

Richard Dwyer

From: Graham Gill [G.Gill@diamondsnorth.com]
Sent: Monday, March 07, 2011 12:05 PM
To: Richard Dwyer
Subject: RE: 2BE-TAH0611 Additional Information Required
Attachments: 100401-Application_for_Water_Licence_Renewal-OEDE-edited100601[1].doc; south camp.pdf; north camp.pdf; PICT3715.jpg; Skinny A.JPG; A and R 2011 revised March 2011.doc; Revised FUEL SPILL CONTINGENCY updated for 2011 demobe.doc

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Richard;

Here is the additional information you require from your e-mail of March 4, 2011.

Application:

To clarify answers to questions 9-13;

9. The description is part of the undertaking outlined in the existing water licence. This undertaking is for abandonment and restoration purposes only and that was described originally and is part of the final portion of our program. This renewal application is a request for extra time to perform this procedure that was outlined in our original application so that we may restore the land to as close to its original state as possible. I answered yes even though no drilling is taking place this year as final closure is part of the original permit. The proposed program is only 3 weeks in duration to conduct decommissioning/reclamation only. Water use-age will only be needed for 1 week during summer months for domestic purposes. Again we are only asking for extra time to complete the removal of products that were originally cat trained to site by the same method and at the same time of year.

10. As above. Methods and locations have not changed as per original licence. Locations of both established camps cannot change. The alternative for the demobilization of fuel, salt and equipment from the strip would be too expensive to do by fixed-wing. Cat train work will be done prior to caribou migration, nesting, brooding seasons, etc. This method of demobilization will also clean up the sites sooner than having to wait until late July onward to complete the job when there is more wildlife present. It is also the same timing and route that was conducted in 2003 and 2005.

11. Classification in my mind is the same as this mode of transportation was originally screened and approved by NIRB and is part of our original Water Licence and still valid Land Use Permits. DIAND land use permit and KIA permit is either valid or being renewed to complete this operation. The undertaking is only the final portion of our exploration program previously applied for and accepted.

12. I answered No to this section as the only water use-age would be for a 1 week period in July or August when the campsites will be dismantled. As there will be no drilling as per the original licence water use-age will be minimal.

13. The only source of water will be the Tuktu River and only when decommissioning of that camp takes place (1 week). Cat train operations will bring in their own water during spring months for domestic use. Waste (sewage) from this operation will be backhauled to Cambridge Bay.

Signature on page 17 supplied with original hard copy and on CD provided. Have included electronic signature with this e-mail.

A & R Plan

1. I believe a burn barrel was accepted in our original application but as I know an incinerator is recommended. An approved incinerator will be utilized during this operation. A & R Plan revised to include this. See attached.
2. Topo maps and photos of both Northern and Southern camps already submitted in e-mail sent February 28, 2011. Again maps of both camps and pictures attached. Maps of the cat train route also supplied previously.

Maps of cat train route have been previously supplied as E-mail Attachments 8 and 9. Is it necessary to supply maps with each portion of the application or will one folder do that shows all maps rather than post them with each A & R, Fuel Spill Plan etc.?

Fuel Spill Contingency Plan

1. Contact number of INAC Manager of Field Ops included in attached revised FSC Plan.
2. Topo maps and pictures of both camps attached. These were originally sent in previous e-mails, attachments 1, 3 and 4. Spill kits to be included with cat train and there are kits already at Tuktu (northern Camp). As there is no fuel at Skinny (southern camp) no fuel spill kit exists there.
3. As for the appendices for this plan I did forget to send them previously. Will send under a second e-mail.

Let me know if you need anything else.

Graham Gill
V.P. Operations
DIAMONDS NORTH RESOURCES LTD.

From: Richard Dwyer [<mailto:licensingadmin@nunavutwaterboard.org>]
Sent: March-04-11 3:44 PM
To: Graham Gill
Cc: Sean Joseph
Subject: 2BE-TAH0611 Additional Information Required

Good afternoon,

Please see attached requesting additional information.

Regards,

