

areas during calving season, as well as caribou water crossings in the North Baffin region. The QIA and DIAND shall implement caribou protection measures on Inuit Owned and Crown lands respectively.

- 3.3.8 Development activities shall be restricted near polar bear denning areas and walrus haul-outs.

3.4 Conservation Areas

- 3.4.1 The NLCA sets out procedures to guide the establishment of conservation areas in Nunavut. Any agency proposing to create a new - or modify an existing - conservation area shall do so in accordance with the provisions of the NLCA. Proponents are directed to Appendix N of this document. Any proposed conservation or protected area strategy shall involve a thorough community consultation process. The NPC endorses important community-based criteria for any protected area system, such as:

- maintaining wildlife harvesting patterns;
- protecting wildlife and wildlife habitat; and
- preserving cultural identity and traditional use of the land

3.5 Marine and Terrestrial Transportation

- 3.5.11 All parties wishing to develop a transportation and/or commu-

nications corridor shall submit to the NPC a detailed application for an amendment. This application must include an assessment of alternative routes, plus the cumulative effects of the preferred route. It shall provide reasonable options for other identifiable transportation and utility facilities.

- 3.5.12 The NPC, and either NIRB or a panel acting under section 12.4.7 of the NLCA, shall publicly review the proposed corridor to determine whether the proposal adequately meets the guidelines set out in Appendices J and K. Once it is determined that a proposal does meet the guidelines, the NPC may request the ministers to amend the plan to include the new transportation corridor.

3.6 Mineral Exploration and Production

- 3.6.5 All proposals for mining developments shall include plans, complete with financial guarantees, for the eventual abandonment and restoration of the site. As a priority, waste sites where risks to human health, safety, the environment or legal obligations exist shall be addressed. Toxic waste shall be removed where possible.
- 3.6.6 Mining exploration companies and mine operators shall continue to

APPENDIX J

Marine and Terrestrial Transportation/Communications Corridor Alternative Route Assessment

Applicants wishing to develop a transportation and/or communications corridor in the North Baffin region are required to provide the NPC with the following information:

1. A description of the proposed corridor, including its use, its general routing, the possible environmental and social impacts, and any seasonal considerations that may be appropriate.
2. A comparison of the proposed route with alternative routes in terms of environmental and social factors as well as technical and cost considerations.
3. An assessment of the suitability of the corridor for the inclusion of other possible communication and transportation initiatives (roads, transmission lines, pipelines, etc.). This assessment should include:
 - the environmental, social and terrain engineering consequences, and the cumulative impacts of the project, and
 - the environmental and social impact of the project on nearby settlements or on nearby existing and proposed transportation systems.

Marine and Terrestrial Transportation/Communications Corridor Guidelines

The following planning guidelines will be used in the assessment of a new transportation / communications corridor proposal:

1. The corridor width shall be a function of:
 - the number and type of identified facilities within the corridor;
 - physical and biophysical conditions;
 - availability of detailed engineering data for one or more transportation modes within the corridor;
 - safe distances between different facilities within the corridor; and
 - aesthetics.
2. Corridors shall:
 - minimize negative impacts on community lifestyles;
 - improve 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;
 - be designed in accordance with existing and prospective land use capability including topography, soil, permafrost and wildlife; and
 - be designed in accordance with the availability of granular supplies.
3. In keeping with existing legal and legislative requirements, including the NLCA, corridors shall not negatively impact:
 - community business, residential and projected expansion areas;
 - important fish and wildlife harvesting areas;
 - key habitat for fish and wildlife species, especially areas used by endangered species;
 - areas of high scenic, historic, cultural and archaeological value.