

**Amendment Number 1 to the North Baffin Regional Land Use Plan**

Ministerial Approval

The Undersigned, are pleased to approve, on behalf of the Government of Canada and the Government of Nunavut, Amendment Number 1 to the North Baffin Regional Land Use Plan which is effective as of \_\_\_\_\_.

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Honourable Bernard Valcourt,  
Minister Aboriginal Affairs and Northern Development Canada  
Aboriginal Affairs and Northern Development Canada  
Executive Offices  
10 Wellington Street  
Gatineau, Quebec K1A 0H4

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Honourable Johnny Mike  
Minister of Environment  
Department of Environment  
Government of the Nunavut  
Box 2410,  
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## **Part 1 - Background**

### **1.1 Introduction**

Part 1 is provided for background and information purposes only and does not form part of the Amendment.

### **1.2 Purpose**

The purpose of this Amendment is to include a new transportation corridor in the North Baffin Regional Land Use Plan (NBRLUP).

The new transportation corridor reflects the transportation corridor proposed as part of NPC File Baffinland Mary River Project INAC File # N2008T0014, QIA File #LUA-2008-008 DFO – 2008 MR –NWB File # 2AM-MRY and is further described in Baffinland Iron Mines Corporation Mary River Project Final Environmental Statement February 2012, and as approved by Nunavut Impact Review Board Project Certificate No. 005.

### **1.3 Location**

The lands generally located south east of Mary River, North Baffin Island, 1000km north of Iqaluit, 160km south of Pond Inlet and described as the line commencing 71.3N-79.22W and running generally south-east approximately 34 kilometres to 71.13N-78.46W and as more specifically described on Schedule “A” of the Amendment.

### **1.4 Basis**

The NBRLUP provides the NPC the option to request the ministers to amend the NBRLUP to include a new transportation corridor where the NPC has determined that the new corridor;

- minimises negative impacts on community lifestyles;
- improves access to other resources having high potential for development, while still maintaining the shortest practicable distance between the primary resource areas and the trans-shipment location;

- has been designed in accordance with existing and prospective land use capability including topography, soil, permafrost and wildlife;
- has been designed in accordance with the availability of granular supplies;
- does not negatively impact community business, residential and projected expansion areas;
- does not negatively impact important fish and wildlife harvesting areas;
- does not impact key habitat for fish and wildlife species, especially areas used by endangered species; and
- does not impact high scenic, historic, cultural and archaeological value

The NPC determined that the proposed transportation corridor for the Mary River Iron Ore Project, consisting a portion of railway and service road connecting the mine site with Steensby Port, and as further described in the Baffinland Iron Mines Corporation Mary River Project Final Environmental Impact Statement February 2012 and as approved by Nunavut Impact Review Board Project Certificate No. 005 meets the above guidelines and that;

- Pursuant to section 3.5.12 of the NBRLUP the NPC considers it appropriate to amend the NBRLUP to reflect the new and approved transportation corridor. By amending the NBRLUP to identify the new transportation corridor, environmental and social disturbances will be confined to a specific and defined area, limiting, as far as possible, the geographic area involved in disturbances; and
- By amending the NBRLUP to identify the new transportation corridor, clarity, certainty and direction will be provided for other possible communication and transportation initiatives and/or systems in the Region.

**Part 2 – The Amendment**

# **Amendment No. 1**

## **Mary River Mine Site**

### **Transportation Corridor**

#### **2.1 Introduction**

The following text and the attached schedule designated as Schedule “A” constitute Amendment No. 1 to the North Baffin Regional Land Use Plan.

#### **2.2 Details of the Amendment**

The North Baffin Regional Land Use Plan is amended as follows;

##### **2.2.1 Appendix “P” is added after Appendix “O” in the North Baffin Regional Land Use Plan.**

Appendix “P”

The lands generally located south east of Mary River, North Baffin Island, 1000km north of Iqaluit, 160km south of Pond Inlet and described as the line commencing 71.3N-79.22W and running generally south-east approximately 34 kilometres to 71.13N-78.46W and as more specifically described on Schedule “A” of the Amendment may be used for the purpose of development of a transportation corridor in accordance with the following provisions;

A transportation corridor, for the purposes of this Amendment, includes a railway and service road as well as any infrastructure and support facilities, including camps, quarries, terminals, loading and unloading facilities and any other related systems associated with a railway and service road, and as outlined in the application for Amendment. It may also include other roads (winter or permanent) a pipeline, transmission lines and other infrastructure associated with the safe communication and

movement of goods and/or information from the Mary Rive Mine Site, as proposed as part of NPC File Baffinland Mary River Project INAC File # N2008T0014, QIA File #LUA-2008-008 DFO – 2008 MR – NWB File # 2AM-MRY and is further described in Baffinland Iron Mines Corporation application for amendment, February 2012, and as approved by Nunavut Impact Review Board Project Certificate No. 005 and which may include:

- a railway, including rail embankments, railway ties and rails, bridges, culverts, tunnels, railway crossings, signals, telecommunication facilities, piers, and piles, yards, terminals and service and storage facilities associated with the railway;
- service roads as well as any infrastructure and support facilities, including camps, quarries, terminals, loading and unloading facilities and any other related systems associated with railway and service roads;
- other roads (winter or all weather), winter airstrips/icestrips, a pipeline; fuel storage, transmission lines; and
- any other infrastructure required to ensure the safe operation and movement of trains to service the Mary River Project, or associated with the safe communication and movement of goods and/or information from or to the Mary River Project.

The transportation corridor described in this Amendment may be used to service the Mary River Project only.

Any construction, maintenance, reclamation or other incidental activities associated with the transportation corridor described in this Amendment will not require further review by the Nunavut Planning Commission or amendment to the NBRLUP.

Nothing in this Amendment will prevent or prohibit the use of the lands as described in this Amendment and as shown on Schedule “A” for the purpose of wildlife harvesting and/or traditional activities carried out by residents of the Region, provided such use does not create or contribute to a safety hazard or otherwise disrupt the operation of the railway and associated facilities.

Traditional activities may include hunting, fishing, camping and any other activity considered by residents to be important in maintaining a traditional lifestyle.

### **2.3 Implementation and Interpretation**

The implementation of this Amendment shall be consistent and in accordance with the Nunavut Land Claims Agreement and the policies of the North Baffin Regional Land Use Plan.

The location of the transportation corridor is approximate. Routing adjustments arising from detailed design and geotechnical considerations (i.e. ice lenses, protection of sensitive landforms) shall not require a further amendment to the NBRLUP unless the intent of the NBRLUP polices on this Amendment are changed. Routing adjustments referred to above must not take the infrastructure improvements, contemplated by this amendment, outside of the transportation corridor.