CUMBERLAND
RESOURCES LTD

Box 72, One Bentall Centre
#950 - 505 Burrard Street
Vancouver, BC V7X 1M4
Tel 604/608-2557
Fax 604/608-2559

VIA EMAIL

April 11, 2005

Ms. Gladys Joudrey
Manager, Environmental Administration
Nunavut Impact Review Board
P.O. Box 2379
Cambridge Bay, NU
X0B 0C0

Ms. Karlette Tunaley
Technical Advisor
Nunavut Impact Review Board
P.O. Box 2379
Cambridge Bay, NU
X0B 0C0

Re: 2005 proposed airstrip construction for the Meadowbank Project

Dear Mesdames:

Cumberland Resources Ltd. has proposed the construction of a small airstrip at the Meadowbank site in 2005 to support ongoing exploration activities. Details of the proposed airstrip construction were submitted to the KIA as part of Cumberland's 2005 work plan. A yearly work plan is submitted to the KIA as part of our commercial lease agreement (KVCL303H305), signed with the KIA in 2005, which covers exploration at the Meadowbank site. A security deposit has also been provided to the KIA as a requirement under the commercial lease.

The proposed airstrip will be constructed as per the original proposal for construction of an airstrip at the Meadowbank site, which was screened by the NIRB in 2002 (02EA110). Please refer to pages 7 through 13 of the attached 2005 exploration work plan for details of the proposed construction. We are submitting the airstrip construction proposal to the NIRB to ensure that it conforms with your previous screening.

Please do not hesitate to call if you have any further questions regarding this proposal.

Sincerely,

CUMBERLAND RESOURCES LTD.

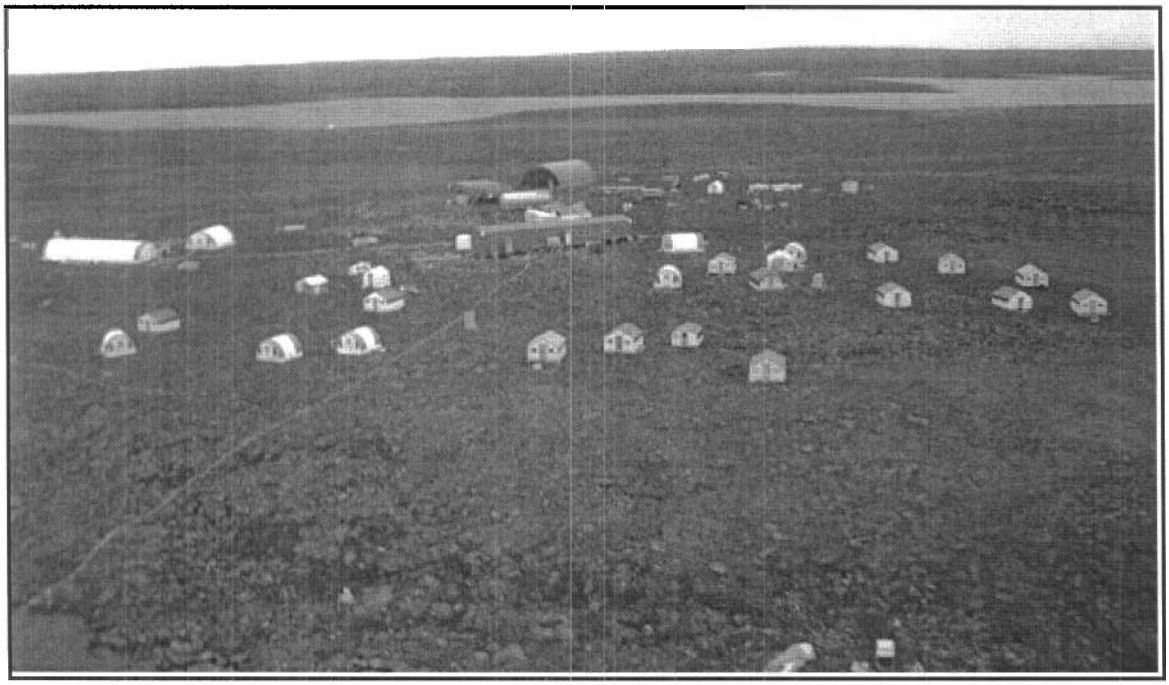
Roger March
Senior Project Geologist

CUMBERLAND RESOURCES LTD.
MEADOWBANK GOLD PROJECT, NUNAVUT

COMMERCIAL LEASE
SCHEDULE B – WORK PLAN
For calendar year 2005

JANUARY, 2005

Cumberland Resources Ltd.
950-505 Burrard Street
Vancouver, British Columbia
V7X 1M4



North Camp – September, 2004

Equipment / Dry Goods Storage Area (July, 2004)

Executive Summary

Cumberland Resources Ltd. has been conducting exploration activities at the Meadowbank Gold Project, located 70 km north of Baker Lake, since 1995. The project is located on Inuit owned surface lands (IOL BL-14) and as such access is subject to licensing and permit approval by the Kivalliq Inuit Association and the Nunavut Water Board. A commercial lease for exploration at the project was signed with the KIA in January, 2005. The project has seen steady advancement in resource growth with over $39 million invested since 1995.

Resource estimates completed in late 2004 indicated that the project contained a total resource of 3.8 million ounces of gold. A feasibility study, which will provide an accurate basis for financing and construction of the project is in the final stages of preparation, and should be ready during the first quarter of 2005.

During the past ten years of operations at the Meadowbank site, significant improvements have been made to the camp facilities and transportation systems. The original Cumberland camp, now referred to as the south camp, was erected in 1995 on an island in Third Portage Lake in close proximity to the Third Portage and Goose Island Deposits. As the project advanced, more space was required to accommodate larger field crews so new kitchen and dry facilities were constructed. These improved facilities were constructed in a new location, on the mainland, approximately one kilometre north of the original campsite.

The new kitchen and dry facilities were completed in the summer of 2002, and the "North Camp" was occupied in August of that year. In the spring of 2003 new office and core processing facilities were constructed in the north camp. Decommissioning and progressive reclamation of the south camp was initiated in 2003 and will continue through 2005.

Fuel storage systems at the site now utilize four 50,000-litre and four 75,000-litre double walled fuel "vaults" (a fifth 50,000-l fuel vault was moved to the north camp in 2004 but was not installed); providing storage for approximately 403,750-litres of diesel fuel and 71,250-litres of Jet-A. Transportation systems have also been upgraded to accommodate bulk fuel transport of both diesel and jet-A fuels, effectively negating the use of barrels for re-supply.

A proposal was made in the summer of 2002 for the construction of an airstrip located immediately northeast of the North Camp. In a letter dated August 8, 2002, NIRB indicated that they had completed their screening and that the proposal could proceed without a formal review under part 5 and 6. Subject to KIA approval, Cumberland plans to construct the airstrip at the site in the summer of 2005. The necessary construction equipment required to build the airstrip was transported overland to the site in the spring of 2004.

Exploration expenditures are planned at approximately $3.5 million for 2005. Planned work will include approximately 9,000 m of diamond drilling in a two phased program, in conjunction with further geological mapping, prospecting and geophysical surveys along the Meadowbank Trend.

PURPOSE

The Meadowbank Gold Project is currently focusing exploration efforts on two fronts. Exploration work is being focused on increasing and further delineating existing resources in the known deposits, as well as exploration for additional mineralized zones outside of the known deposit areas. Exploration work will dominantly consist of diamond drilling, with additional geological mapping, prospecting and geophysical surveys taking place during the summer months.

PROJECT ACTIVITIES FOR 2005 INCLUDE:

Diamond Drilling: The planned 2005 diamond drill program consists of approximately 9,000 metres of drilling to be completed in two phases between late March and early September 2005. The areas of work are outlined in Schedule A (figure 1) and include a combination of areas that have been drilled in previous years, as well as, work on some untested areas. Surface gridding may be required locally to provide survey control for the placement of drill collars.

The first phase of the diamond drill program will commence in early April, 2005 and consist of 5,000 to 7,000 metres of drilling. The phase 1 program will focus on further delineation and expansion of the Goose Island Deposit, located in Third Portage Lake, and the PDF Deposit, located approximately 15 km north-northwest of the campsite. Exploration drilling will focus on the Cricket and Marge Bay target areas, located 2-3km northeast of Vault, as well as, drilling to the south of Goose Island to test for the continuation of gold mineralization along strike to the south from the deposit.

The second phase of drilling will begin in late July, 2005 and is expected to be completed by mid September. This drill program is intended to focus on some limited detailed infill drilling in the Portage Deposit, as well as, several test holes in the area of the proposed mill site. More exploration drilling is anticipated during the phase 2 program to follow up on targets generated by ongoing exploration work at the site. The phase 2 program will consist of approximately 2000 metres of drilling.

Boart Longyear of Saskatoon, Saskatchewan has been contracted to complete the diamond drilling. Two to three drill rigs will be utilized during the phase 1 program; however, due to the small size of the phase 2 summer program, only one rig will be utilized. Drill moves during the summer program will be accomplished using a Bell 206L helicopter, supplied by Heli-Max of Trois Rivieres, Quebec. During the phase 1 spring program, drill moves and the movement of equipment and supplies will utilize ground transportation with a skidder and/or dozer. The location of the route used for the winter haul roads, from the camp to the Vault area, and from the camp to PDF follows frozen lakes as much as possible to avoid ground disturbance. Schedule A (figure 1) shows the route of the haul roads to the Vault and PDF areas, as well as the location of a skidoo trail to Vault used by field crews. No skidoo trail to PDF will be constructed as all crew changes will be done with helicopter.

Emergency Shelters: A 14'x16' Weatherhaven tent was moved from the south camp to the Vault area (approximately five kilometers to the north) as an emergency shelter in 2003. This tent serves as a refuge for field crews in the event of white-out conditions in the winter

months or foggy weather in the summer that could prevent the helicopter from flying. The Weatherhaven is a temporary structure, but it is planned that the tent will remain at the site in support of ongoing exploration programs. An insulated shelter was moved to the PDF drill area in 2004 to provide emergency shelter for field crews.

Fuel Caching: A small temporary fuel cache will be established, for safety purposes and logistical reasons, at the Vault Deposit located approximately 5 km north of the Meadowbank Camp. Early in the spring program, a cache of approximately 12 drums (205 litres each) of diesel fuel will be established to support the spring drill program. The fuel cache will utilize drums in good condition and will be located at least 30 metres from the high water mark of any bodies of water. The drums will be removed from the site once they have been emptied during the exploration program.

A temporary fuel cache consisting of about 35 drums of diesel fuel will also be made in the PDF drilling area in the early spring to support the planned drilling activities at that site. The cache will be established in early April 2005, and all drums will be removed from the site once they have been emptied during the exploration program.

Fuel Vault Installation: In the spring of 2004 the last two remaining 50,000 liter double-walled fuel vaults were moved from the south camp to the north camp as a part of ongoing reclamation work at the south camp. One of those tanks was installed next to the proposed location for the five million litre fuel tank, approximately 500 metres southeast of the north camp, while the second tank was moved to the north camp but was not installed.

During the spring of 2005 both of these tanks will be moved to the main tank farm at the north camp and installed using the same procedures as used successfully in the installation of the existing tanks currently installed at the site. This will consolidate all of the fuel storage at the site into the same area, and simplify the monitoring and dispensing of fuel used during the exploration programs. A map showing the location of these tanks is provided in Schedule A (figure 2).

South Camp Reclamation: Reclamation of the south camp at Meadowbank has been ongoing since the spring of 2003 when the move to the north camp began. Prior to spring break up of that year several of the sleeper and storage tents were moved across on the lake ice from the south to the north camp to provide accommodations for crews in the north camp. The decommissioning of the kitchen and dry facilities at the south camp was also initiated at that time.

Ongoing reclamation work completed during 2004 at the site included: (1) removal of the kitchen and dry buildings and the removal of the remaining sleeper tents from the south camp and (2) the transfer of the last two remaining 50,000-l double walled diesel fuel vaults from the south to north camp. The footprints left from the tents and buildings that have been removed are re-vegetating naturally.

Two building structures, the driller's shop and core shack, remain at the South Camp location. It is currently planned that the driller's shop and drilling equipment will be moved over to the north camp in the spring of 2005, prior to the beginning of the drill program. The

core shack will remain intact at the south camp to facilitate processing of core samples from the core racks stored at the site, as well as to provide a refuge station in the event of an emergency.

Environmental Baseline Studies: Environmental baseline studies will continue through 2005 as the project proceeds towards development. Work will include continued aquatic and terrestrial biological studies, water quality studies, archeological studies and continued traditional knowledge investigations.

Pioneer Airstrip Construction: Exploration work at Meadowbank has been ongoing since 1995. Transport of personnel, equipment and materials has been by air (often helicopter at high cost) and by winter road from Baker Lake. This restriction to transportation has resulted in high exploration costs and a lack of flexibility in site activities. For example, in 2004 exploration activities were limited due to lack of fuel available in Kivalliq, and the lack of an airstrip on site precluded the use of fixed wing support for summer re-fueling. As exploration activities increase in the years ahead, with a greater number of personnel and more equipment and materials required, the need for improved transportation is essential from a safety and cost perspective. The pioneer strip will allow fixed wing Medivac air transport in the event of a medical emergency.

It is noteworthy that Meadowbank is one of the few major exploration project sites in the arctic without an airstrip. Examples of airstrips at projects in the arctic are Diavik, Ekati, Ferguson Lake, George Lake, Ulu, Hope Bay, Izok Lake, Jericho, Lupin Mine, Snap Lake, Wager Bay Lodge, etc.

A proposal to construct an airstrip near the North Camp was submitted to NIRB in early 2002. On August 8, 2002, NIRB indicated that they had completed their screening of this proposal for eco-systemic and socio-economic impacts, and that the proposal could be processed without a formal review under part 5 or 6 (see Appendix A). Cumberland would like to proceed with the construction of this airstrip in the summer of 2005, subject to KIA approval, in order to provide better year round access to the camp. The planned airstrip will be at least 600 m in length and 30 metres in width. If weather, borrow and equipment conditions allow a longer strip may be achieved.

Airstrip construction will be by cut and fill operations to bring the runway to grade at the design elevation. The equipment required for construction of the airstrip will be relocated from its present location, near the exploration camp, during the spring drill program while snow cover exists to prevent damage to the tundra.

Training Opportunities

Construction of the pioneer airstrip is considered an opportunity to train local equipment operators. Local persons interested in heavy equipment training will be encouraged to pursue this training opportunity. Cumberland Resources could provide site accommodation and training by its experienced operators. Due to the tight schedule for planned earthwork (July 15 to August 31) the actual training time is quite limited. Cumberland will train on a best effort basis.

Design

The proposed airstrip is planned to handle aircraft for ongoing advanced exploration operations at the site.

Skyward Aviation Ltd. recommended the following airstrip dimensions for the aircraft indicated:

TABLE 1 – AIRPLANE / AIRSTRIP REQUIREMENTS

Aircraft	Recommended strip width - metres	Recommended strip length – metres	Maximum Payload – pounds/personnel
GrandCaravan 208B	30	575-800	**3,000**
Bandierante	30	800-960	**3,000**
DC-3	50	800-960	**6,000**
Beech 1900 Cargo	50	1120-1280	5,500
Hawker 748	50	1120-1280	11,000
Hercules c-130	50	1240-1910	44,000

Note that for any particular flight, payloads may be adjusted due to conditions of weather, strip surface condition at the time, etc.

Construction

It is estimated that with the available equipment a minimum sized airstrip could be constructed in 1.5 months during the summer (July 15 - Sept) season. The construction of the airstrip would be by a combination of cut and fill methods maximizing the use of the overburden in the vicinity. The airstrip would be built by pushing and hauling till cover and weathered rock downslope to the proposed strip location, spreading it in shallow (<30 cm) lifts, compacting with successive passes with a vibratory compactor to construct the smooth compacted surface to the required surface dimensions to accommodate fixed wing aircraft.

Primary pushing of overburden material would be with a D7H dozer. The self-propelled vibratory compactor has both a sheeps foot and a smooth steel drum at its disposal. A backhoe would be available to aid in sorting excessively large boulders out of the fill and to establish the perimeter drainage ditches and settling sumps. Three Cat 773B rock trucks are available on site to move material if required.

A complete list of construction equipment available at the site is provided in Table 2 below.

TABLE 2 - AIRSTRIP EQUIPMENT FLEET

QUANTITY	TYPE	MAKE	MODEL	YEAR	PRESSURE PSI	PRESSURE BAR
1	DOZER	CAT	D7H	1993	11	
1	COMPACTOR	BOMAG	BW124PDB	1998	428	295
1	BACKHOE	CAT	307B	1996	6	
1	BACKHOE	CAT	350L	1997		
3	ROCK TRUCK	CAT	773B	1993	90	
1	LOADER	CAT	966C	1985		

Access between fuel tanks and airstrip

Access will be constructed between the fuel tanks and the airstrip by similar cut and fill construction as indicated on the plan. The access will be single lane or 5 metres wide (see layout detail map – figure 1).

Alternatives

The alternative is to continue with helicopter transport which uses up a disproportionate amount of the exploration dollars instead of allowing those dollars to be used for actual exploration drilling or sampling.

Flight / Landing Controls

Radio contact between airplanes and ground control would be made prior to any landings to ensure that ground control confirms that the strip is unrestricted and the surface is in a suitable condition for landing. Ground control will be responsible for a visual inspection of the airstrip in preparation for all landings and take-offs. This duty will be performed only by camp personnel designated by the Site Manager. The Site Manager will be responsible for ensuring that landings only occur if the airstrip is inspected and judged ready.

Fluorescent cone or bag markers (at 50 metre spacings) would line the runway on each side and each end to serve as identification of the landing strip and as a restricted area designation during landing and take-off.

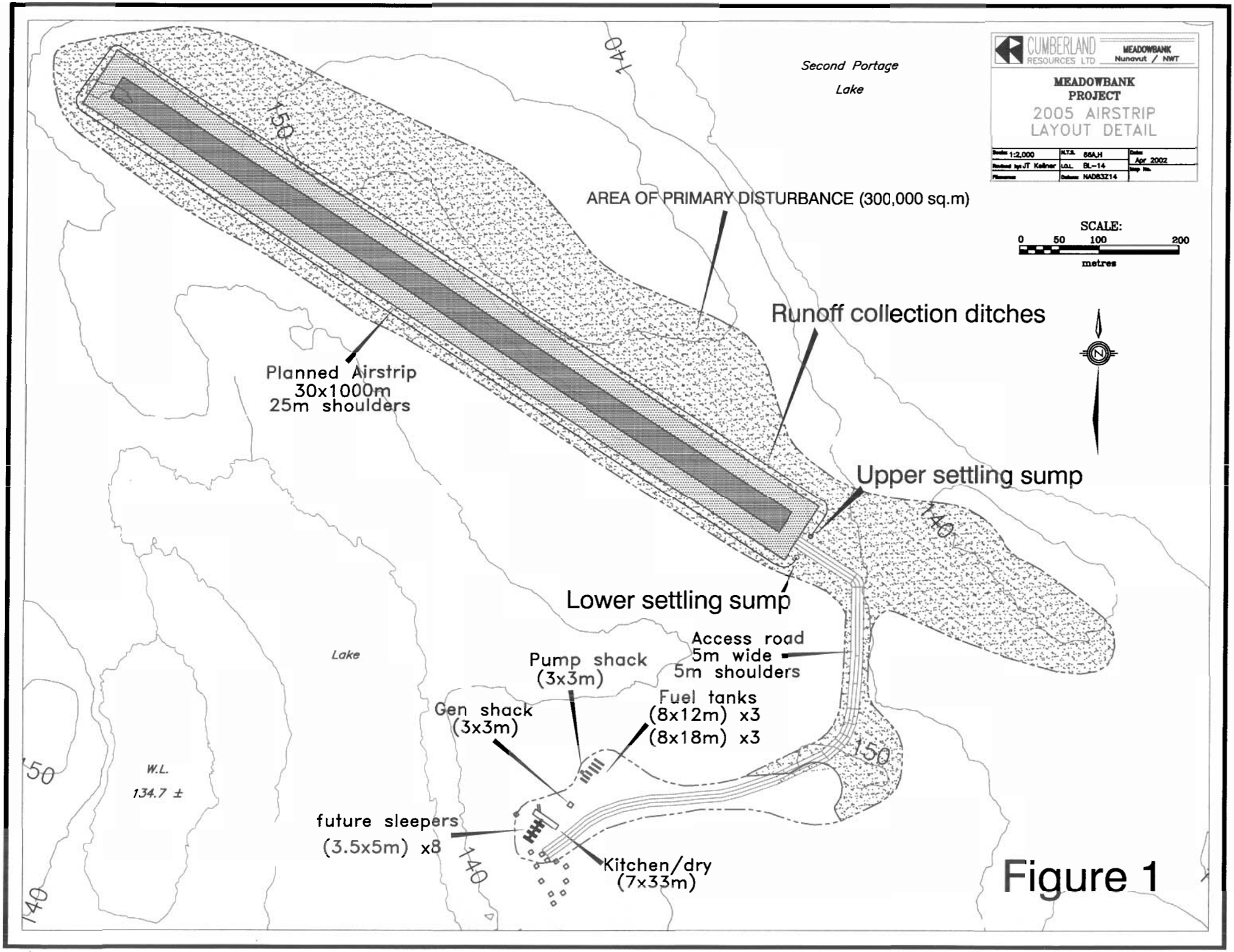

CUMBERLAND RESOURCES LTD
MEADOWBANK
Nunavut / NWT
MEADOWBANK PROJECT
2005 AIRSTRIP LAYOUT DETAIL
Scale: 1:2,000
N.T.S. 55A,H
Apr 2002
Revised by: JT Kellner
L.O.L. BL-14
Datum: NAD83Z14
Second Portage Lake
AREA OF PRIMARY DISTURBANCE (300,000 sq.m)
SCALE:
0 50 100 200
metres
Runoff collection ditches
Planned Airstrip
30x1000m
25m shoulders
Upper settling sump
Lower settling sump
Access road
5m wide
5m shoulders
Pump shack
(3x3m)
Fuel tanks
(8x12m) x3
(8x18m) x3
Gen shack
(3x3m)
Lake
W.L.
134.7 ±
future sleepers
(3.5x5m) x8
Kitchen/dry
(7x33m)
140
150

Figure 1

Environmental Impact Assessment

The proposed airstrip has been assessed for possible impact on the following valued ecosystem components: aquatic, wildlife, vegetation, and archaeology. The results of the assessment indicate that the main impacts will be:

1) the loss of a small area of vegetation mapped in 1999 as upland heath tundra, and
2) runoff during construction and operation of the airstrip.

Upland heath tundra represents the dominant vegetation in the area and as such the removal of a small area will not have a significant environmental impact. When the site is no longer required, it will be contoured and re-vegetated. Runoff during the construction and operation will be collected by drainage ditches parallel to the airstrip leading into a sump at the end of the airstrip.

Aquatic Assessment

The boundaries of the proposed airstrip will be approximately 800 m from the closest water body and therefore will not have a direct impact on the aquatic environment or habitat. Indirect impacts, although unlikely due to the distance from a water body, could result from run off during construction and operation of the airstrip.

Aquatic Mitigation

To mitigate the possible impact of run off from the airstrip, ditches will be constructed on both sides of the airstrip draining into a sump at the end of the airstrip.

Wildlife and Habitat Assessment

Wildlife and habitat assessment was completed in 1999. The results of the survey indicate that there are no critical site specific wildlife values at risk due to mine development. Although the occasional small herd of caribou has been observed in the area, the critical calving grounds for the Beverly and Qamanirjuak caribou herds are more than 100 km away. In addition, the site is at least 100 km away from the nearest protected conservation area.

Wildlife and Habitat Mitigation

During the short time (1 month) required for construction of the strip, caribou will likely temporarily avoid the area, however once the construction is complete, caribou will be free to travel over the site. At all times during the construction and operation of the airstrip, the Caribou Protection Measures will be followed.

Archaeological Assessment

The results of the archaeological survey undertaken in 1999 indicated that there are no archaeological features in the area of the proposed airstrip.

Archaeological Mitigation

Due to the lack of archaeology sites in the area of construction, no mitigation is required.

Vegetation Assessment

A vegetation survey conducted in 1999 mapped the site of the airstrip as upland heath tundra, the dominant vegetation type in the area.

Vegetation Mitigation

Given that upland heath tundra is the dominant vegetation type of the area, the loss of a small area due to the airstrip construction will have a minimum impact on the overall quality of the vegetation in the area. As described in the engineering section when the site is no longer needed, the area will be contoured and re-vegetated.

Environmental Controls

The borrow slope will be dozed-down to bedrock leaving a thin cover (likely 10 cm thickness) of overburden/rock debris, depending on the irregularity of the bedrock surface. The D-7H blade is equipped with smooth steel cutting edges and is 3.7 metres wide. It will ride the high spots of bedrock leaving a layer of overburden for the most part. Oversize boulders which cannot be used in the airstrip fill will be left on the borrow slope. The rock trucks and backhoe can be used to haul / load material where the distances are too long for the dozer to push effectively.

The runoff from the borrow slope will be restrained by the toe of the airstrip fill and directed down grade to the east to the upper settling sump, as noted on the plan.

Runoff from the airstrip surface will be restrained by the collection ditch (0.5 metre deep notch in the overburden) along the south side of the airstrip and similarly directed down grade to the east to the lower settling sump, as noted on the plan.

Field tests of leaching potential will be done during the cut and fill dozer operation.

Fuel spill kits will be located in the work area in the event of a diesel spill while re-fueling equipment.

Proposed Reclamation

The surface of both the airstrip and the borrow area will remain a mixture of till and rock similar to the surrounding terrain. The primary difference would be the smoothed surface of both areas. The borrow slope would be a smoothed rock surface covered with a shallow (<30 cm) lift of mixed till and rock cover featuring intermittent oversize boulders that cannot be used in the airstrip fill. The airstrip surface would be a smoothed surface that would serve as a useful emergency landing strip in the absence of mineral exploration or development activity.

Reclamation of the airstrip would involve contouring the fill slopes to a maximum 2.5:1 slope and back-filling the settling sumps with overburden.

The application of sphagnum mosses can be used to accelerate re-vegetation.

Any runway markers, temporary shelters, or temporary fuel storage containers would be removed. It may be determined that the runway markers and/or temporary shelter should remain for emergency use.

Socio-Economic Impact and Proposed Training Initiative

Since 1995, Cumberland Resources Ltd. has invoked a policy of preference for local employment and services. Over the past nine years on-site employment of locals has increased from 5% to 25-30%. Over the same time frame local expenditures have totaled approximately $9.8 million or 25% of total expenditures.

A training program is proposed to coincide with the airstrip construction. This would provide an opportunity for several interested locals to acquire training and supervision on each of the pieces of equipment used (D7H, Compactor, 307B Excavator, 773B Rock Trucks). Cumberland proposes to provide camp facilities, equipment and fuel, training, supervision and assessments in the field. Training will be managed on a best efforts basis, limited by the schedule and fuel availability.

The program could include 20 training hours per day for 45 days or 900 hours, shared by some number of interested trainees. The progress of the training is to be recorded and reported by Cumberland's equipment trainers, providing a written reference for the trainee for his/her use in obtaining future employment anywhere.

The intent of the training would be to prepare locals for continued work with such equipment in the continuing construction and then the operation of the proposed mine. Cumberland considers this a reasonable training opportunity, however, the amount of training time is limited due to the short duration of the work (45 days), tight schedules, and limited fuel supplies.

COMMUNITY CONSULTATION

On June 7th, 2004 a tour of the site was completed by several representatives from Baker Lake. The tour group consisted of four people: David Simailak (MLA), Robert Seeteetnak (Hamlet council), Samson Arnawyok (Hamlet council) and Rod Rudia (RCMP).

In early 2004 a community Liaison Office was opened in Baker Lake and Mr. Michael Haqpi, a local Baker Lake resident, was hired as Community Liaison Officer. Mr. Haqpi's role as Community Liaison Officer is to disseminate information on the Meadowbank Project to the local community, as well as, to provide a presence in Baker Lake for residents to ask questions and/or voice any concerns they may have about the project. The Baker Lake office also contains a Resource Centre which provides information about mineral exploration and mining and mining related activities. The office produces a quarterly newsletter which provides updates on activities at the Meadowbank site and general information on exploration, mining and mine processes. The Baker Lake office also provides information on possible employment opportunities at the site, both present and future, and collects resumes from those people who may be interested in obtaining employment at the site. Mr. Haqpi can be contacted by phone: 867-793-4610, fax: 867-793-4611 or email: michael.haqpi@nv.sympatico.ca

WATER QUALITY

All activities related to water use and water management are consistent with the regulatory guidelines and requirements set out by the Nunavut Water Board. Exploration work at the site is conducted under the approval of the Nunavut Water Board, license NWB2MEA0204. Five samples of potable water taken from water pumped up from Third Portage Lake into the tanks in the kitchen / dry complex were submitted to ALS Environmental for coliform bacteria counts in May, 2004. The results from all five samples returned less than detection limit (see Appendix B).

TRANSPORTATION

Fuel and bulk goods transport is accomplished overland via Delta transporter from Baker Lake to the Meadowbank campsite during the frozen winter months. Diesel and Jet-B fuel is transported by bulk fuel tanks designed for the Delta transporters which are locally owned and operated by Peters Expediting Ltd. of Baker Lake. The winter haulage route has been used successfully for fuel and bulk supply transport over the past nine years without incident.

In conjunction with overland transportation, some fuel and/or bulk goods may be delivered to the site by Hercules aircraft, chartered from First Air, utilizing a landing strip on the lake ice near the camp.

On site crew transportation is provided by snowmobile and/or helicopter during the frozen winter months and by helicopter during the summer. The camp is re-supplied by weekly helicopter flights to Baker Lake that bring in groceries, freight, etc. A Bell 206L Long Ranger helicopter is based at the camp during the field season, under charter from Heli-Max Ltd. of Trois Rivieres, Quebec.

EQUIPMENT

See equipment inventory, Fall 2004

WASTE DISPOSAL

Daily garbage, sewage and other combustible waste products are burned on site in diesel-fired refuse incinerators. The first incinerator was originally installed at the Meadowbank campsite in 1999, with second unit added in 2003 to provide additional burning capacity. Non-combustible refuse is backhauled to Baker Lake for disposal in the municipal dump.

Greywater generated by the kitchen and shower facilities is deposited in a natural sump with is located over 100 metres from the lake shore. A grease trap system will be established for the greywater runoff early in the 2005 program, which will lessen the amount of grease and soap residue released into the sump.

LOCAL EMPLOYMENT

The number of local employees at the site varies throughout the season, but generally 5 to 20 Inuk employees work in the camp at any given time. There were a total of 30 local employees that were hired by Cumberland Resources in 2004. Duties ranged from cook's helper to geological and survey technicians, environmental technicians, heavy equipment operators and construction labourers and tradesmen. See the table provided below for a breakdown of cumulative local employment numbers and the local (Kivalliq) expenditures for the Meadowbank Gold Project from 1995 to present.

Meadowbank Gold Project, Cumulative Local Expenditures

Activity		*2004*		*1995 - 2003*
Local Persons Employed		*30*		*3-33*
Wages	$	200,346	$	912,633
Expediting and Transport	$	1,385,305	$	2,267,165
Fuel	$	394,315	$	1,511,784
Equipment	$	7,370	$	337,563
Food and Accomodation	$	208,502	$	1,060,835
Construction			$	22,500
Drilling	$	286,675	$	313,783
Aircraft			$	152,483
Community	$	80,000	$	-
Environment	$	250,000	$	227,743
Other	$	73,384	$	126,514
Total (Kivalliq)	$	2,885,897	$	6,932,993
Total (Program)	$	8,869,827	$	30,477,369
Cumulative(Kivalliq)	$	9,818,890		
Cumulative(Program)	$	39,347,196		

CONTRACTORS USED:

Overland Transportation of Bulk fuel and supplies from Baker Lake:

Mr. Peter Tapatai
Peters Expediting Limited
PO Box 74
Baker Lake, NU
Tel: (867) 793-2703 Fax: (867) 793-2988

Diamond Drilling:
Boart Longyear Inc.
403-47th Street East
Saskatoon, Sask., S7K 5H4
Tel. (306) 931-4466 Fax: (306) 931-1150

Helicopter:

Heli-Max Ltd.
3650 Boul. de l'Aeroport
Trois Rivieres, Que. G9A 5E1
Tel. (819) 377-3344

Airstrip construction:

Tercon
100 - 2079 Falcon road
Kamloops, B.C. Canada V2C 4J2
Tel. (250) 372-0922

APPENDIX A

CUMBERLAND RESOURCES LTD.
MEADOWBANK GOLD PROJECT, NUNAVUT

COMMERCIAL LEASE
For calendar year 2005

NIRB SCREENING LETTER

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August 8, 2002

To: Veronica Tattuinee
Land Administrator
Kivalliq Inuit Association
Rankin Inlet, NU

Re: Airstrip Construction Meadowbank Gold Project
NIRB: 02EA110 KIA

Enclosed is the completed NIRB Screening Decision Report for the above-mentioned project.

NIRB has screened this application for eco-systemic and socio-economic impacts of the proposal.

NIRB's indication to the Minister is: 12.4.4 (a) the proposal may be processed without a review under Part 5 or 6; NIRB may recommend specific terms and conditions to be attached to any approval, reflecting the primary objectives set out in Section 12.2.5;

Please contact me at (867) 983-2593 if you have any questions about the Screening Decision Report.

Yours truly,

Gladys Joudrey
Environmental Assessment Officer
Nunavut Impact Review Board

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~~SCREENING DECISION~~

August 8, 2002

Mr. Sandy Tongola
President, Kivalliq Inuit Association
Rankin Inlet, Nunavut X0C 0G0

Dear Mr. Milortok:

RE: Screening Decision of the Nunavut Impact Review Board (NIRB) on an Application:
NIRB: 02EA110 KIA
Airstrip Construction Meadowbank Gold Project (Cumberland Resources Ltd.)

Authority:

Section 12.4.4 of the Nunavut Land Claim Agreement states:

Upon receipt of a project proposal, NIRB shall screen the proposal and indicate to the Minister in writing that:

a) the proposal may be processed without a review under Part 5 or 6; NIRB may recommend specific terms and conditions to be attached to any approval, reflecting the primary objectives set out in Section 12.2.5;
b) the proposal requires review under Part 5 or 6; NIRB shall identify particular issues or concerns which should be considered in such a review;
c) the proposal is insufficiently developed to permit proper screening, and should be returned to the proponent for clarification; or
d) the potential adverse impacts of the proposal are so unacceptable that it should be modified or abandoned.

Primary Objectives:

The primary objectives of the Nunavut Land Claims Agreement is referenced in the screening section 12.4.4 (a) are set out in section 12.2.5 of the Land Claims Agreement. This section reads:

In carrying out its functions, the primary objectives of NIRB shall be at all times to protect and promote the existing and future well-being of the residents and communities of the Nunavut Settlement Area, and to protect the ecosystemic integrity of the Nunavut Settlement Area. NIRB shall take into account the well-being of the residents of Canada outside the Nunavut Settlement Area.

The decision of the Board in this case is 12.4.4 (a) the proposal may be processed without a review under Part 5 or 6; NIRB may recommend specific terms and conditions to be attached to any approval, reflecting the primary objectives set out in Section 12.2.5;

P.O. Box 2379 Cambridge Bay, NT / EKALUKTUTIAK, NUNATIANI X0E 0C0 • Phone/HIVAYAOTA: (867) 983-2593 • Fax/FAX-KOT: (867) 983-2594

13. The Permittee shall have a spill contingency plan in place prior to commencement of the land use operation.
14. The Permittee shall immediately report all spills of petroleum and hazardous chemicals to the twenty four (24) hour spill report line (867) 920-8130.

Archaeological Sites

15. The Permittee shall follow all terms and conditions for the protection and restoration of archaeological resources as outlined by the Department of Culture, Language, Elders and Youths (CLEY) in attached letter.

Wildlife

16. The Permittee shall ensure that there is no damage to wildlife habitat in conducting this land use operation.
17. The Licensee shall ensure compliance with Section 36 of the *Fisheries Act*, which requires that no person shall deposit or permit the deposit of a deleterious substance on any type in water frequented by fish or in any place under any conditions where the deleterious substance may enter such a water body.
18. The harmful alteration, disruption or destruction of fish habitat is prohibited under Section 35 of the *Fisheries Act*. No construction or disturbance of any stream/lake bed or banks of any definable watercourse is permitted unless authorized by DFO.

Attachments

19. The Permittee shall refer to the attached Fisheries and Oceans letter of advice addressed to the Permittee.

Reclamation

20. The Permittee shall remove all scrap metal, discarded machinery and parts, barrels and kegs, buildings and building material upon abandonment.
21. The Permittee shall complete all clean-up and restoration of the lands used prior to the expiry date of this permit. This includes stabilizing and re-vegetating all disturbed areas upon completion of work to a pre-disturbed state.

Other Recommendations

1. NIRB would like to encourage the proponent to hire local people and services, to the extent possible, and to continue consulting with local residents regarding their activities in the region.
2. Any amendment requests deemed by NIRB to be outside the original scope of the project will be considered a new project.

Validity of Land Claims Agreement

Section 2.12.2

Where there is any inconsistency or conflict between any federal, territorial and local government laws, and the Agreement, the Agreement shall prevail to the extent of the inconsistency or conflict.

Dated Aug 07/02 at Arviat, NU

Elizabeth Copland, Chairperson

APPENDIX B

CUMBERLAND RESOURCES LTD.
MEADOWBANK GOLD PROJECT, NUNAVUT

COMMERCIAL LEASE
For calendar year 2005

WATER ANALYSIS REPORT

CHEMICAL ANALYSIS REPORT

Date: May 31, 2004

ALS File No. U3896

Report On: Meadowbank Water Analysis

Report To: **Cumberland Resources Ltd.**
Suite 950, One Bentall Centre
505 Burrard St.
Vancouver, BC
V7X 1M4

Received: May 27, 2004

ALS ENVIRONMENTAL
per:

Andre Langlais, M.Sc. - Senior Chemist
Amber Springer, B.Sc. - Project Chemist

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File No. U3896

RESULTS OF ANALYSIS - Water

Sample ID	Tap 1	Tap 2	Tap 3	Release Valve 1	Release Valve 2
Sample Date	04-05-26	04-05-26	04-05-26	04-05-26	04-05-26
Sample Time	14:35	14:35	14:35	14:35	14:35
ALS ID	*1*	*2*	*3*	*4*	*5*
Bacteriological Tests					
Coliform Bacteria - Fecal	<1	<1	<1	<1	<1
Coliform Bacteria - Total	<1	<1	<1	<1	<1

Coliform results are expressed as Colony Forming Units (CFU) per 100 mL.
< = Less than the detection limit indicated.

File No. U3896

Appendix 1 - METHODOLOGY

Outlines of the methodologies utilized for the analysis of the samples submitted are as follows

Coliform Bacteria in Water by Membrane Filtration

This analysis is carried out using procedures adapted from APHA Method 9222 "Membrane Filter Technique for Members of the Coliform Group". Coliform bacteria is determined by colony counting. A known sample volume is filtered through a 0.45 micron membrane filter. The test involves an initial 24 hour incubation of the filter with the appropriate growth medium, positive results require further testing (up to an additional 48 hours) to confirm and quantify the total and fecal coliform. This method is used for non-turbid water with a low background bacteria level.

Recommended Holding Time:
Sample: 1 day
Reference: APHA
For more detail see ALS Environmental "Collection & Sampling Guide"

Results contained within this report relate only to the samples as submitted.

End of Report