

Attachment No.2: Government of Canada Recommendation on Changes to Wording of Appendix Q of the North Baffin Regional Land Use Plan

Generally, the wording highlighted in yellow has been proposed to:

1. Provide for a corridor that is open to multiple users and multiple transportation and communication uses.

Specific recommended changes include:

1. The title of the corridor has been revised to better represent a multi-modal and multi-user approach for the corridor.
3. A corridor width has been included to better define the corridor. A 10 Kilometer width was selected based on the definition of Linear Infrastructure Corridor in the draft 2016 Nunavut Land Use Plan.
4. Wording has been provided to better define permitted uses and components of a multi-modal corridor. The wording is based on the draft Amendment 1 and approved Amendment 2 to the North Baffin Regional Land Use Plan to the greatest degree while maintaining the Government of Canada's interests.
5. A statement has been included in section '2.3 Implementation and Interpretation' of the Amendment to confirm sections 3.5.11 and 3.5.12 of the North Baffin Regional Land Use Plan have been met.

Amendment No. 23 Mary River ~~Mine Site Milne Inlet Tote Road and Marine~~ Transportation Corridor

2.1 Introduction

The following text and the attached schedule designated as Schedule “A” constitute Amendment No. 23 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 “QP” is added after Appendix “PO” in the North Baffin Regional Land Use Plan.

Appendix “QP”

The lands generally located North of Mary River, North Baffin Island, 1000km North of Iqaluit, and generally described as the lands located North of Mary River, North Baffin Island, 1000km North of Iqaluit, and described as the 10 kilometer wide corridor line commencing at the Mary River Mine Site, approximately 71.3N-79.22W, and running generally North for approximately 100km to the Milne Port at approximately 71.53N-83.54W and then running generally North through Milne Inlet and then East through Eclipse Sound to Baffin Bay for approximately 270km and as generally illustrated in Schedule “A” of the Amendment may be developed for the purpose of a transportation corridor in accordance with the following provisions:

- The transportation corridor, for the purposes of this Amendment, contains two components, one terrestrial and the other marine, and together constitutes the Mary River Transportation Corridor. Together they include the Milne Inlet Tote Road, a railway, Milne Port, and the marine shipping route from the Milne Port North through Milne Inlet and then East through Eclipse Sound to Baffin Bay to the eastern extent of the land-fast ice zone as illustrated in Schedule A to this Amendment and may also include any infrastructure, support facilities, and any other related systems associated with the safe operation of the transportation

corridor and may include; and as outlined in the Early Revenue Phase Addendum to Final Environmental Impact Statement¹.

- ~~The terrestrial component, encompassing the Milne Inlet Tote Road, includes a fixed smooth or paved surface, made for travelling by motor vehicle or carriage throughout the year and may include, bridges, culverts, tunnels, crossings, signals, telecommunication facilities, yards, terminals and service and storage facilities associated with a road as well as any other infrastructure required to ensure the safe operation and movement of motor vehicles or carriages.~~
- The marine component, encompassing the shipping corridor, includes a marine travel route used by ship traffic to navigate and may also include marine infrastructure, including aids to navigation, fixed docks, floating docks, piers, ports, loading and unloading facilities, storage facilities, refueling facilities and any other facilities or infrastructure which is required for operating the port or for ensuring the safe passage of vessels.
- The terrestrial component includes multiple modes of terrestrial linear transportation infrastructure (seasonal or permanent) as well as any associated infrastructure and support facilities, including camps, quarries, terminals, loading and unloading facilities. More specifically, the terrestrial component of the transportation corridor may include but is not limited to:
 - railways, including rail embankments, railway ties and rails, bridges, culverts, tunnels, railway crossings, signals, telecommunication facilities, piers, piles, yards, terminals and service and storage facilities associated with the railways;
 - roads (seasonal or permanent) as well as any infrastructure and support facilities, including camps, quarries, terminals, loading and unloading facilities and any other related systems associated with railways and roads;
 - seasonal airstrips/icestrips, pipelines, fuel storage, transmission lines; and
 - any other infrastructure required to ensure or associated with the safe communication and movement of vehicles, persons, goods, and/or information.
- A transportation corridor, for the purposes of the NBRLUP, may be used by any person for the purpose of transportation, including for the purpose of servicing the operation of the Mary River Mine Site and transporting iron ore from the Mary River Mine Site. Any industrial activity within the corridor shall be in accordance with the terms and conditions of any project certificates, permits, licences, or authorizations. Any incidental activities or regular maintenance associated with the upkeep or continued operation of the transportation corridor to ensure the safe

operation of transportation-related infrastructure and activities will not require further review or amendment.

- Nothing in this Amendment will prevent or prohibit the public right of access for the purpose of transportation, as described in Schedule 21-2 of the Nunavut Land Claims Agreement (NLCA), on the Inuit Owned Lands described in that Schedule.
- 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.
- Traditional activities may include hunting, fishing, camping and any other activity considered by residents to be important in maintaining a traditional lifestyle.
- Nothing the NBRLUP will prevent or prohibit navigation in the marine environment in accordance with existing international law and conventions, federal laws and regulations applicable to shipping and navigation, and the NLCA.
- No new prohibitions are contained or proposed in this Amendment.

2.3 Implementation and Interpretation

For the purposes of the Mary River Transportation Corridor, sections 3.5.11 and 3.5.12 of the North Baffin Regional Land Use Plan are considered satisfied.

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

The location of the transportation corridor as shown in the appended map is approximate. Minor adjustments shall not require a further amendment to the NBRLUP.

The interpretation and implementation of this Amendment shall be consistent with the paramount importance of safety of vessel, crew and the environment in accordance with existing international law and conventions, federal laws and regulations applicable to shipping and navigation.

SCHEDULE A TO APPENDIX Q AMENDMENT No. 2

Prepare and include a revised map for the Mary River transportation corridor.