



File No: **03MN107**

July 28, 2005

Honourable Andy Scott, P.C., M.P.  
Minister of Indian Affairs and  
Northern Development  
10 Wellington, 21<sup>st</sup> Floor  
Gatineau, Quebec K1A 0H4

*via fax and regular mail (819) 953-4941*

**Re: Meadowbank Gold Project**

Dear Minister:

On July 14, 2005, the Nunavut Impact Review Board (NIRB or Board) released its Pre-Hearing Decision in the Meadowbank Gold Project. As usual, a courtesy copy was forwarded to your office and the entire application is on NIRB's public registry: [http://ftp.nunavut.ca/nirb/Reviews/03MN107-%20Meadowbank%20Gold%20Mine/Project%20Documents/100-onward%20\(Public%20Registry%20Documents\)/144a.%20050614-NIRB\\_F\\_CRL\\_Rpt\\_PHDecision-OHCE.pdf](http://ftp.nunavut.ca/nirb/Reviews/03MN107-%20Meadowbank%20Gold%20Mine/Project%20Documents/100-onward%20(Public%20Registry%20Documents)/144a.%20050614-NIRB_F_CRL_Rpt_PHDecision-OHCE.pdf). Further, the Nunavut Planning Commission issued a favorable conformity determination on July 19, 2005. A copy of that decision is attached.

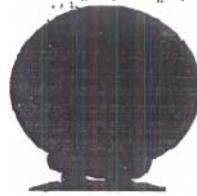
You should be aware that the issue of an all-weather road, and the inclusion of it in NIRB's Part 5 review, arose because of the debate about whether the issue was included and properly submitted, in the original project proposal. (See pages 20-26 of the Pre-Hearing Decision.) Further to that issue, and the potential for you as a Minister to send any directions back to NIRB, the Board said this (p.26):

"So, assuming for whatever reason the all-weather road had to be screened (or re-screened), NIRB asked that question during the PHC hearings and all parties agreed that it is wise to include the all-weather road in the current Part 5 review. The legal result is once again a decision consistent with NLCA section 12.4.4(a), send the all-weather road to review, where as a matter of NIRB's judgment, it already is.

Related to this point, if the Minister believes there is a requirement under section 12.5.1 to now act and add issues related to the road, into NIRB's review, the Board asks him via this decision, to state those directions back to NIRB. That said, before sending directions back to NIRB, the Board believes it is appropriate for the Minister to review the broad terms of reference that the NIRB has now imposed for the Final EIS requirements specifically for the road component."

Thus, respecting your role as Minister, the Board is pointing out these issues and the NLCA options available to you, in the event you wish to send further directions or instructions back to NIRB regarding the environmental assessment of the Meadowbank project proposal.





Муниципальная комиссия по развитию туризма





Ministry Planning Commission 2017 (14th) HUNAYUNMI PARLAYUN

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Dear Mr. Thiele:

**Application to Determine Conformity with the *Keewatin Regional Land Use Plan (KRLUP)* - proposal to modify the previous Meadowbank Gold Project proposal by including the all-weather road as described in INAC Application for Federal Crown Land 66A/8-71 dated May 15 05.**

I am writing further to Luke Coady's letter to NIRB dated April 13, 2005 (a copy of which was sent to you), my letter to you dated June 9, 2005, and your above-captioned Application to Determine Conformity dated June 15.

As Mr. Coady's letter explained, the proposed all-weather road described in these applications modifies the original Meadowbank proposal and is relevant to plan requirements. The modification therefore required distinct conformity review once NPC received the related applications for authorizations. The NPC received a copy of the application to INAC for federal Crown land on June 8, 2005.

Please be informed that, on the basis of the INAC application and the Application to Determine Conformity, and taking into account its 2003 determination that a winter-only access road to the proposed mine along a similar route conforms to the plan, the NPC has determined that the all-season road modification described in the INAC application conforms to the *KRLUP*.

This determination reflects the NPC's assessment that the proposed all-weather road is an access road and not a transportation corridor within the meaning of the *KRLUP*. The proponent therefore is not required to apply for a plan amendment before proceeding to the NIRB final review hearing.