



**NIRB File No. 05MN047**  
NWB File No.: 2AM-DOH0713

February 21, 2014

Catharine Farrow  
Tenure and Permitting Manager  
TMAC Resources Inc.  
372 Bay Street, Suite 901  
Toronto, ON M5H 2W9

*Sent via Email:* [catharine.farrow@tmacresources.com](mailto:catharine.farrow@tmacresources.com)

**Re: Information Requests received from Parties regarding TMAC's Amendment Application for the Doris North Project**

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Dear Catherine Farrow:

On February 3, 2014 the Nunavut Impact Review Board (NIRB or Board) initiated the public technical review period for TMAC Resources Inc.'s (TMAC or the Proponent) application to reconsider the terms and conditions contained within the NIRB Project Certificate No. 003 (Project Certificate) pursuant to the Nunavut Land Claims Agreement (NLCA) Section 12.8.2 for proposed modification to the Doris North Gold Mine Project (Doris North Project). On February 3, 2014 the NIRB invited interested parties to submit Information Requests (IR) to the Board on or before February 18, 2014 in order to facilitate their technical review of the amendment request and the development of technical review comments.

On or before February 18, 2014 the NIRB received IR submissions from the following parties, and which are hereby directed to TMAC:

- Kitikmeot Inuit Association
  - 5 IRs
- Government of Nunavut
  - 15 IRs
- Government of Canada
  - 31 IRs

All submissions are available from the NIRB's online public registry at the following link:  
<http://ftp.nirb.ca/03-MONITORING/05MN047-DORIS%20NORTH%20GOLD%20MINE/01-PROJECT%20CERTIFICATE/03-PC%20AMENDMENTS/PC%20AMENDMENT%20No.1/5-INFORMATION%20REQUESTS/>

The NIRB has completed its review of the IRs received and hereby requests that the Proponent respond to those IRs which have been determined to be relevant to the current stage of the

NLCA 12.8.2 reconsideration process and necessary to facilitate parties' technical review of the amendment request and subsequent development of technical review comments.

Certain IRs contained within parties' submissions appear to be outside the scope of an IR and might therefore be more appropriately addressed through technical review comment submissions, or may be outside of the scope of information pertinent to the NIRB's consideration of TMAC's amendment application. While it is the Board's expectation that the Proponent will review all IRs, at this time the NIRB has provided a listing of specific requests (see Appendix A) to which the NIRB has specific comments regarding the expected response from TMAC, or for which the Proponent is not expected to address within its response to IRs (IR Response Package). Please note that these are being forwarded for TMAC's information; however where the nature and limits to provision of data may not prevent the Proponent from responding, the NIRB recommends that it provide a response that acknowledges the request(s) being made.


When preparing its IR Response package, the NIRB recommends that the Proponent consult with parties as necessary to ensure the information to be provided will meet the expectations of reviewers moving forward. Furthermore, where multiple IRs may request the same or similar information, the Proponent is advised to provide one response that will adequately address the requests, avoiding unnecessary duplication.

The Board respectfully requests that TMAC review all submissions as available via the NIRB's online public registry and supply the NIRB with an indication of an anticipated date for submission of its IR Response Package, on or before **Friday, March 14, 2014**.

Please direct all forthcoming submissions to the NIRB at [info@nirb.ca](mailto:info@nirb.ca) or by fax at (867) 983-2594.

If you have any questions or require further clarification regarding the next steps in the NIRB's reconsideration of the terms and conditions within the Doris North Project Certificate, please contact Kelli Gillard, Technical Advisor and Monitoring Officer, at (867) 983-4619 or [kgillard@nirb.ca](mailto:kgillard@nirb.ca).

Sincerely,



Amanda Hanson  
Director, Technical Services  
Nunavut Impact Review Board

cc: Doris North Distribution List

Attached: Appendix A: Information Requests Identified by the NIRB as Requiring Attention and/or Not Requiring a Response

**APPENDIX A:**  
**INFORMATION REQUESTS IDENTIFIED BY THE NIRB AS REQUIRING ATTENTION AND/OR**  
**NOT REQUIRING A RESPONSE**

In the table below the NIRB has attempted to identify those Information Requests (IRs) which do not appear to meet the criteria to qualify as an IR required for the development of technical review comments as part of this stage of the Board's reconsideration of the Project Certificate for the Doris North Gold project. Additionally, certain IRs may be applicable and acceptable, but with additional commentary provided by the NIRB as to its expectation for the Proponent's response.

Where the Proponent has not been explicitly required to address some of the following items within its IR Response Package, the NIRB strongly recommends that TMAC thoroughly review each item and make its own determination regarding the need for, or its ability to, provide an appropriate response.

<b>IR number</b>	<b>Information Request</b>	<b>NIRB Determination of IR: Y/N</b>	<b>NIRB Rationale / Comment</b>
KIA-003	<p>Please provide more baseline information on marine mammal presence and timing within Roberts Bay, or supplement information with TK/IQ (if available for the area).</p> <p>Information on marine mammals using Roberts Bay Is required to determine the likelihood of effects due to project amendments.</p>	Y	The NIRB recognizes that the original October 15, 2002 EIS Guidelines as issued for the Doris North Project may not request this information and as such is not requesting that the Proponent collect substantive additional research data; however it is encouraged to consider providing information in response to the request, noting that desktop research may be an effective means of doing so.
KIA-004	Baseline habitat use and movement must be understood to predict impacts, or propose mitigation for wildlife...The proponent must demonstrate that Roberts Bay is not within important migratory habitat, and that sufficient monitoring and adaptive management is in place to meet the requirements of the new SARA designation	Y	The NIRB recognizes that caribou are designated as a VEC within the October 15, 2002 EIS Guidelines as issued for the Doris North Project, and while it is not requesting that the Proponent collect substantive additional research data, it does require that TMAC provide information to support a response to the issues raised

			by the KIA.
EC-MPD and EPOD-ES-9	EC requests that the NIRB require contingency planning for all pollution control ponds in the event that a greater volume of precipitation than the ponds are designed for occurs at the Doris North Project site. EC recommends this requirement be part of the project certificate (Section 4: Project Specific Terms and Commitments).	N	This request is technical in nature, and is best reserved until submission during the technical comment period.
TC-4	<p>Vessels delivering fuel, and sealift materials/resupply</p> <p>Proponent has already delivered fuel and supplies to site; vessels conducting international voyages are required to interface with certified marine facilities only. TMAC is required to become an occasional use marine facility prior to interfaces with these vessels. Proponent may be in contravention of the MTSR.</p> <p>Marine Liability Act (MLA)</p> <p>The MLA is the principal legislation dealing with the liability of shipowners and vessel operators in relation to passengers, cargo, pollution and property damage. It establishes uniform rules on liability and compensation by balancing the interests of shipowners and other parties involved in maritime accidents. The MLA sets out a regime that requires vessels operating in Canadian jurisdiction to carry insurance to pay for damages from oil spills.</p> <p>Coasting Trade Act (CTA)</p> <p>The coasting trade refers to Canada's domestic marine trade</p>		

	<p>and includes the carriage of goods and passengers between Canadian points and other marine activities of a commercial nature. The CTA supports domestic marine interests by reserving the coasting trade of Canada to Canadian registered ships, with limited exemptions. The legislation provides an administrative process to temporarily import a foreign vessel under a coasting trade license when a suitable Canadian registered vessel is not available. Marine Transportation Security Act (MTSA)</p> <p>Transport Canada is responsible for increasing the level of protection of Canada's marine transportation system against unlawful interference, terrorism attack, and terrorist exploitation of it as a conduit to attack our allies. The Department helps industry achieve compliance with marine security legislation and regulations through awareness, certification, inspection, and enforcement, and helps ports, marine facilities and vessels implement the International Ship and Port Facility Security (ISPS) Code through the Marine Transportation Security Regulations (MTSRs). As a partner in the Government of Canada's interdepartmental Marine Security Operations Centres, Transport Canada works to detect, assess, prevent, and respond to direct or indirect marine security threats. The MTSA sets out a regime to protect and preserve the efficiency of Canada's marine transportation system against unlawful interference, terrorist attacks or</p>		
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	<p>use as a means to attack our allies. The MTSA came into force in 1994 as the legislative framework for securing the Canadian marine transportation system and applies to vessels and marine facilities operated in Canada, Canadian ships outside Canada and marine installations and structures. It does not apply to vessels and marine facilities under the authority of the Minister of National Defense or military vessels of a foreign country to the extent that the Minister of National Defence may exempt them from the application of this Act.</p>		
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