NUNAVUT IMPACT REVIEW BOARD
Nunavutmi Kanogillvalianikot Eliittohaiyeoplotik Katimayiit

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NIRB File No: 05RN026

Nunavut Water Board
APR 13 2005
Public Registry

April 13, 2005

Graham Gill
Diamonds North Resources Ltd.
510-510 Burrard Street
Vancouver, BC V6C 3A8

Fax: (604) 484-7143

Dear: Mr. Gill

RE: Project Proposal Acknowledgement for a Winter Road

The Nunavut Impact Review Board (NIRB) acknowledges receipt on March 16, 2005 of your research application. All the documents received, and pertaining to the application, can be obtained from out ftp site (http://ftp.nunavut.ca/nirb) in screenings/05RN026. They include the following:

1. Access to Inuit Owned Land
2. Summary English
3. Maps
4. Appendix A – Detailed Project Summary
5. Spill Contingency Plan

NIRB has undertaken a preliminary administrative and technical completeness check of your application and concluded that NIRB's information requirements are generally met at this time. Digital copies of the maps are being forwarded to the NIRB office and will be uploaded as soon as received, in the meantime a photocopy has been provided on the ftp site. An Inuktitut copy of the non-technical project summary also needs to be forwarded to the NIRB office for completion of the application. This said, I must inform you that the NIRB reserves the right to request additional information at any time. However, as this project is time sensitive the NIRB will commence the screening process at this time.

Finally, by copy of this letter to the distribution list including municipalities, communities and groups most affected by your application, and the enclosed comment form, we invite interested persons to ***comment*** **directly to the NIRB by *April 20, 2005*.** Please note the winter road with the same routing was screened under 02RA081 previously by NIRB.

Sincerely,

Original signed by

Gladys Joudrey
Manager of Environmental Administration

Encl: Comment Form
Cc: Distribution List

10 & 11) Non Technical and Project Description

Non-Technical Project Summary

Diamonds North Resources Ltd. is planning a spring/summer diamond drilling program on their mineral claims located in central Victoria Island, Nunavut. In order to safely and inexpensively mobilize drilling equipment to our area of exploration Diamonds North is proposing to utilize a D-6 cat to pull a 8' x 50' sled across sea, lake and river ice as well as frozen ground as outlined on the accompanying map A small Tracked Spryte snow machine and ski-doos will also be used for support and safety. All efforts will be made to stay on ice along the route but crossing frozen ground will also be necessary. Topography may also dictate that the access route will need to cross Inuit Owned Lands. It should be noted that only the proposed access route and not the diamond drilling program will be located on Inuit Owned Lands. No structures will be erected as the crew will also tow a caboose for shelter and sleeping purposes. It expected that the cat train will take between 5 7 days to reach the area of drilling. As the cat will be needed for the purposes of the subsequent drill program it may be left on-site for the year and then demobilized to Cambridge Bay in the spring of 2006. For reference please note that Diamonds North conducted this same style of cat train mobilization in 2003 under Licence KTL 302F015 with no disturbance to either wildlife or the environment.

KITIKMEOT INUIT ASSOCIATION

APPLICATION FOR ACCESS TO INUIT OWNED LAND

Office use only

Category	Application No:	Accepted By:	Date Accepted:

To be completed by all applicants

1. Applicant's name and mailing address (Full name, no initials or abbreviations)	Fax no (604) 484-7143 Telephone no. (604) 689-2010
Diamonds North Resources Ltd. 510-510 Burrard Street Vancouver, BC V6C 3A8	

2. Head Office address	Fax no. Telephone no.
same	

3. Field supervisor and address if different from above	Telephone no.
Graham Gill / Dave Kelsch (same address as above)	(604) 689-2010

4. Other personnel list (Subcontractors or contractors to be used)

Kitnuna Corporation, Box 92, Cambridge Bay, NU

Total no. of personnel: 3-4 No. of person days: 40 (estimated)

5. Location of activities by map coordinates. Attach **ORIGINAL** maps and sketches.

MAX Lat Min 25'	MIN Lat Deg 69°	MIN Lat Min 05'	MAX Lat Deg 70°
MAX Long Min 45'	MIN Long Deg 104°	MIN Long Min 55'	MAX Long Deg 109°

Map Sheet No: NTS 77C,D,E,F Inuit Land Parcel No: **CB-39/77A,C,D CB-36/77D CB-41/77C,D,E,F CB-40/70D,E CB-43/77D,E CB-44/77C,F**

Coordinate of camp (if applicable) n/a Lat. ° ' " Long. ° ' "

6. Periods of operation including periods of seasonal shut down and periods for restoration.

April 15 – May 1, 2005 and April 15 – May 31, 2006

7. Period of access required (up to one or two years for licenses, depending on license level, up to five years for residential/recreational leases and level I and II commercial leases, and up to forty years for level III commercial leases)	Start date	Completion Date
	April 15, 2005	May 31, 2006

8. Other rights, licenses, permits or leases related to this application. Provide proof of rights or indicate if in the process of applying for rights.

- ☐ NTI Subsurface Right
- ☐ DIAND Subsurface Right
- X NWB Water License
- ☐ NRI Research License
- ☐ RWED Tourism License
- ☐ Explosives Permit
- ☐ CWS Permit
- ☐ Other - Please Specify

Land Use Permit N2002C0023 and see claims list attached

9. TYPE OF LAND USE ACTIVITY

Check off the appropriate land use activities.

Mining/Oil & Gas
staking and prospecting
exploration (geophys-grid/air)
- ☐ drilling (diamond/ice, etc.)
- ☐ bulk sampling
- ☐ mine (open pit, undergrd, etc.)
- ☐ bulk fuel storage
- X other: Mobilization of drilling equipment, fuel, ancillary equipment over Inuit Owned Land via cat train for subsequent work on Crown Land

Construction:
- ☐ camp
- ☐ building
- ☐ winter road
- ☐ all-season road
- ☐ quarrying
- ☐ other: _____

Tourism:
- ☐ tourism facility
- ☐ outfitting
- ☐ other: _____

Municipality:
- ☐ bulk storage of fuel
- ☐ residential building
- ☐ commercial building
- ☐ other: _____

Research:
- ☐ wildlife/fish/birds/marine
- ☐ survey (grd/aerial/collars)
- ☐ collection of species
- ☐ research station
- ☐ other: _____

Other:
- ☐ commercial harvest
- ☐ recreational camp
- ☐ _____
- ☐ _____

10. On a separate page, provide a NON-TECHNICAL project summary. This should include a non-technical description of the project proposal, no more than 300 words, in English and Inuktituk (Inuinaktun, in the West Kitikmeot). The project description should outline the project activities and their necessity, method of transportation, any structures that will be erected, expected duration of activity and alternatives considered. If the proposed activity fits into any long-term developments, please describe the projected outcome of the development for the area and its timeline.

see attached

11. **Attach a detailed** project description as outlined in **APPENDIX A.**

12. Application Fees:

Land use license I
Inuit - $0
Non Inuit $100
☐ Land use license II $250
X Land use license III $500

☐ Residential/Recreational Lease Inuit - $0
Non-Inuit - $250

Exemption Certificate $0

☐ Commercial Lease I $500
☐ Commercial Lease II $2000
☐ Commercial Lease III $5000

Land use fees: # of hectares used @ $50.00/hectare = $_____

Note: The land use fee is for the amount of land used on an annual basis.

13. a) The Applicant requests a Certificate of Exemption ☐

OR

b) The Applicant agrees to be bound by terms and conditions to be attached to the Inuit Land Use License or Lease. X ☐

Sign name in full: _____ February 25, 2005
Signature Date

Appendix A

Detailed Project Summary

1. Project activity includes only the mobilization of drill equipment and fuel via cat train using a D-6 cat and tracked Spryte across Inuit Owned Land. All other exploration work will be carried out on mineral claims to which Diamonds North Resources Ltd. holds tenure. It is expected that the mobilization and subsequent demobilization will take between 5-7 days each.

2. Mobilization will take place near April 15th, 2005. As the cat will be utilized during the spring drill program (i.e. before breakup) it will likely remain at the exploration site throughout the year and demobilized in the spring (May) of 2006 to avoid rutting and damage to the land.

3. See maps attached.

4. No structures will be erected

5. D-6 cat plus 8' x 50' sled, tracked Spryte and caboose for mobilization purposes only. Snowmobile and Twin Otter support is also anticipated. See attached pictures from 2003 operation and specification sheets.

6. Fuels to be used include diesel fuel for the Spryte and D-6 cat, gasoline for snowmobiles and propane for heating and cooking. Gasoline and diesel to be carried in 45 gallon drums attached to sled. Fuel transfer will be by barrel pump.

7. Diamonds North's Fuel Spill Contingency Plan as provided to the Nunavut Water Board for the upcoming drill program is attached.

8. All garbage and sewage will transported back to Cambridge Bay via Twin Otter or cat train.

9. Refer to Section 10, Non-Technical Project Summary of the Application Form for transportation method.

10. As the timing of the cat train is prior to the migration of caribou on to Victoria island no impact to the Dolphin and Union herd is anticipated. The timing of mobilization will also not interfere with critical time periods such as spawning, nesting or calving/post-calving. No effect to communities will be felt as the access route heads north of Cambridge Bay for 250 kms. Eskers will be avoided as the route will be primarily along the sea, rivers and lakes. There are no known archaeological sites along the access route.

11. The impact of the proposed cat train access route will be minimal as the majority of the route will be on sea, lakes and river ice. As topography may dictate that the route leaves the ice to avoid natural hazards, all effort will be made to minimize the distance traveled on frozen ground. As the mobilization will be occurring before the spring thaw there will be no effects to land, water, flora or fauna.

12. Not applicable.

13. As the 2003 cat train utilized by Diamonds North did not cause any damage to the environment it is anticipated that this will be the case in 2005. If any surface disturbance does occur while traveling over ground reclamation in the form of re-contouring and re-establishment (to the extent possible) of flora will occur in the summer months.

14. The planned cat train will cost approximately $125,000 - $150,000 dollars. The socio-economic benefits of this program will include the hiring of Kitnuna Corporation to complete the haulage. Adlair Aviation will also be hired to provide aircraft needs. Local firms such as Fred Ross and Associates, The Northern Store and Kitikmeot Supplies will all be used for support.

Our D-6 is older but approx. the same weight

MODEL	D6M XL	D6M LGP	D6G
Flywheel Power	104 kW 140 hp	104 kW 140 hp	116 kW 155 hp
Operating Weight*	15 050 kg 33 200 lb	16 560 kg 36,400 lb	15 432 kg 34,028 lb
(Power Shift)	—	—	—
(Direct Drive)	3116T	3116T	3306T
(Power Shift Differential Steer)	2200	2200	1900
Engine Model	—	—	—
Rated Engine RPM	6	6	6
No. of Cylinders	105 mm 4.1"	105 mm 4.1"	121 mm 4.75"
Bore	127 mm 5.0"	127 mm 5.0"	152 mm 6"
Stroke	6.6 L 403 in³	6.6 L 403 in³	10.5 L 638 in³
Displacement	7	8	7
Track Rollers (Each Side)	900 mm 24"	860 mm 34"	508 mm 20"
Width of Standard Track Shoe	2.55 m 100"	3.08 m 121"	2.67 m 105"
Length of Track on Ground	3.06 m² 4743 in²	5.30 m² 8217 in²	2.72 m² 4215 in²
Ground Contact Area (W/Std. Shoe)	1.89 m 74"	2.16 m 85"	1.88 m 74"
Track Gauge			
GENERAL DIMENSIONS:			
Height (Stripped Top)**	2.30 m 7'6.5"	2.41 m 7'11"	2.10 m 6'11"
Height (To Top of RCPS)	3.02 m 9'11"	3.14 m 10'4"	—
Height (To Top of Cab ROPS)	—	—	3.20 m 10'5"
Height (To Top of RCPS Canopy)	3.08 m 10'1"	3.19 m 10'6"	—
Overall Length (With S Blade)	4.60 m 15'9"	5.37 m 17'8"	—
(Without Blade)	3.74 m 12'3"	4.15 m 13'7"	—
Width (Over Trunnion)	4.92 m 16'2"	—	5.00 m 16'4"
Width (W/O Trunnion — Std. Shoe)	3.74 m 12'3"	4.15 m 13'7"	3.84 m 12'9"
Ground Clearance	3.19 m 10'6"	—	—
Blade Types and Widths:			
Straight	2.49 m 8'2"	3.02 m 9'11"	2.39 m 7'10"
Angle	424 mm 16.7"	536 mm 21.2"	310 mm 12.2"
Angle Straight	—	—	3.20 m 10'6"
Full Angle	—	—	3.90 m 12'9"
Universal	3.17 m 10'5"	—	3.20 m 10'6"
Semi-U	—	—	—
Fuel Tank Refill Capacity	3.47 m³ 10'9"	4.08 m 13'5"	—
	381 L 82.2 U.S. gal	381 L 82.2 U.S. gal	300 L 80 U.S. gal

fuel tank, hydraulic controls and fluids, straight dozer with tilt (UPAT on D5M LGP and D6G

back or other easily removed encumbrances.

MODEL	D6R	D6R XL	D6R XL (IG)▶	D6R XR
Flywheel Power	123 kW 165 hp	130 kW 175 hp	138 kW 185 hp	130 kW 175 hp
Operating Weight*				
(Power Shift)	18 000 kg 39,700 lb	19 000 kg 41,900 lb	19 780 kg 43,600 lb	18 760 kg 41,400 lb
(Direct Drive)	18 053 kg** 39,800 lb	—	—	—
(Power Shift Differential Steer)	18 200 kg 40,000 lb	19 290 kg 42,900 lb	19 960 kg 44,000 lb	18 910 kg 41,700 lb
Engine Model	3306T	3306T	3306T	3306T
Rated Engine RPM	1900	1900	1900	1900
No. of Cylinders	6	6	6	6
Bore	121 mm 4.75"	121 mm 4.75"	121 mm 4.75"	121 mm 4.75"
Stroke	152 mm 6"	152 mm 6"	152 mm 6"	152 mm 6"
Displacement	10.5 L 638 in³	10.5 L 638 in³	10.5 L 638 in³	10.5 L 638 in³
Track Rollers (Each Side)	6	7	7	7
Width of Standard Track Shoe	560 mm 22"	560 mm 22"	762 mm 30"	560 mm 22"
Length of Track on Ground	2.61 m 103"	2.82 m 111"	2.82 m 111"	2.75 m 108"
Ground Contact Area (W/Std. Shoe)	2.92 m² 4523 in²	3.18 m² 4868 in²	4.3 m² 6661 in²	3.08 m² 4771 in²
Track Gauge	1.88 m 74"	1.58 m 74"	2.03 m 80"	1.88 m 74"
GENERAL DIMENSIONS:				
Height (Stripped Top)**	2.38 m 7'5"	2.38 m 7'5"	2.38 m 7'5"	2.36 m 7'5"
Height (To Top of RCPS)	3.19 m 10'5"	3.19 m 10'5"	3.19 m 10'5"	3.19 m 10'5"
Height (To Top of Cab ROPS)	3.19 m 10'5"	3.19 m 10'5"	3.19 m 10'5"	3.19 m 10'5"
Height (To Top of RCPS Canopy)	—	—	—	—
Overall Length (With S Blade)	5.11 m 16'9"	—	—	5.26 m 17'3"
(Without Blade)	4.09 m 13'4"	4.09 m 13'4"	—	4.22 m 13'10"
Width (Over Trunnion)	2.64 m 8'8"	2.64 m 8'8"	2.96 m 9'8"	2.64 m 8'8"
Width (W/O Trunnion — Std. Shoe)	2.44 m 8'0"	2.44 m 8'0"	2.74 m 9'0"	2.44 m 8'0"
Ground Clearance	383 mm 14.8"	383 mm 14.8"	383 mm 14.8"	383 mm 14.8"
Blade Types and Widths:				
Straight	3.35 m 11'0"	—	—	3.36 m 11'0"
Angle	—	—	—	—
Angle Straight	4.16 m 13'7.8"	4.16 m 13'8"	—	4.16 m 13'8"
Full Angle	3.78 m 12'4.7"	3.78 m 12'5"	—	3.78 m 12'5"
Universal	—	—	—	—
Semi-U	3.26 m 10'8"	3.26 m 10'8"	3.56 m 11'8"	3.26 m 10'8"
Fuel Tank Refill Capacity	383 L 101 U.S. gal	383 L 101 U.S. gal	383 L 101 U.S. gal	383 L 101 U.S. gal

*Operating Weight includes ROPS canopy, operator, lubricant, coolant, full fuel tank, hydraulic controls and fluid, straight dozer with tilt, horn, back-up alarm, retrieval hitch and front pull hook.

**Japan only.

***Height (stripped top — without ROPS canopy, exhaust seat back or other easily removed encumbrances.

▶Intermediate Options offered on engine model

DIAMONDS NORTH RESOURCES LTD.

FUEL SPILL CONTINGENCY PLAN

FOR DRILL SITES

AND EXPLORATION CAMPS

TAHOE LAKE AREA

KITIKMEOT REGION

NUNAVUT

Prepared by D.G. Gill, P.Geo
Project Manager

March, 2004

PREAMBLE:

This Fuel Spill Contingency Plan is effective from January 1st, 2005 to December 31, 2005 and applies to exploration programs conducted by Diamonds North Resources Ltd. licensed by the Nunavut Water Board in the Tahoe Lake Area, Kitikmeot Region Nunavut; Latitude 70°07' Longitude 109°30'.

Copies and updates of this Plan may be obtained by writing to:

D. Graham Gill, P.Geo
Exploration Manager
Diamonds North Resources Ltd.
510-510 Burrard Street
Vancouver, B.C. V6C 3A8

1.0 INTRODUCTION

The purpose of Diamonds North Resources Ltd's Fuel Spill Contingency Plan is to provide a plan of action for any spill event during the Company's exploration programs in the Tahoe Lake area of Nunavut. This Plan provides the protocol for responding to spills (or potential spills) that minimizes health and safety hazards, environmental damage and clean up costs as well as defining responsibilities of response personnel.

Campsite:	Aviation and diesel fuel, gasoline to be stored in 45 gal (205 litre) drums. These will be stored in quantities of up to 200 drums located a minimum of 31 metres from normal high water mark and in such a manner that no fuel can enter any such water body.
Fuel Caches (Outside of Camp)	Aviation and diesel fuel to be stored in fuel caches near drilling operations. Once drilling is complete in one area the fuel cache will be moved to a new location proximal to the next site of drill operations. All fuel will be located a minimum of 31 metres from normal high water mark and in such a manner that no fuel can enter any such water body
Drill sites:	2-3 barrels of diesel, propane and drill additives to be stored on each drill pad consecutively.

2.0 RESPONSE ORGANIZATION

Camp Technician - responsible for checking fuel drum conditions and evidence of leakage daily, assuring drip trays are in place and not overflowing; keeping spill kits and absorbent mats in good repair and accessible. If spill or likelihood of a spill occurs the Technician will immediately report to the **Project Supervisor**.

Pilots and Drill Shift Boss to report spills or potential spills to the **Project Supervisor.**

Project Supervisor will report any spill to the NWT 24-Hour Spill Report Line and initiate cleanup. Project Supervisor will request additional aid from external sources if deemed necessary.

3.0 INITIAL ACTION

1. Stay alert and consider safety first. Identify the source of leak or spill and the type of product.

2. Assess the hazards to persons in the vicinity of the spill.

3. Isolate or remove any potential ignition source.

4. Control danger to human life if possible.

5. Assess whether the spill can be readily stopped or brought under control.

6. If safe (and possible) try to stop the flow.

7. Report the spill to the Project Supervisor and to the NWT 24-hour Spill Report Line at (403) 920-8130.

8. Initiate or resume clean up.

4.0 REPORTING PROCEDURE

Communication in the way of two-way radios will be set-up in the event that if a spill occurs outside of camp at either the drill rig or external fuel cache it can be immediately reported to the Project Supervisor.

All spill kits located at all sources of fuel will have contact information for the NWT Spill Report Line prominently displayed.

A listing of the NWT 24 Hour Spill Report Line as well as other government contacts and company officials will be displayed adjacent to the satellite phone in camp. (See Reporting Procedure and Contacts provided below.

SPILL REPORTING PROCEDURE

1. Fill, out "SPILL REPORT" form as completely as possible before making the report.
2. Report IMMEDIATELY to Yellowknife using the 24-hour Spill Report Line

24-HOUR SPILL REPORT LINE (867) 920-8130
AND TO
DIAND WATER RESOURCES INSPECTOR (867) 975-4298

NOTE: Telephone calls can be made collect by informing the Operator that you wish to report a spill.

RCMP communications may be used if other means are not available.

Additional Information or Assistance:

Government of Northwest Territories Pollution Control Division Yellowknife	Phone: (867) 873-7654
Department of Indian Affairs and Northern Development Yellowknife	Phone: (867) 920-8240
Environment Canada Yellowknife	Phone: (867) 669-4700
Environment Canada Iqaluit	Phone: (867) 975-4639
Diamonds North Resources Ltd.	Phone: (604) 689-2010

A detailed report on each occurrence must also be filed with the DIAND Water Resources Inspector no later than 30 days after initially reporting the event.

5.0 ACTION PLAN

The following responses are recommended for fuel spills in differing environments.

Depending on the location and size of the exploration program some of the equipment mentioned in the responses listed below will obviously not be located on site but could be transported to the spill if deemed necessary.

Spills on Land (gravel, rock, soil and vegetation)

- Trench or ditch to intercept or contain flow of fuel or petroleum products on land where feasible (loose sand, gravel and surface layers of organic materials are amenable to trenching/ditching-trenching in rocky substrates is typically impractical and impossible.)
- Construct a soil berm downslope of the spill. Use of synthetic, impervious sheeting can also be used to act as a barrier.
- Where available, recover spills through manual or mechanical means including shovels, heavy equipment and pumps.
- Absorb petroleum residue with synthetic sorbent pad materials.
- Recover spilled and contaminated material, including soil and vegetation.
- Transport contaminated material to approved disposal or recovery site. Equipment used will depend on the magnitude and location of the spill.
- Land based disposal is only authorized with the approval of government authorities.

Spills on Snow

- Trench or ditch to intercept or contain flow of fuel or petroleum products on snow, where feasible (ice, snow, loose sand, gravel and surface layers of organic materials as amenable to trench/ditching; trenching in solid, frozen ground or rocky substrates is typically impractical and impossible).
- Compact snow around the outside perimeter of the spill area.
- Construct a dike or dam out of snow, either manually with shovels or with heavy equipment such a graders and dozers where available.
- If feasible, use synthetic liners to provide an impervious barrier at the spill site.
- Locate the low point of the spill area and clear channels in the snow, directed away from waterways, to allow non-absorbed material to flow into the low point.
- Once collected in the low area, options include shoveling spilled material into containers, picking up with mobile heavy equipment, pumping liquid into tanker trucks or using vacuum truck to pick up material.
- Where safe, disposal can be done through in-situ combustion with approval from government and safety consultants.
- Transport contaminated material to approved disposal site. Equipment used will depend on the magnitude and location of the spill.

Spills on Ice

- Contain material spill using methods described above for snow, if feasible and/or mechanical recovery with heavy equipment.

- Prevent fuel/petroleum products from penetrating ice and entering watercourses.
- Remove contaminated material, including snow/ice as soon as possible.
- Containment of fuel/petroleum products under ice surface is difficult given the ice thickness and winter conditions. However, if the materials get under ice, determine area where the fuel/petroleum product is located.
- Drill holes through ice using ice auger to locate fuel/petroleum product.
- Once detected, cut slots in the ice using chain saws and remove ice blocks. Fuel/petroleum products collected in ice slots or holes can be picked up via suction hoses connected to portable pump, vacuum truck or standby tanker. Care should be taken to prevent the end of the suction hose clogging up by snow, ice or debris.
- Fuel/petroleum products that have collected in ice slots may be disposed of by in-situ burning if sufficient holes are drilled in ice. Once all the holes are drilled, the oil which collects in the holes may be ignited. Consult with fire/safety consultants and government authorities to obtain approval.

Spills on Water

- Contain spills on open water immediately to restrict the size and extent of the spill.
- Fuel/petroleum products which float on water may be contained through the use of booms, absorbent materials, skimming and the erection of culvers.
- Deploy containment booms to minimize spill area, although effectiveness of booms may be limited by wind, waves and other factors.
- Use sorbent booms to slowly encircle and absorb spilled material. These absorbent are hydrophobic (absorb and repel water).
- Once booms are secured, use skimmers to draw in hydrocarbons and minimal amounts of water. Skimmed material can be pumped through hoses to empty fuel tanks/drums.
- Culverts permit water flow while capturing and collecting fuel along the surface with absorbent materials.
- Chemical methods including dispersants, emulsion - treating agents and shoreline cleaning will be considered.

NOTE:

1. In-situ combustion is a disposal method available for fuels and petroleum products. In-situ burning can be initiated by using a large size portable propane torch (tiger torch) to ignite the fuel/petroleum products. Highly flammable products such as gasoline or alcohol, or combustible material such as wood, may be used to promote ignition of the spilled product. The objective is to raise the temperature for sustained combustion of the spilled product.

   Precautions need to be taken to ensure safety of personnel. Also, spilled product should be confined to control burning. These include area where the spilled material has pooled naturally or been contained via dikes, trenches, depressions or ice slots. Prior to any

attempts at in-situ burning, consultation with experts and approval by government authorities are required.

2. Chemical response methods are also available and may include the use of dispersants, Emulsions-treating agents, visco-elastic agents, herding agents, solidifiers, and shoreline cleaning agents.

3. Biological response methods include nutrient enrichment and natural microbe seeding.

4. Site remediation will be completed as per the advice of government authorities..

6.0 RESOURCE INVENTORY

Resources available on site:

- Trenching/digging equipment in the form of picks and shovels.
- Absorbent material (pads)
- Pumps
- Impervious sheeting (tarps)
- Plastic bags, buckets, empty drums for collection of contaminated material.

Resources available from other sources:

- Larger pumps if necessary; Cambridge Bay
- Bobcat/excavator; Cambridge Bay

Contact: Kitnuna Construction Ltd.
Phone: (867) 983-2331

7.0 TRAINING/EXERCISE

Diamonds North Resources Ltd. is an established mining exploration company and has explored for minerals in every major mining province and territory for over ten years. The Company's record of compliance with regulations and environmental management is excellent. All contract personnel will be briefed and given a copy of the Fuel Spill Contingency Plan before field operations begin.

COMMENT FORM FOR NIRB SCREENINGS

The Nunavut Impact Review Board has a mandate to protect the integrity of the ecosystem for the existing and future residents of Nunavut. In order to assess the environmental and scio-economic impacts of the project proposals, NIRB would like to hear your concerns, comments and suggestions about the following project application:

Project Title: Winter Road for Mobilization
Proponent: Diamonds North
Location: Victoria Island
Comments Due By: April 20, 2005 **NIRB #:** 05EN026

Indicate your concerns about the project proposal below:

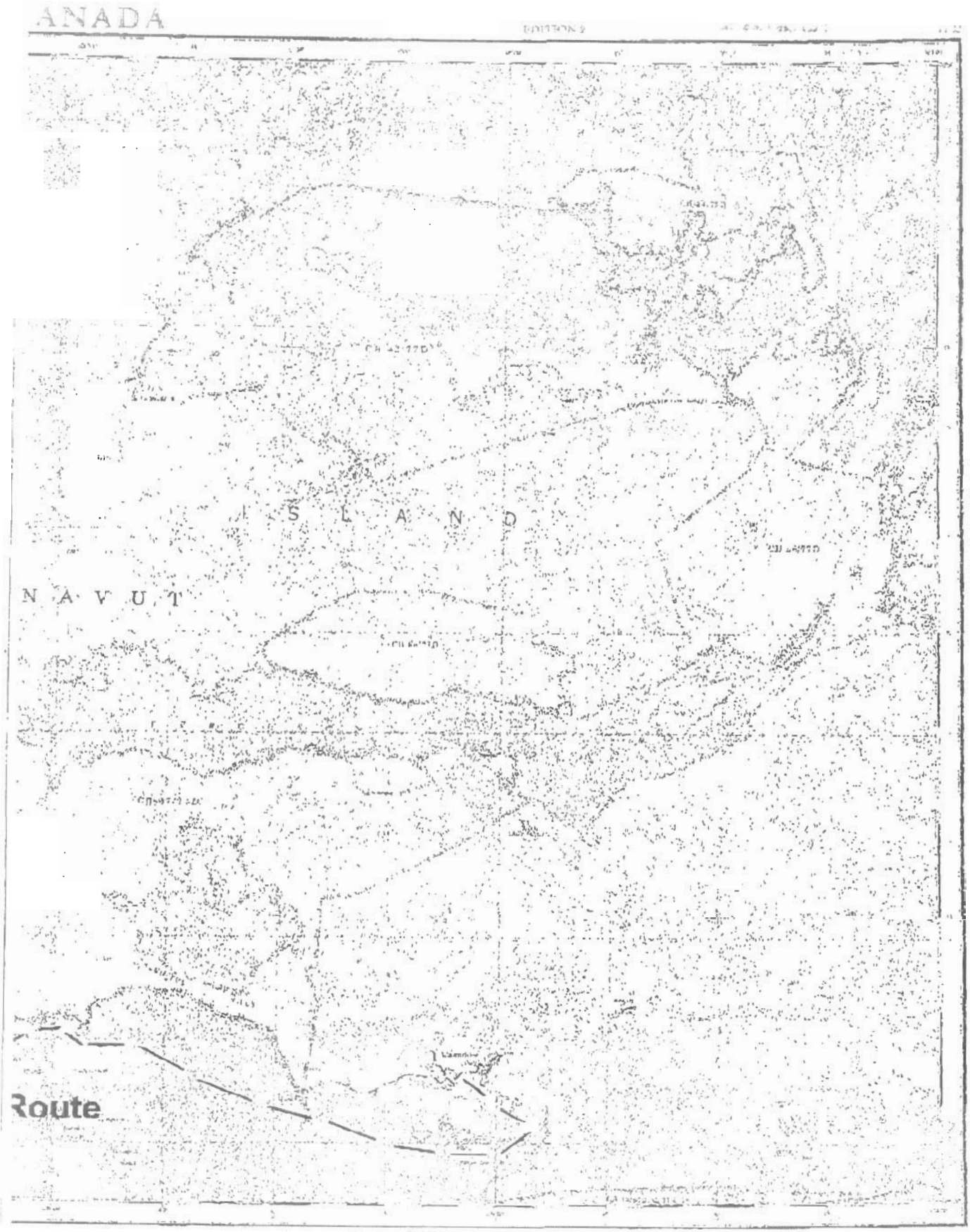
- ☐ no concerns
- ☐ water quality
- ☐ terrain
- ☐ air quality
- ☐ wildlife and their habitat
- ☐ marine mammals and their habitat
- ☐ birds and their habitat
- ☐ fish and their habitat
- ☐ heritage resources in area
- ☐ traditional uses of land
- ☐ Inuit harvesting activities
- ☐ community involvement and consultation
- ☐ local development in the area
- ☐ tourism in the area
- ☐ human health issues
- ☐ other: _____

Please describe the concerns indicated above:

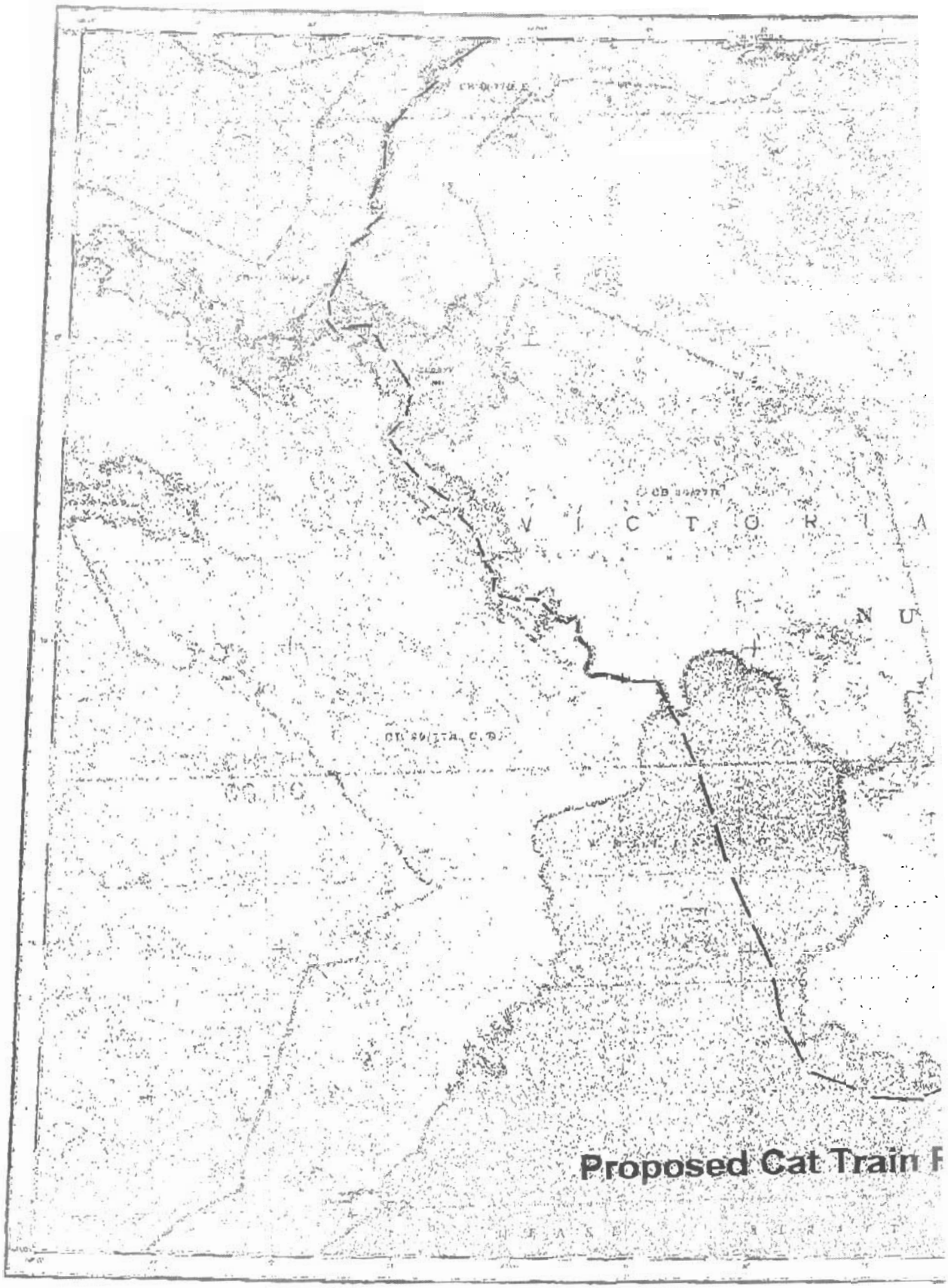
Do you have any suggestions or recommendations for this application?

Do you support the project proposal? Yes ☐ No ☐ Any additional comments?

Name of person commenting: _____ **of** _____
Position: _____ **Organization:** _____
Signature: _____ **Date:** _____

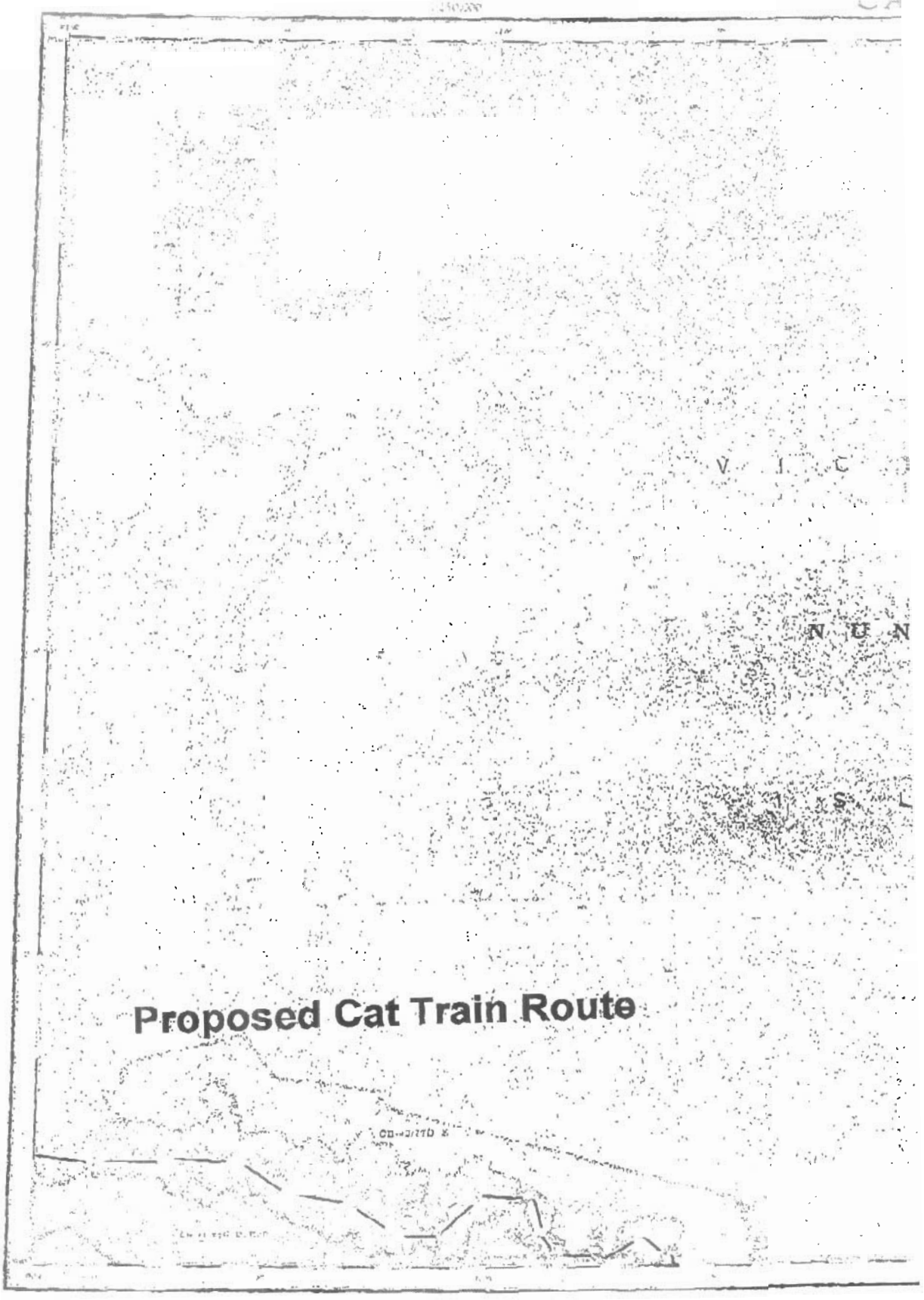


MAP 2 77D



77E

MAP 3



77F

MAP 4