

Proposed Amendment No. 1 to the North Baffin Regional Land Use Plan

**Submitted by Baffinland Iron Mines Corporation
with minor editorial revisions by the
Nunavut Planning Commission**

**March 22, 2019 Draft
for comment by May 10, 2019**

Further revisions suggested by Baffinland dated November 23, 2022
based on Government of Canada submissions of May 10, 2019 (note no specific revisions
identified in submissions from QIA or NTI or GN)

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).

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 generally illustrated in Schedule “A” of the Amendment.

1.4 Basis

The NBRLUP provides the NPC the option to recommend an amendment to the NBRLUP to include a new transportation corridor where the NPC has determined that a 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 archeological value.

The NPC determined that the addition of a transportation corridor as described requires an amendment and that this amendment application satisfies the above provisions in respect

of the proposed railway and road.

Whereas the NPC has jointly conducted with NIRB public reviews of the proposed transportation corridor for the Mary River Iron Ore Project, consisting of a portion of railway and service road connecting the mine site with Steensby Port, and as further described in BIMC's Final Environmental Impact Statement, which included information in accordance with Appendices J and K of the NBRLUP (February 2012), and as the NPC confirmed to NIRB on May 30, 2012 that, *“After an absence, presence review of the Baffin land Iron Mines Corporation (BIMC) documents related to the Mary River Project, the NPC observes that the provisions of sections 3.5.11 and 3.5.12 related to BIMC Mary River Project concerning the Joint Review has been satisfied.”*:

- Pursuant to section 3.5.12 of the NBRLUP the NPC considers it appropriate to amend the NBRLUP to reflect the new 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 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 (NBRLUP).

2.2 Details of the Amendment

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

2.2.1 Appendix "●" is added after Appendix "●" in the NBRLUP.

Appendix "●"

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 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, consists of a railway and service road, as generally 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.
- The transportation corridor is limited in width at all points to not greater than 10 km, and is composed wholly of:
 - railways, including rail embankments, railway ties and rails, bridges, culverts, tunnels, railway crossings, signals, telecommunication facilities, piers, piles, yards, terminals and service, fuel storage and storage facilities associated with the railways; and
 - roads (seasonal or permanent) as well as any infrastructure and support facilities, including camps, quarries, terminals, loading and unloading facilities, fuel storage and any other related systems associated with railways and roads; and
 - seasonal airstrips/ice strips.
- The transportation corridor, for the purposes of the NBRLUP, may be used by any person for the purpose of transportation by road and rail including for the purpose of servicing the operation of the Mary River Mine Site and transporting iron ore from the Mary River Mine Site subject to the terms of this Amendment and the

NBRLUP. 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 so long as otherwise not contrary to the terms of this Amendment and the NBRLUP.

- All projects within the transportation corridor must conform to all applicable provisions of the NBRLUP.
- Nothing in this Amendment will prevent or prohibit the use of the lands as described in this Amendment and as generally illustrated in 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.
- Except as expressly stated in this Amendment no new prohibitions are contained or proposed in this Amendment.

2.3 Implementation and Interpretation

For the purposes of road and rail projects proposed within the transportation corridor, sections 3.5.11 and 3.5.12 of the North Baffin Regional Land Use Plan are considered satisfied, and no further applications to amend the plan for development of a corridor are required for those modes of transportation. The implementation of this Amendment shall be consistent and in accordance with the Nunavut Agreement, the *Nunavut Planning and Project Assessment Act* (Canada) and NBRLUP.

The location of the transportation corridor as shown in the appended map is

NORTH BAFFIN REGIONAL LAND USE PLAN

SCHEDULE A TO APPENDIX *** AMENDMENT No. 1

