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BY FAX (867 983-2594) and e-Mail

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

Dear Ms. Tunaley:

Re: Comments on Cumberland's Submission regarding Meadowbank Gold Project and the proposed Temporary Explosives Magazine

In accordance with NIRB's **Friday, July 7, 2006** letter, Cumberland is pleased to provide responses to NIRB's following items:

Item 1: Cumberland Resources Ltd.'s (Cumberland) response to NIRB's letter dated April 24, 2006; and

Item 2: Matters relating to the continuation of the Hearing.

Further explanation to NIRB's **Item 3:** Cumberland's proposed Temporary Explosives Factory (Factory) for the Meadowbank Gold Project, will be provided on or before July 14th, 2006.

Intervener letters regarding Items 1 and 2 were received from the Kivalliq Inuit Association (KivIA), Government of Nunavut (GN), Indian and Northern Affairs Canada (INAC), Environment Canada (EC), Department of Fisheries and Oceans (DFO), Transport Canada (TC), Natural Resources Canada (NRCan), Health Canada (HC), and the Hamlet of Baker Lake.

Comments and responses from Cumberland to the various Interveners submissions will be dealt with separately to ensure clarity.

Intervener: Kivalliq Inuit Association (KIA)

Item 1: The KIA felt that all issues have been appropriately addressed.

Cumberland's Response: *No response required.*

Item 2: The KIA did not believe it necessary to continue the oral hearing and recommended that any outstanding issues be addressed through written submission.

Cumberland's Response: *Cumberland agrees with the KIA on this issue.*

Intervener: Government of Nunavut (GN)

Item 1: According to the Department of Executive and Intergovernmental Affairs, the Government of Nunavut is satisfied that Cumberland has addressed the issues in a manner that should allow the project to proceed. The GN also made ten recommendations regarding the TEMP and Wildlife Monitoring Report, two recommendations and three conditions regarding the all-weather road and two recommendations regarding the socio-economic effects.

Cumberland's Response: *Cumberland accepts and will comply with the ten recommendations made by the GN regarding the TEMP and Wildlife Monitoring Report (as previously committed to during the hearings), the two recommendations and three conditions regarding the all-weather road and the two recommendations regarding the socio-economic effects.*

Item 2: According to the Department of Executive and Intergovernmental Affairs, the Government of Nunavut agrees that the Nunavut Impact Review Board should close the record based on written submission alone.

Cumberland's Response: *Cumberland agrees with the GN on this issue.*

Intervener: Indian and Northern Affairs Canada (INAC)

Item 1: INAC made six recommendations and one suggestion regarding the all-weather road and three recommendations regarding the socio-economic effects.

Cumberland's Response: *Cumberland accepts and will comply with INAC's six recommendations and one suggestion regarding the all-weather road and three recommendations regarding the socio-economic effects.*

Item 2: With respect to the format for the continuation of the hearings, INAC considers that the use of a written submission format will adequately facilitate INAC's presentation of its intervention to the NIRB and will be a more cost effective solution than public hearings.

Cumberland's Response: *Cumberland agrees with the INAC on this issue.*

Intervener: Environment Canada (EC)

Item 1: Environment Canada made one recommendation regarding the TEMP and one recommendation regarding shipping in Chesterfield Inlet.

Cumberland's Response: *Cumberland accepts and will comply with Environment Canada's one recommendation regarding the TEMP (as previously committed to during the hearings) and one recommendation regarding shipping in Chesterfield Inlet.*

Item 2: On EC's jurisdiction and the additional information that has been submitted, EC recommends that if the Board still requires further information after reviewing these responses to the supplemental information, a written hearing would be the most appropriate method for the NIRB to collect that information and evidence.

Cumberland's Response: *Cumberland agrees with the EC on this issue.*

Intervener: Department of Fisheries and Oceans (DFO)

Item 1: Environment Canada DFO made one recommendation regarding the road, one recommendation regarding socio-economic impacts and one recommendation regarding shipping in Chesterfield Inlet.

Cumberland's Response: *As previously committed to during the hearings, Cumberland accepts and will comply with DFO's recommendations regarding the road, and socio-economic impacts. With regard to shipping in Chesterfield Inlet, to clarify, monitors will be placed on all barges that are carrying fuel for the Meadowbank project.*

Item 2: DFO would be satisfied with any continuance of the hearing through written submissions.

Cumberland's Response: *Cumberland agrees with the DFO on this issue.*

Intervener: Transport Canada (TC)

Item 1: Transport Canada made four recommendations regarding shipping in Chesterfield Inlet, one clarification regarding Transport Canada - Marine Safety Inspectors and one recommendation regarding the all-weather road.

Cumberland's Response: *Cumberland accepts and will comply with TC's recommendations regarding shipping in Chesterfield Inlet, clarification regarding Transport Canada - Marine Safety Inspectors and one recommendation regarding the all-weather road. Further as recommended by Transport Canada, Cumberland retracts the following statement:: "We believe that based on the comments from Transport Canada, our presence will actually improve the safety and security of shipping in the area".*

Regarding the excerpt from TC comments at the closing hearings, we regret any confusion resulting from our editing. We should have clarified that the statement following the three dots in the original submission was actually Jim Morrell of Transport Canada quoting Craig Miller from Marine Safety. In hindsight it would have been more accurate to quote from the record directly as follows:

Thank you. Jim

*10 Morrell, Transport Canada.
11 In Chesterfield Inlet yesterday a member of
12 the community asked a question regarding our
13 presence in the project area, including the
14 impacted communities. Craig Miller from Marine
15 Safety indicated that barges and shipping
16 vessels would be inspected periodically. He
17 also indicated that marine concerns reported to
18 Transport Canada would be investigated.
19 I would like to further elaborate on the
20 answer provided by Craig Miller. In the event
21 that NIRB approves the project, Transport Canada
22 environmental officers will be present in the
23 project area and impacted communities throughout
24 the life of the project, conducting site visits
25 to ensure mitigation measures and conditions,
26 required by our department, are implemented.*

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*1 This also includes conducting follow-up programs
2 and monitoring where required. Other Transport
3 Canada divisional representatives may also visit
4 the project area to conduct regulatory
5 inspections.*

Item 2: Transport Canada is of the opinion that the NIRB should continue their review of the supplementary submission by Cumberland Resources Ltd. through written submission. However, if after receiving the various intervenor comments the NIRB feels that an oral hearing is required, TC would be willing to participate in the continuation of the final hearing.

Cumberland's Response: *Cumberland agrees with the TC on this issue.*

Intervener: Natural Resources Canada (NRCan)

Item 1: NRCan provided no comments.

Cumberland's Response: *No response required.*

Item 2: NRCan provided no comments.

Cumberland's Response: *No response required.*

Intervener: Health Canada (HC)

Item 1: Regarding the all-weather road, Health Canada suggests that an evaluation of possible additional risk for accidents due to the gates on the all-weather road should be undertaken. Health Canada wishes to clarify that its position is neutral and is neither in support of nor against the Meadowbank project.

Cumberland's Response: *Regarding the safety of those who go around the bridges, it must be restated that residents from Baker Lake currently travel across all the water crossing without bridges now. It would be expected that those few individuals that may try to go around the gated bridges will cross the river in a safe location as they do today. Cumberland doesn't expect that the gates will be a safety issue and therefore doesn't believe that further assessment is required. Regarding Cumberland's comment about HC support, Cumberland retracts that comment and apologizes for any confusion caused by that comment.*

Item 2: With respect to the format by which the NIRB should continue the hearing, it is the opinion of Health Canada that the issues raised in this letter may be sufficiently addressed through written submissions.

Cumberland's Response: *Cumberland agrees with the TC on this issue.*

Intervener: Hamlet of Baker Lake

Item 1: "Hamlet of Baker Lake is fully satisfied with Cumberland's Final Environmental Impact Statement and commitments for the Meadowbank Gold Project. We believe that there will be significant and much needed positive socio-economic impacts on the community of Baker Lake and we are anxious to see a positive recommendation from the Board soon."

Cumberland's Response: *No response required.*

Item 2: The Hamlet of Baker Lake provided no comment.

Cumberland's Response: *No response required.*

In closing, we trust that the additional information provided in responding to Items 1 and 2 will give the Board the assistance it needs to resolve any final concerns it may have related to the three issues set out in its April 24th letter. We respectfully ask that you close the record and begin your deliberations. We appreciate the Board's thoroughness and its consideration in allowing Cumberland to provide evidence to support its development proposal.

Yours truly,

CUMBERLAND RESOURCES LTD.

Craig Goodings
Manager, Environmental and Regulatory Affairs