the duration of the undertaking.

o) Smoking will be prohibited within 10 m of a fuel storage area.

p) Fuelling or servicing of mobile equipment will be conducted in designated areas and will not occur within 100 m of any body of water.

q) Drum storage areas will not be located within 100 m of a water body. Drums containing hydrocarbon or other hazardous materials will be transported, stored, handled and disposed of such that spillage or leakage does not occur. Drums will be tightly sealed against corrosion and rust and surrounded by an impermeable barrier in a dry building with an impermeable floor. BLR must approve the location of drum storage areas.

r) Small quantities of hazardous material (drums, cans and other containers under 20-L volume) will be stored in a secure location protected from weather and freezing, as well as vehicle traffic.

s) Where hazardous materials are to be stored outdoors, a designated area will be established, graded and fitted with an impermeable membrane covered with local soil and surrounded by an earth berm.

t) Within thirty (30) days of decommissioning of a storage tank system, the system will be emptied of all products, the tank and associated piping will be removed (including any contaminated soil) and the area will be cleaned and the site restored.

u) Decommissioning of any temporary storage tank system will be conducted according to the *Environmental Code of Practice for Aboveground Storage Tank Systems Containing Petroleum Products* (CCME 1994).

v) Hazardous waste will be moved to an appropriate hazardous waste storage area at BLR. These areas are constructed in compliance with all applicable federal and provincial legislation.

1.16 WASTE DISPOSAL

Environmental Concerns

Waste (e.g., domestic and industrial wastes, grey water, paper, cardboard and wood), if not properly controlled and disposed of, will be unsightly and could cause human safety and health concerns. It could also attract wildlife leading to the potential for human-wildlife conflicts.

Environmental Protection Procedures

a) All solid waste will be handled according to the provincial *Environmental Protection Act*.

b) All solid waste materials shall be considered, prior to disposal, for reuse, resale, or recycling.

c) Solid waste produced by site personnel and operations will be regularly collected and disposed of at the Labrador City municipal disposal facility, with the Town's approval.

d) Waste accumulated on site prior to disposal will be confined, so that it does not pose an environmental or health hazard.

e) Work areas will be kept clear of waste and litter to reduce the potential for attracting wildlife and reducing potential interactions with wildlife.

f) Any waste that may attract animals (i.e., food) will be stored in covered, wildlife-proof containers.

g) Burning of waste is not permitted.

h) All hazardous wastes generated will be handled according to the procedures for handling fuel and hazardous materials (Section 1.17).

1.17 HAZARDOUS WASTE DISPOSAL

Environmental Concerns

The primary concern with disposing of hazardous substances is that there may be an uncontrolled release to the environment through leakage or accidental spillage, and subsequent adverse effects on terrestrial and aquatic habitat and species, soil, groundwater quality, and human health and safety.

Environmental Protection Procedures

a) All hazardous waste will be handled according to the provincial *Environmental Protection Act*. Waste classified as "hazardous" or "special" that cannot be disposed of in regular landfill sites will be sent for disposal to a licensed hazardous waste management company.

b) All necessary precautions will be taken to prevent and reduce the spillage, misplacement or loss of fuels and other hazardous materials. In the event of a spill on-land or in the freshwater environment, refer to the BLR Contingency Plan.

c) A copy of the BLR Contingency Plan will be present at hazardous material storage sites and fuel transfer locations.

d) Hazardous waste materials will only be handled by persons who are qualified and trained in handling these materials as stipulated in government laws and regulations.

e) Waste accumulated on site prior to disposal will be confined, so that it does not pose an environmental or health hazard.

f) Waste material will not be disposed of on-site or in a body of water.

g) Burning of waste is not permitted.

h) Where hazardous waste materials are to be stored outdoors, a designated area will be established, graded and fitted with an impermeable membrane covered with local soil and surrounded by an earth berm.

i) Waste oils, lubricants, and other used oil will be retained in a tank or closed container, and disposed of in accordance with the *Used Oil Control Regulations*.

j) Any soil contaminated by small leaks of oil or grease from equipment will be disposed of according to the *Environmental Protection Act*.

k) All hazardous wastes generated, by alternative treatments will be handled according to the procedures for handling fuel and hazardous materials (Section 1.15).

1.18 VEHICLE TRAFFIC

Environmental Concerns

Vehicular traffic can result in fugitive dust, emissions and noise. BLR is committed to the proper operation and maintenance of its vehicles to reduce environmental effects.

Environmental Protection Procedures

a) All vehicle and equipment use, including use of all-terrain vehicles (ATVs), will be restricted to designated routes within and between work, marshalling, maintenance and storage areas.

b) All vehicles and equipment will be properly maintained to meet emission standards.

c) Travel in areas outside designated work areas will not be permitted.

d) All vehicles and equipment will yield to wildlife.

e) Chasing and/or harassing wildlife with vehicles and equipment will not be permitted.

f) Maintaining and refuelling vehicles will be restricted to designated areas (See Section 1.15).

g) Heavy equipment (e.g., dump trucks and front-end loaders) will only be used in work areas.

h) Access roads will be monitored for signs of erosion and appropriate action will be taken to repair roads, when necessary.

i) As required, the contractor will implement dust suppression measures such as watering the roads.

1.19 DUST CONTROL

Environmental Concern

The environmental concerns associated with dust include human health effects and potential effects on aquatic ecosystems and vegetation.

Environmental Protection Procedures

a) Dust from operating activities will be controlled using water. In the event of excessive dust, water will be applied to travel and work surfaces.

b) Waste oil will not be used for dust control, but other agents such as calcium chloride may be used with the approval of the appropriate regulatory agencies.

1.20 NOISE CONTROL

Environmental Concerns

A variety of noises associated with heavy construction activity can cause negative effects on wildlife resources in terms of their distribution and abundance. Noises associated with blasting and heavy equipment use are temporary in nature and noises associated with drilling are considered long term, but localized.

Environmental Protection Procedures

Measures will be implemented wherever possible to minimize potential impacts arising from a variety of noise sources.

a) Adherence to all permits, and approvals.

b) Blasting plans will be developed prior to blasting.

c) All vehicles and generators will have exhaust systems regularly inspected and mufflers will be operating properly.

APPENDIX D

Consolidated Thompson/Bloom Lake Railway
Newfoundland and Labrador
Benefits Policy

CONSOLIDATED THOMPSON/BLOOM LAKE RAILWAY NEWFOUNDLAND AND LABRADOR BENEFITS POLICY

The following outlines Consolidated Thompson's Newfoundland and Labrador Benefits Policy, which will be adopted by Bloom Lake Railway as soon as the Bloom Lake Railway is established and incorporated.

The Bloom Lake Railway will play an important role in the industrial transportation infrastructure of western Labrador. The Bloom Lake Railway will be incorporated in the Province of Newfoundland and Labrador and have its head office in Labrador West. Consolidated Thompson (CLM) is committed to the principles of local hiring of qualified workers and local procurement of goods and services on a commercially reasonable basis. Bloom Lake Railway (BLR) will abide by the CLM Benefits Policy. The Bloom Lake Railway will use its best efforts to have this Benefits Policy adhered to by all contractors and sub-contractors in both the construction and operation phases of the railway.

Local Employment

CLM/BLR will be committed to hiring local workers who have the skills and experience required to work on the construction and operation of the Bloom Lake Railway.

First priority, in terms of employment, will be given to qualified residents of Labrador.

Second priority, in terms of employment, will be given to qualified residents of other parts of the Province of Newfoundland and Labrador.

Local Procurement

CLM/BLR will be committed to maximizing local economic and industrial benefits in the construction and operation of the Bloom Lake Railway.

First priority, in terms of the procurement of goods and services, will be given to businesses located in Labrador, provided such goods and services meet the required specifications and can be acquired on a commercially reasonable and timely basis.

Second priority, in terms of the procurement of goods and services, will be given to businesses located in other parts of the Province of Newfoundland and Labrador, provided such goods and services meet the required specifications and can be acquired on a commercially reasonable and timely basis.

A Full and Fair Opportunity

CLM/BLR will provide all interested groups, individuals and businesses with timely project-related information to ensure a full and fair opportunity is provided to potential employees and suppliers in Labrador and in the Province of Newfoundland and Labrador generally. The Bloom Lake Railway will include this Benefits Policy in all Requests for Proposals, calls for Expressions of Interest and tenders issued for the Bloom Lake Railway Project, and will advertise all positions in newspapers in Newfoundland and Labrador. The Bloom Lake Railway will require its contractors and sub-contractors to adhere to this Benefits Policy in their hiring and procurement activities for the Bloom Lake Railway Project and to advertise all positions in newspapers in Newfoundland and Labrador.

Monitoring the Results

CLM/BLR will monitor the places of residence of employees and the locations of businesses to which contracts are awarded on the Bloom Lake Railway Project and will make this information available to the Government of Newfoundland and Labrador upon request.

APPENDIX E

Supplier Development Workshop
Presentation and Questionnaire

CONSOLIDATED THOMPSON

PRESENTATION TO THE BUSINESS COMMUNITIES OF: FERMONT WABUSH LABRADOR WEST AND SEPT-ILES

Program Objectives for the request for Tender

CONSOLIDATED THOMPSON

- To optimize the use of local and regional companies
- To optimize the local and regional economic impact
- To meet project deadlines by reducing employee transits
- To have an economically viable project

Process

CONSOLIDATED THOMPSON

- **Via this meeting, to inform local and regional contractors & subcontractors on the Request for Tenders process**

- **Qualified contractors and subcontractors meeting the profile must electronically present their pre-qualification documents to BBA by March 28, 2007**

Selection Criteria for the Call for Tenders

CONSOLIDATED THOMPSON

- **Does the company use known or new technologies that could positively influence the project's deadline?**
- **Does the company utilize local resources when achieving projects outside their region?**
- **Has there been instances where the company was not in conformity with standards?**
- **History of the company**
- **Sectors of expertise within the company**
- **Is this a company affiliated to local aboriginal groups?**

Selection Criteria for the Tenders (Team/Resources)

CONSOLIDATED THOMPSON

- **Does the company have an internal quality assurance program in place for projects of this type?**
- **What are the resources available within the company that would be allocated to the project?**
  - **Manpower available throughout the project**
    - **Management competency**
    - **Competency by trade**
    - **Recognized experience (Health and Safety)**
  - **Equipment available throughout the duration of the project**
  - **Geographical location of the company**
  - **Experience in similar projects**

CONSOLIDATED THOMPSON

Calendar

Employment Opportunities

Positions

- Administration/Management
- Railroad / Marine ports
- Mine
- Maintenance
- Concentrator
- Laboratories
- Others

Contracts & Subcontracting

- Construction & installation
  - Roads
  - Deforestation for roads
  - Dams
  - Concrete
  - Structure & erection
- Air and road transportation
- Environmental management
- Management of the camps

Supplies (direct and indirect)

- General supply
- Supplies specialized for the mining operations
- **Food**

Schedule for Tender Offers

CONSOLIDATED THOMPSON

- **Call for Tenders** **Between March 30th and April 15th, 2007**
  - **Temporary camps**
  - **Deforestation**
  - **Roads**
  - **Structures**
  - **Concrete**
  - **Dams**
  - **Others**

Contractors & sub-contractors, (mechanical, electrical, structural, civil, concrete, etc.)

CONSOLIDATED THOMPSON

- **Demonstrate excellent health and safety record for the last 3 years**
- **Experience as general contractor 5 years+**
- **Experience in the northern Quebec conditions**
- **Experience in the heavy duty construction for mining projects**
- **Sufficient engineering and technical capabilities**
- **Financial stability for the last 5 years minimum (can be bonded for a minimum of $1,000,000)**
- **Can support the payroll for an extended period (rolling capital)**
- **Proven track record for insurability**
- **Be available for the duration of the contract**

CONSOLIDATED THOMPSON	**Project Instruction** **Pre-Qualification Questionnaire** **5743005-00000-50B-FRM-003-RAA**	BBA

Type of Work: _____

_____

Value $M: _____

Contractor or Subcontractor: _____

Commencement and Completion Dates: _____

Owner: _____

Contact Person: _____ Telephone: _____

Engineer/Architect: _____

Contact Person: _____ Telephone: _____

****

Project: _____

Type of Work: _____

_____

Value $M: _____

Contractor or Subcontractor: _____

Commencement and Completion Dates: _____

Owner: _____

Contact person: _____ Telephone: _____

Engineer/Architect: _____

Contact Person: _____ Telephone: _____

****

3.2 Make a list of current ongoing construction contracts:

Project: _____

Type of Work: _____

_____

Value $M: _____

Contractor or Subcontractor: _____

Commencement and Completion Dates: _____

Owner: _____

Contact Person: _____ Telephone: _____

Engineer/Architect: _____

Contact Person: _____ Telephone: _____

****

Project: _____

Type of Work: _____

_____

Value $M: _____

Contractor or Subcontractor: _____

Commencement and Completion Dates: _____

Owner: _____

Contact Person: _____ Telephone: _____

Engineer/Architect: _____

Contact Person: _____ Telephone: _____

****

Project: _____

Type of Work: _____

_____

Value $M: _____

Contractor or Subcontractor: _____

Commencement and Completion Dates: _____

Owner: _____

Contact Person: _____ Telephone: _____

Engineer/Architect: _____

Contact Person: _____ Telephone: _____

****

3.3 What percentage of your contracts do you award, on average, to subcontractors?

_____ %

4.0 ' QUIPMENT

List ment that can be used for the work required:

QUANTITY	DESCRIPTION, INCLUDING CAPACITY	MODEL	MODEL YEAR

5.0 HEALTH and SAFETY

5.1 Provide the company flow chart, indicating the position that is responsible for Health and Safety. Does your company have a workplace health and safety manual? Are there prevention and training programs set up for workplace Health and Safety?

Yes ☐ No ☐

5.2 Please provide the following information, for the last three years :

	2004	**2005**	**2006**
Number of cases of days lost due to injury:			
Number of cases work restrictions due to injury:			
Number of cases with medical treatments only:			
Number of deaths:			
Total number of hours worked last year:*			

	2004	**2005**	**2006**
Frequency = $\frac{\text{number of accidents causing lost time}^{**} \times 1\,000\,000}{\text{Total number of hours worked}}$			
Gravity = $\frac{\text{number of days lost} \times 1\,000\,000}{\text{Total number of hours worked}}$			

6.0 OTHER INFORMATION

* *Does not include any time not worked, even if it was paid*

** *Lost time means absence from the jobsite for more than 24 hours because of an accident*

Provide any additional information relevant to contractor pre-qualification.

_____

_____

_____

_____

7.0 WASTED TIME CONTROL

Do you have a system in place to verify and to control the unnecessary loss of time?

Yes ☐ No ☐

8.0 ENVIRONMENTAL PROTECTION

Do you have a program in place for the protection of the environment?

Yes ☐ No ☐

9.0 RESEARCH AND DEVELOPMENT

Do you have a research and development program?

Yes ☐ No ☐

Provide the name of the manager in charge *(print)*: _____

10.0 Is the management of on site contracts carried out manually or with the help of a computerized system or database?

_____

_____

11.0 I herby declare that all of the information provided herein is, to the best of my knowledge, true.

Name: _____ Title: _____

Signature: _____ Date: _____

APPENDIX F

Consolidated Thompson and QNS&L Transportation Agreement
Press Release

CONSOLIDATED THOMPSON

65 Queen St. W., 8th Floor
Toronto, ON M5H 2M5
416.861.5907

For Immediate Release: August 1, 2008

CONSOLIDATED THOMPSON IRON MINES SIGNS RAIL TRANSPORTATION CONTRACT WITH QUEBEC NORTH SHORE AND LABRADOR RAILWAY COMPANY

TORONTO, ONTARIO, August 1, 2008: Consolidated Thompson Iron Mines Limited (TSX:CLM) (the "Company", or "Consolidated Thompson") is pleased to announce that it has entered into a transportation agreement with the Quebec North Shore and Labrador Railway Company, Inc. ("QNS&L") for the transportation of iron ore concentrate generated from the Bloom Lake iron ore project.

The agreement provides that iron ore concentrate from the Company's Bloom Lake property will be carried on the QNS&L railway from the Wabush Lake Junction in Labrador City, Newfoundland & Labrador to the Sept-Iles Junction in Sept-Iles, Quebec, a distance of approximately 400 kilometers.

Richard Quesnel, President and Chief Executive Officer of Consolidated Thompson said, "We are very pleased to have signed a confidential rail transport agreement with QNS&L, an outstanding and well-recognized rail transporter. This agreement will ensure long-term access to the world's largest consumers of iron ore for our future high quality product. The signing of this rail transport agreement also marks a significant milestone in the development of the Bloom Lake property."

About Consolidated Thompson

Consolidated Thompson Iron Mines Limited is a Canadian corporation that is devoted to exploring, developing and mining mineral deposits. The Company has approximately 119.0 million shares outstanding, and trades on the Toronto Stock Exchange under the symbol "CLM". For more information, visit www.consolidatedthompson.com.

For Further Information or to obtain a copy of the applicable securities report filed in connection with the matters set forth above, please contact:

Consolidated Thompson Iron Mines Limited
Richard Quesnel
514-249-6320
rquesnel@consolidatedthompson.com
www.consolidatedthompson.com

Except for statements of historical fact relating to the Company, certain information contained herein constitutes ''forward-looking information'' under Canadian securities legislation. Forward-looking information includes, but is not limited to, statements with respect to the rail contract and its benefits, the development potential and timetable of Bloom Lake project, capital expenditures; permitting time lines and permitting, government

regulation of mining operations; and environmental risks. Generally, forward-looking information can be identified by the use of forward-looking terminology such as ‘‘plans’’, ‘‘expects’’ or ‘‘does not expect’’, ‘‘is expected’’, ‘‘budget’’, ‘‘scheduled’’, ‘‘estimates’’, ‘‘forecasts’’, ‘‘intends’’, ‘‘anticipates’’ or ‘‘does not anticipate’’, or ‘‘believes’’, or variations of such words and phrases or statements that certain actions, events or results ‘‘may’’, ‘‘could’’, ‘‘would’’, ‘‘might’’ or ‘‘will be taken’’, ‘‘occur’’ or ‘‘be achieved’’. Forward-looking information is based on the opinions and estimates of management as of the date such statements are made, and they are subject to known and unknown risks, uncertainties and other factors that may cause the actual results, level of activity, performance or achievements of Consolidated Thompson to be materially different from those expressed or implied by such forward-looking information, including but not limited to risks described in the annual information form of the Company posted under the profile of the Company on SEDAR at www.sedar.com. Although management of Consolidated Thompson has attempted to identify important factors that could cause actual results to differ materially from those contained in forward-looking information, there may be other factors that cause results not to be as anticipated, estimated or intended. There can be no assurance that such statements will prove to be accurate, as actual results and future events could differ materially from those anticipated in such statements. Accordingly, readers should not place undue reliance on forward-looking information. Consolidated Thompson does not undertake to update any forward-looking information, except in accordance with applicable securities laws.