

Memo

To:	John Roberts, PEng	Client:	TMAC Resources Inc.
From:	Iozsef Miskolczi, PEng	Project No:	1CT022.002
Reviewed By:	Maritz Rykaart, PhD, PEng	Date:	February 3, 2016
Subject:	Addendum to Document P5-2 – Interim Closure and Reclamation Plan		

In response to INAC's Technical Comment AANDC TC#10, TMAC has agreed to update the Interim Closure and Reclamation Plan (2015) to address areas where ponding against rock fill pads and/or roads may persist leading to permafrost degradation.

TMAC responded that the surface infrastructure at Doris North has been in place since 2007; therefore, there is a long history of performance of these structures, including areas where ponding adjacent to the roads or pads occur. This history has confirmed that there are very few areas where pumping is required. Annual geotechnical inspections will continue to observe all areas, including areas of known ponding, and as a result, by closure, areas of concern will be well known.

In areas where prolonged ponding persists and the only suitable mitigation throughout Operations is pumping, the closure strategy will be the same as that for areas where culverts or stream crossings are constructed: areas restricting flow will be excavated to restore drainage and thereby prevent ongoing ponding.

In TMAC's response to NWB Technical Comments, submitted on December 21, 2015, TMAC committed to update the Interim Closure and Reclamation Plan (Document P5-2 of the Amendment application) prior to Operations. TMAC also updated the closure cost estimate to include the cost of addressing this issue, and added \$26,000 in undiscounted 2015 Canadian dollars in the updated closure cost (Appendix A) (SRK Technical Memo dated December 18, 2015 titled Response to IR AANDC TC10 – Closure Cost Estimate) to TMAC's December 21, 2015 submission.

The Interim Closure and Reclamation Plan will be updated as follows:

- Under Section 3.1 - ROCK FILL PADS the following paragraph will be added: ***Any area, where prolonged ponding has been observed during the operational period, will be excavated to restore drainage and thereby prevent ongoing ponding.***
- Under Section 3.2 - AIRSTRIP AND ALL-WEATHER ROADS the following paragraph will be added: ***Any area, where prolonged ponding has been observed during the operational period, will be excavated to restore drainage and thereby prevent ongoing ponding.***

Disclaimer—SRK Consulting (Canada) Inc. has prepared this document for TMAC Resources Inc.. Any use or decisions by which a third party makes of this document are the responsibility of such third parties. In no circumstance does SRK accept any consequential liability arising from commercial decisions or actions resulting from the use of this report by a third party.

The opinions expressed in this report have been based on the information available to SRK at the time of preparation. SRK has exercised all due care in reviewing information supplied by others for use on this project. Whilst SRK has compared key supplied data with expected values, the accuracy of the results and conclusions from the review are entirely reliant on the accuracy and completeness of the supplied data. SRK does not accept responsibility for any errors or omissions in the supplied information, except to the extent that SRK was hired to verify the data.