MEADOWBANK MINING CORPORATION
MEADOWBANK GOLD PROJECT, NUNAVUT

NUNAVUT WATER BOARD

TYPE "B" WATER USE AND WASTE DISPOSAL LICENSE APPLICATION FOR THE BAKER LAKE LAYDOWN AND FUEL STORAGE FACILITIES

APRIL, 2007

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TABLE OF CONTENTS

APPENDICES

ᐊᐳᕐᑎᓐᓇᕐᑐᒥ ᐸᕐᓇᒍᑕᐅᔪᑦ

ᑎᑎᕋᑎᒍᑦ ᓚᐃᓴᑕᕐᓂᓗᒍᑦ ᑐᓂᔭᐅᓯᒪᓕᕐᑐᖅ ᓄᓇᕗᒥ ᐃᒪᓕᓇᖓᑦ ᑲᑎᒪᔨᖏᓄᑦ. ᑕᒻᓇ ᓚᐃᓴᑕᕈᑦ ᐊᑐᕐᓂᐊᖅ ᓱᑉᓗᓕᓂᒃ ᐃᓕᐅᖅᑭᑕᐅᓂᐊᖅᓱᓂ ᑯᓚᓇᓂ, ᑕᐃᔭᐅᔪᖅ "ᐱ". ᓚᐃᓴᑕᕈᑕᐅᒥᔪᖅ ᐃᒪᐃᔭᐃᓂᕐᒧᑦ ᓴᓇᑎᓗᒋᑦ ᖃᒪᓂ'ᑐᐊᕐᒥ. ᖃᒪᓂ'ᑐᐊᕐᒥ ᓴᓇᓂᐊᕐᑐᑦ, ᓴᙱᔭᐅᑉ ᓴᓂᐊᓂ ᐱᕐᑯᑎᖅᕐᕕᒃᓴᒥᒃ, ᖃᑕᐅᔭᕐᔪᐊᕐᓂᒃ, ᐊᒻᒪ ᖃᕐᑕᕐᑐᓄᑦ ᓯᕐᓗᐊᒃᓴᒥᒃ. ᓄᓇᕗᒥ ᐊᕙᑎᓕᓇᖓᑦ ᑲᑎᒪᔨᖏᑦ ᖃᐅᔨᓴᓚᐅᕐᒪᑕ ᐊᐳᕐᑎᓐᓇᕐᑐᒥᒃ ᐅᔭᕋᒃᑕᓇᐊᕐᕕᒃᓴᒥᒃ ᐊᖏᕐᓱᑎᒃ. ᑲᕙᒪᑐᖅᑯᑦ ᐊᖏᓚᐅᕐᒥᔪᑦ ᑕᑉᓯᒥᖓ, ᑎᓯᐱᕆ 2006ᒥ. ᐊᒻᒪ ᐸᐃᓚ ᖃᒪᓂ'ᑐᐊᕐᒥ ᐊᓚᖑᕐᑎᑕᐅᓂᖓ ᐊᕐᑭᐊᕐᓂᖓ ᐊᖏᒐᐅᓚᐅᕐᒥᔪᖅ ᐅᑭᐅᒥ 2006ᒥ.

ᐊᐳᕐᑎᓐᓇᕐᑐᒥ ᐅᔭᕋᒃᑕᓇᐊᕕᖑᕐᐸᓕᐊᔪᖅ ᓇᒥᓂᓇᔭᐅᔪᖅ ᑕᑯᓇᖓᑦ ᑲᒻᐳᓚᓐ ᐊᒻᒪ ᒪᓇ ᐊᑎᖃᓕᕐᑐᖅ ᐊᐳᕐᑎᓐᓇᕐᑐᒥ ᐊᔭᕋᒃᑕᓇᐊᑦ ᑯᐊᐳᓇᓴᓐ.

ᐊᐳᕐᑎᓐᓇᕐᑐᒥ ᐅᔭᕋᒃᑕᓇᐊᕐᕕᒃᓴᒥᒃ ᐱᓕᓇᐊᖅᕐᑐᑦ ᓴᓇᓗᑎᒃ, ᐅᔭᕋᒃᑕᓇᐊᕐᓗᑎᒃ, ᓴᓇᑕᕐᓗᒍᓗ. ᐅᔭᕋᒃᑕᓇᐊᒐᓂᒃᐸᑕ ᐅᑯᐊᓇᐊᕐᐸᑦ ᑕᐅᑐᓚᐅᒥᓄᑦ ᓇᒻᒃᓯᑭᐊᕐᓗᒍ. ᐅᔭᕋᑕᓇᐊᕐᕕᒃᓗ ᓄᓇᒥ ᐊᑦᓯᓕᕐᐸᓕᐊᔪᖅ ᖃᐅᔮᓴᕐᑕᐅᖓᐃᓇᕐᓗᓂ ᐱᓕᓇᐊᕿᔭᐅᑎᓗᒍ, ᑭᕙᓕᕐᒥ, ᓄᓇᕗᒥ. ᐊᐳᕐᑎᓐᓇᕐᑐᖅ ᐅᖓᓯᒃᓂᖅᕐᑐᖅ 70ᓂᒃ ᑭᓚᒥᑐᑦ ᖃᒪᓂ'ᑐᐊᕐᒥᑦ. ᑕᕿᒥ ᕕᑉᕈᐊᕆ 2006ᒥ ᓄᓇᒥ ᑲᓄᕼᐊᕐᒥᒃ ᐊᖏᑎᖏᔪᖅ 2,768,000 oz. ᖃᐅᔮᒪᔭᐅᓕᓚᐅᕐᑐᑦ. ᑭᓯᐊᓂ ᖃᐅᔮᒪᓂᖓᑦ ᐃᑯᑕᕐᓗᑎᒃ ᖃᐅᔮᒪᔪᑦ ᑲᓄᕼᐊᕐᑕᖅᒪᑦ ᐊᒻᒪ ᐊᖏᓂᖓᑦ ᓄᓇᖑᐊᓕᐅᕐᓯᒪᔭᖓᑦ ᓇᓂᒪᖓᑦ ᓇᓂᒪᖓᑦ. ᑕᒪᓇ ᑲᓄᕼᐊᖅ ᓄᓇᒥᑐᖅ ᐊᒧᖅᓂᐊᕐᑕᖓᑦ ᐅᑭᐅᓄᑦ 8ᓗ 9ᓗ ᓴᓂᐊᓂ. ᐱᓕᓇᖓᑦ ᑎᖕᒥᓱᑦ ᐊᔭᒐᐅᑕᕐᓂᐊᕐᑐᑦ ᐱᓕᓇᑕᕐᓗᑎᒃ ᒪᕈᓂᒃ ᓴᓇᑕᐃᓕᒃᓂᒃ, ᐊᒻᒪ ᐱᓕᓇᖏᓚᐅᕋᓚᒃᐸᓗᑎᒃ ᒪᕈᓂᒃ ᓴᓇᑕᐃᓕᒃᓂᒃ. ᐊᐳᕐᑎᓐᓇᕐᑐᒥ ᒥᕕᖅᓗᓂ, ᐊᒻᒪ ᐊᑉᖁᑎᖃᓂᐊᕐᑐᖅ ᖃᒪᓂ'ᑐᐊᕐᒥᑦ. ᐊᑉᖁᑎᑯᑦ ᐊᔭᕐᓯᑕᕐᓂᐊᕐᑐᑦ ᐱᕐᑯᑎᕐᔪᐊᕐᓂᒃ ᐊᒻᒪ ᐊᑉᖁᑦ ᐊᑐᒐᐅᑕᕐᓗᓂ ᐅᑭᐅᓗᒃᑕᖅ.

ᐱᕐᑯᑎᕐᔪᐃᑦ ᖃᒪᓂ'ᑐᐊᕐᒧᑦ ᑎᑭᑎᑕᐅᑕᕐᓗᑎᒃ ᐅᒥᐊᕐᔪᐊᑯᓗᓂᑦ ᓯᑲᐅᑯᓗᓂᑦ. ᑕᒪᑯᐊ ᐱᕐᑯᑎᕐᔪᐃᑦ ᐃᓚᖏᑦ ᐃᒡᓗᔪᐊᒃᓴᑦ, ᖃᑕᐅᔭᕐᔪᐊᑦ ᓴᓇᔭᐅᔭᓇᐊᖅᕐᑐᑦ ᐊᓯᖏᓗ, ᐃᓚᖏᑦ ᓴᓇᔭᐅᓗᑎᒃ ᖃᒪᓂ'ᑐᐊᕐᒥ. ᒪᓇ ᐊᐸᕐᑯᑦ ᓴᓇᔭᐅᓕᕐᑐᖅ ᖃᒪᓂ'ᑐᐊᕐᒥᑦ ᐊᐳᕐᑎᓐᓇᕐᑐᒧᑦ, ᐊᑐᒐᐅᑕᕐᓂᐊᖅᓱᓂ ᐅᑭᐅᑕᒪᑦ ᐱᐊᓂᒃᐸᑦ. ᐊᐳᕐᑎᓐᓇᕐᑐᒥ ᓴᓇᔭᐅᓂᐊᕐᑐᑦ ᐅᔭᕋᓂᒃ ᓯᕐᑯᑉᑎᓇᕕᒃ, ᐃᑯᒪᖅᕕᒃ, ᓄᓇᑯᕈᑎᓂᒃ ᓴᓇᕕᒃ, ᐅᕐᓯᐊᓗᖅᕕᒃ ᖃᑕᐅᔭᕐᔪᐊᑦ, ᐃᒪᕐᒥᒃ ᓴᓗᒪᕐᓴᐃᕕᒃ, ᐃᒪᐃᔭᕐᕕᒃ, ᑎᖕᒥᓱᓄᑦ ᒥᕕᒃ, ᐊᒻᒪ ᓯᓂᒃᑕᕐᕕᒃ ᐱᓕᓇᖓᓄᑦ ᓇᒪᒃᑐᓄᑦ ᐱᓕᓇᖓᓄᑦ 200 ᖃᓂᖓᓂ.

ᖃᒪᓂ'ᑐᐊᕐᒥᓕ ᓴᓇᓂᐊᕐᑐᑦ, ᖃᑕᐅᔭᕐᔪᐊᕐᓂᒃ, ᐱᒋᐊᕐᓗᑎᒃ ᒪᐃ 2007ᒥ, ᑭᓯᐊᓂ ᓚᐃᓴᑦ ᐊᕿᓂᕐᐸᑕ. ᖃᑕᐅᔭᕐᔪᐊᒃ ᒪᕈᒃ ᐅᕐᓯᐊᓗᖅᕐᑐᓗᐊᕐᑐᒃ 10 ᒥᓕᐊᓐ ᓕᑐᓂᒃ ᓴᓇᔭᐅᓂᐊᕐᑐᒃ, ᓯᑎᐱᕆ 2007ᖑᕐᖅᑎᓇᒍ. ᖃᑕᐅᔭᕐᔪᐊᒃ ᐱᐊᓂᒃᐸᓂᒃ ᐅᕐᓯᐊᓗᒃᒥᒃ ᐃᒥᕈᓇᓕᕐᑐᒃ ᓯᑲᐅ ᐅᕐᓯᐊᓗᓕᓇᖓ ᑎᑭᐸᑦ ᐅᑭᐊᒃᓴᒥ ᖃᒪᓂ'ᑐᐊᒧᑦ. ᑕᒪᑯᐊ ᐅᕐᓯᐊᓗᐃᑦ ᐊᑐᒐᐅᓂᐊᕐᒪᑕ ᓴᓇᑎᓗᒋᑦ ᐊᐳᕐᑎᓐᓇᕐᑐᒥ.

ᑕᒪᑯᐊ ᓱᓇᒃᑕᑦ ᓴᓇᔭᐅᕙᓕᐊᑎᓗᒋᑦ, ᐱᓕᓇᖓᑦ ᖃᒪᓂ'ᑐᐊᕐᒥᐅᑕᐅᓂᐊᕐᑐᑦ.

Executive Summary

This application is being submitted to the Nunavut Water Board for a Type "B" Water Use and Waste Disposal License for the construction of the Meadowbank Project's Baker Lake Area facilities. These facilities will include: a laydown area, a fuel storage area, an Amonium Nitrate storage area and an explosives storage area. NIRB screening and Federal Minister's approvals for the Meadowbank Project were received in December 2006. An application for a By-Law Amendment for the Baker Lake facilities was processed and approved in 2006.

The Meadowbank Project is owned and operated by the Meadowbank Mining Corporation, a wholly owned subsidiary of Cumberland Resources Ltd.

The Meadowbank project represents the construction, operation, maintenance, reclamation, closure, and monitoring of an open pit gold mine in the Kivalliq Region of Nunavut. The project is located approximately 70 km north of the Hamlet of Baker Lake. As of February 2005, the Meadowbank Gold project hosts an estimated combined proven and probable open pit mining reserves containing 2,768,000 oz of gold. This gold will be extracted during the estimated 8 to 9 year operational lifespan of the mine. The project is designed as a "fly-in/fly-out" operation with an airstrip at Meadowbank and an all-weather access road providing the access to the site for the movement of equipment and supplies.

All construction and operating supplies for the project will be transported on ocean freight systems to the above indicated facilities to be constructed at the Hamlet of Baker Lake. An all-weather haulage road from Baker Lake to the Meadowbank Project is under construction and will provide access for re-supply. On-site facilities at Meadowbank will include a mill, power plant, maintenance facilities, fuel storage tank, water treatment plant, sewage treatment plant, airstrip, and accommodations for 200 personnel (during operation).

Construction of the Baker Lake facilities, especially the fuel storage area, will commence in early May, 2007, providing that the required licenses are obtained by that time. It is anticipated that the construction of the initial two, ten million litre fuel storage tanks should be completed by early September 2007. This will allow the tanks to be filled with arctic grade diesel fuel prior to the end of the 2007 shipping season which will provide the fuel required for continued construction at the Meadowbank Project.

All site preparation and civil works will be built utilizing local contractors.

Introduction

The Meadowbank Gold project is owned and operated by the Meadowbank Mining Corporation (MMC) which is a wholly owned subsidiary of Cumberland Resources Ltd. The Meadowbank project represents the construction, operation, maintenance, reclamation, closure, and monitoring of an open pit gold mine in the Kivalliq Region of Nunavut. The project is located approximately 70 km north of the Hamlet of Baker Lake (Figures 1 and 2). As of February 2005, the Meadowbank Gold project hosts an estimated combined proven and probable open pit mining reserve of 2,768,000 oz of gold. This gold will be extracted during the estimated 8 to 9 year operational lifespan of the mine. The project is designed as a "fly-in/fly-out" operation with an airstrip at Meadowbank and an all-weather access road providing the access to the site for equipment and supplies (see Figures 2 and 4).

The Meadowbank Project, including the Baker Lake facilities, has undergone an environmental review by the Nunavut Impact Review Board (NIRB) under the processes established by part 5 of the Nunavut Land Claims Agreement. The public hearings for the FEIS were completed between March 27 and March 31, 2006 in Baker Lake, Chesterfield Inlet and Rankin Inlet. Cumberland received a letter and screening report from the NIRB on August 30, 2006 (Appendix A) recommending to the Minister of INAC that the Meadowbank Project should proceed to the licensing phase. A letter approving the NIRB's recommendation was received from the Minister of INAC on November 17, 2006 (Appendix B) and the Project Certificate for the development of the mine was received from the NIRB on December 30, 2006.

All construction and operating supplies for the project will be transported on ocean freight systems to facilities constructed at the Hamlet of Baker Lake, which will include barge unloading facilities, a lay down area, a fuel tank farm, and an explosives storage area (see Figure 3). An all-weather haulage route from Baker Lake to the project, currently under construction, will provide access for re-supply (Figure 4). On-site mine access roads at Meadowbank will connect the open pit areas to site infrastructure. On-site facilities will include a mill, power plant, maintenance facilities, fuel storage tank, water treatment plant, sewage treatment plant, airstrip, and accommodations for 200 people.

During construction and operation MMC will implement an Environmental Management System (EMS) consisting of three key elements: an integrated environmental management plan, a formal environmental awareness program, and ongoing environmental monitoring plans. Upon conclusion of activities, MMC will fully decommission the mine by removing the mill and ancillary buildings, access roads, including the all-weather access road between Baker Lake and the Meadowbank site, and by re-contouring disturbed areas and reclaiming vegetation.

Application for a type "A" License to allow mine site construction is under submission. The overall project construction is anticipated to take a little over two years, for completion by early to mid 2009.

Figure 1: Location Map

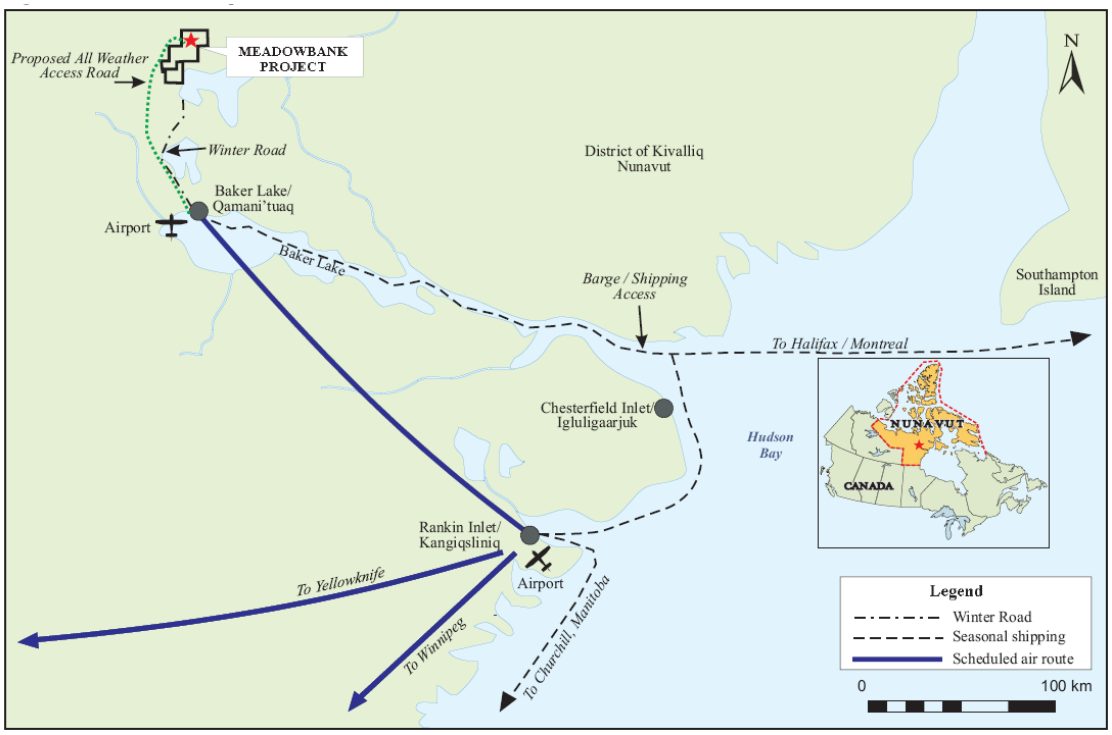

Figure 2 – Location Map showing Access Routes

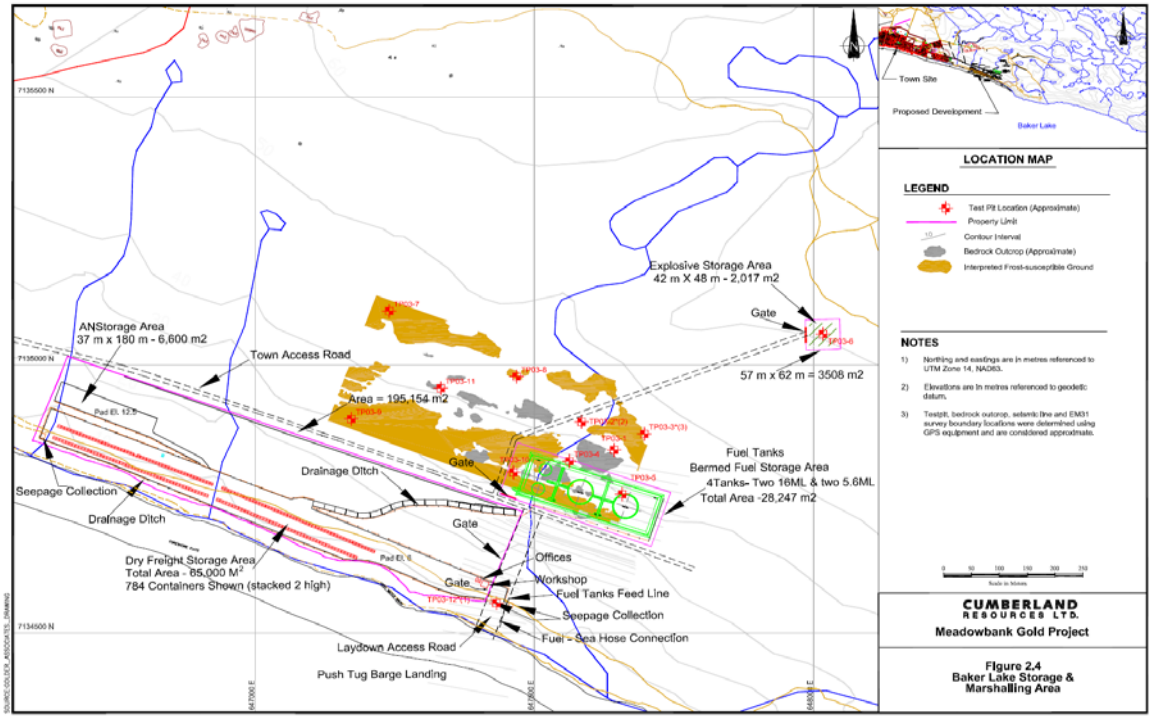

Figure 3 – Baker Lake Laydown Area Site Plan (from EIS)

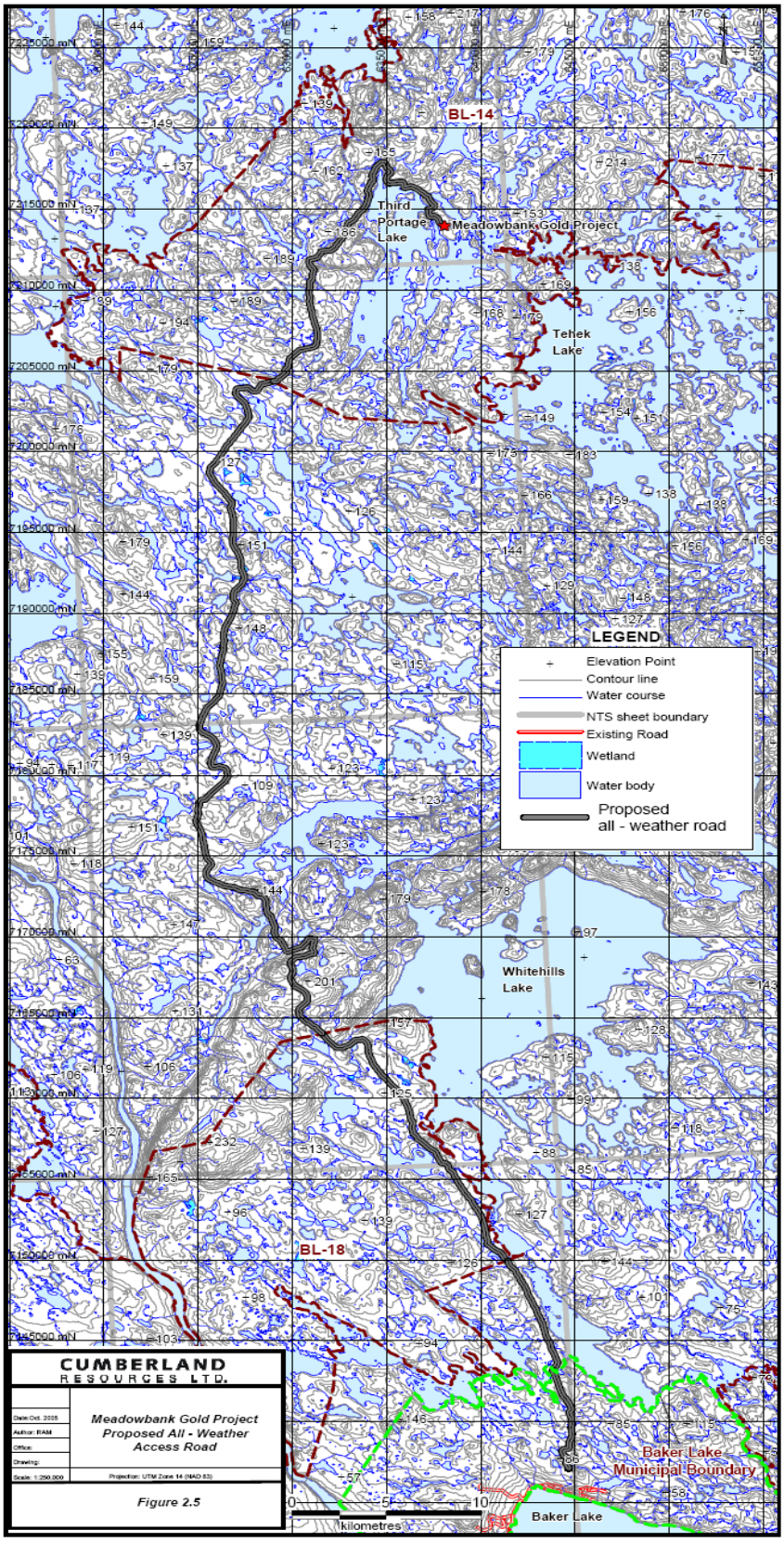

Figure 4 – All Weather Access Road Alignment

Baker Lake Facilities

Supplies for construction and operations at the Meadowbank Project site will be consolidated in Baker Lake before being moved to the site over the all season road. The marshalling facility will receive supplies during the shipping season from late July until early October. The supplies will then be consolidated, sorted and transported to the site.

The proposed facilities at Baker Lake, located about 2 km east of the community, will consist of a barge unloading ramp with an adjacent storage and marshalling area, a fuel storage facility, a storage compound for explosives (all explosives will be stored in approved magazines) and interconnecting roads. A total storage area of approximately 104,000 m^2 will be provided by this facility, near the community of Baker Lake. The entire facility will be fenced and include an office trailer. Power for the facility will be supplied by portable generators and yard lighting will be provided by portable, diesel powered light towers. Approval for an industrial subdivision at the proposed site was received from the Government of Nunavut, Department of Community and Government Services on August 24, 2006 (Appendix C). A formal Land Lease for the proposed site is pending from the Government of Nunavut, at this time.

The site for the proposed laydown area slopes up at about a 10% grade from the lake shore. Golder Associates Ltd. conducted an investigation of the proposed site and concluded that the area is underlain by granular marine (beach) deposits which appear to be suitable for site grading and at-grade support of surface structures, with minimal treatment, provided that the thickness of these soils is greater than the annual thaw depth (2 m) and that adequate site drainage is implemented. The main marshalling area is located at least 200 metres from the lakeshore on marine deposits. The fuel tanks are located higher up the slope in an area of identified bedrock. The explosives storage compound is located still farther up the slope, at a distance as required by explosive storage regulations. A detailed geotechnical report for the proposed laydown and fuel storage site has been produced by Golder Associates Ltd. A copy of this report is provided with this document as Appendix D.

It should be noted that the original fuel tank farm designs outlined in the above mentioned Golder geotechnical report have been revised. The revised tank farm now consists of 4 – 10 million litre tanks rather than the three tanks (2 x 16 ML and 1 x 5 ML) originally planned. Revised engineering design drawings for the tank farm, produced by SNC Lavalin, are provided in Appendix F below. Although minor changes have been made to the configuration of tank farm, the geotechnical characterization of the area provided in the Golder report is still valid since the new tank farm has essentially the same overall footprint.

The benches and roads for the laydown area will be constructed from cut and fill. The roads will be at constructed at an 8% gradient and the storage platforms will be sloped slightly to direct any run-off to the collection ditches. In the main traffic areas, the roads and the unloading platform will be covered in 1m of compacted granular fill. The storage platforms will be surfaced with 0.6m of compacted granular fill to provide stable support for the supplies. The benches and roads will be ditched to control run-off. The contact run-off will be directed to an impervious sedimentation pond adjacent to the unloading platform. Water in the pond will be monitored prior to discharge to the environment. A comprehensive water use and water management plan has been produced by Golder Associates Ltd. for the Baker Lake facility. A copy of this document is provided in Appendix E below.

The transportation requirements for the Meadowbank Project include the transportation of construction materials and the annual re-supply of mine consumables to Baker Lake. Estimated materials weight and fuel consumption are shown in the table below:

Estimated Annual Shipping Amounts

Year	Materials (t)	Fuel (L)
-3	7,000	10,000,000
-2	21,000	12,500,000
-1	30,000	41,866,000
1	31,000	42,618,000
2	29,000	40,703,000
3	30,000	41,052,000
4	30,000	38,626,000
5	28,000	38,477,000
6	26,000	37,745,000
7	19,000	37,718,000
8	5,000	9,449,000

Fuel Storage at Baker Lake

The ultimate fuel tank farm at Baker Lake will consist of four 10 ML diesel fuel storage tanks, two of which are proposed to be installed in 2007. The fuel tank farm will be located adjacent to the marshalling area, approximately 300 metres from the shore of Baker Lake. These tanks will be field-erected steel tanks built to API-650 standards and located within a lined and bermed containment area, capable of containing 110% of the total volume of the tanks. The two 10 ML fuel tanks scheduled for completion this year will be erected prior to the end of the 2007 shipping season, to allow the tanks to be filled with arctic grade diesel fuel to meet the fuel needs for continued construction at the Meadowbank Project site over the winter.

The barges transporting diesel fuel to Baker Lake will be equipped with onboard transfer pumps to transfer fuel through a 200 mm hose connection to the storage tanks. A fuel pump module will be installed adjacent to the fuel storage tanks. The module will have high and low volume-dispensing pumps to allow re-fuelling of highway vehicles, and the filling tanker trucks which will be used to haul fuel to site. The module will be housed in an arctic container installed on a lined and compacted gravel pad. The pump module will be provided with a spill collection sump and pumpout facilities.

The fuel storage facility will be contained within a lined and bermed area complete with the following:

- A granular base for the tank complete with a 60 mil HDPE liner system and granular dikes to suit the 2 - 10ML tanks
- Two 10ML tanks complete with the required appurtenances such as stairs, base manholes, water draw offs, re-supply nozzle, suction nozzle, tank lighting, tank level monitoring, roof manhole, manual gauge hatch, tank temperature and P/V Vent
- Piping for unloading and loading
- Site lighting via fixtures mounted from the dispensing building
- One Re-supply/Dispenser Building for loading the fuel Trailer / Truck and other vehicles. The fuel truck loading rates will be up to 50 m^3/hr (15HP). Fuel loading rates will be up to 3 m^3/hr (1.5HP) for small vehicles. This facility will be complete with temperature compensated metering system to manage fuel flows, safety valve to prevent loss of fuel from the fuel facility, fire extinguishers, building heating and ventilation systems, building lighting systems and controls systems for the pumps.
- A fuel dispensing pad area complete with a dispensing unit will be in a lined facility with a provision to capture any and all spills at the fueling area and direct it to the main containment area provided for the 2 - 10ML tanks.

The facility is designed to meet the following standards:

- As a general guideline the fuel facility will meet the GN standard "Design Rationale for Fuel Storage & Distribution Facilities 1998".
- National Fire Code 1995
- Proposed Federal Petroleum Products and Allied Petroleum Products Storage Tank System Regulations – 2003
- Canadian Council of Ministers of the Environment "Environmental Code of Practice of Aboveground Storage Tank Systems Containing Petroleum Products – 1994"

At present, there are no plans to use water for hydrostatic testing of the integrity of the fuel tanks once they are erected. As with the 5 million litre tank that was previously permitted for the Meadowbank site, we plan to use alternate testing methods. These alternate methods of testing include: vacuum testing of the tank floor, shell to floor welds tested by penetrating oils, such as diesel and x-raying of welds to the extent required by API 650. These alternate testing methods have been successfully deployed at Diavik and Snap Lake Mines. Hydrostatic testing in cold weather is generally avoided because of potential icing after the testing is completed.

The required civil and geotechnical engineering design drawings and reports for the above installation are appended in Appendices D and F.

Draft civil drawings for the fuel containment system were forwarded to the Fire Marshall's office on March 2, 2007 for his review comments. His review comments were received on March 28. The Fire Marshall's comments, based on this review are provided below. Responses to his questions and comments will be incorporated in the final submission for the Fire Marshall's approval, along with the required mechanical and other drawings.

Comments from the Fire Marshall, March 28, 2007:
"The Office of the Fire Marshal (OFM) has reviewed the submitted revised drawings for the fuel tank farm. There is a lot more information that this office requires to complete a plan review of the tank farm. But generally the layout of the tank farm looks good and is acceptable. Please review the following comments and required additional information:

1) Where are the sumps going to discharge to? Will they pump to another berm or will they be pumped into a tanker truck and properly disposed of?
2) It is unclear on drawing 100-41D1-0004 that the Access Ramp into the berm is sloped in a way that would contain a fuel spill. Please confirm that the Access Ramp is properly sloped.
3) A complete set of drawings that detail:
    i) the construction of the tanks
    ii) fuel transfer piping & pumps
    iii) fuel dispensing system
    iv) fire protection systems
    v) fuel leak detection,

    shall be submitted to the Office of the Fire Marshal for review. The OFM will review these drawings to ensure the proposed construction is in conformance with the 1995 edition of the National Fire Code of Canada.

In summary, the Office of the Fire Marshal has completed its plan review of the tank farm berm, but requires further information to complete its review of the fuel storage tanks and associated fuel transferring and dispensing systems. If you have any questions regarding the above comments or any further questions to complete the design, feel free to contact me."

Mechanical, electrical and instrumentation related drawings are currently being completed. These plans will be submitted to the Fire Marshall's Office for approval and will be forwarded to the KIA, NWB and the Hamlet of Baker Lake once complete.

Current plans call for the earthworks for the Baker Lake fuel storage area and other facilities to commence in early May 2007, provided that all required licenses, leases and permits are in place. It is anticipated that the construction of the initial two 10 ML fuel storage tanks will be completed by early September 2007. This will allow the tanks to be filled with arctic diesel fuel this year to support continued construction at the Meadowbank Project site.

All site preparation and civil works will be completed utilizing local Baker Lake contractors.

Laydown Area

The laydown area will include a terraced gravel based storage area for stacking sea containers and other equipment. The containers will be stacked two high. An appropriate container handler will be utilized to handle containers from the barge landing site and for transportation related loading.

A separate area will be lined with an HDPE liner for the storage of Ammonium Nitrate (AN). This storage area will encompass approximately 6,600 m^2, and will be located on the northwest side of the laydown area. The general laydown area will cover approximately 65,000 m^2.

Please refer to Golder's Draft Water Management Plan (Appendix E) for details on handling the run-off waters and other water management details.

Construction

The planned ground works required for construction of the tanks and the proposed tank locations are shown in the attached drawings in Appendix F.

In order to facilitate construction of the tanks, access roads as shown on the above noted drawings, will be constructed. The anticipated footprint for all four 10ML tanks will be excavated a the start of construction, however, only the area required for the two tanks scheduled for completion in 2007 will be prepared with the recommended design fill quantities.

Construction Schedule

It is currently anticipated that construction of the earthworks for the tank installation will begin in May 2007 and be completed by early to mid July. The erection of the steel tanks should be completed before mid September or late October, 2007. The tanks will have to ready for use prior to the end of the 2007 shipping season, so that they can be filled with the fuel required to continue construction at the Meadowbank site through the winter. A detailed Project Schedule is under preparation and will be submitted once available.

Environmental Impact Assessment

An assessment of the Environmental impacts resulting from the construction, operation, and reclamation of the Baker Lake marshalling area, fuel farm and explosives storage yard was performed and has been reviewed and accepted by the NIRB, INAC, DFO, TC and other reviewing agencies.

The Environmental Impact Study consisted of the preparation of the following baseline studies:

- Aquatic Ecosystem
- Fish habitat
- Terrestrial Ecosystem
- Physical Ecossystem
- Archaeology
- Socio-Economic
- Public Involvement
- Traditional Knowledge

An impact assessment was made on each baseline study subject and management and monitoring plans were established.

A Final Environmental Impact Statement (FEIS) was submitted in accordance with the Nunavut Impact Review Board's (NIRB) requirements for proposed mine developments established by Part 5 of the Nunavut Land Claims Agreement.

Extensive studies in the project area have been completed since 1996 in preparation for the environmental assessment process. These studies examined geology, ARD, climate, terrain and soils, fisheries, hydrology, vegetation, wildlife, traditional knowledge and land use. The information gathered during these baseline studies was integrated into current project design.

Overall, the proposed development is projected to have a negligible impact on the existing environment in a regional context, and a low to moderate impact on a local or site-specific context. The majority of the project impacts on the environment will be mitigated through project design or by following an effective Environmental Management System (EMS).

Aquatic Assessment
The boundaries of the proposed fuel storage facility will be approximately 300 metres 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.

Aquatic Mitigation
To mitigate the possible impact of run off from the area during construction, ditches will be constructed to direct any runoff away from the Baker Lake.

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 and Baker Lake Laydown facilities. The occasional small herd of caribou has been observed in the Baker Lake area.

Wildlife and Habitat Mitigation
During the short time required for construction of the fuel tanks facility, 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 fuel facility, 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 laydown area.

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 proposed construction 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 construction of the fuel storage and laydown area will have a minimum impact on the overall quality of the vegetation in the area. As described below, when the site is no longer needed, the area will be contoured and re-vegetated.

Reclamation

It is expected that through discussions with the community of Baker Lake, some or all of the storage structures at the Baker Lake facility will remain in place for use by the community. However, all storage structures, material, and equipment not required at this site for future use will be dismantled and de-mobilized. Non-salvageable buildings and structures will be dismantled or demolished and disposed of off-site. All disturbed site areas will be re-graded to suit surrounding topography. Cover materials may be required for erosion and or dust control.

All site roads and storage pads not required for future use will be decommissioned and the terrain restored. Culverts will be removed and original drainage restored. Cover materials may be required for erosion and or dust control.

Waste Disposal

Daily garbage, sewage and other waste products will be disposed of in the Baker Lake municipal facilities, in the same manner as any residence or business in town.

Local Employment Opportunities

Current plans call for the earthworks construction of the Baker Lake facilities to be completed by local contractors from Baker Lake. Therefore, the vast majority of the workforce required for the construction of these facilities would be local hires from Baker Lake.

The actual tank fabrication work will be completed by a crew from Gem Steel, a certified fuel tank fabrication company. There may be some potential opportunities for local hires as part of this crew as labourers, assistants, etc.

Potential Contractors:

Transportation, Logistics, and Construction Services:

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

Construction:

BLCS
PO Box 240
Baker Lake, NU
Tel: (867) 793-2831 Fax: (867) 793-2577

Fuel Services:

Arctic Fuels Services
PO Box
Baker Lake, NU
Tel: (867) 793-2311

Tank Fabrication:

Gem Steel
9060 – 24 Street
Edmonton, Alberta T6P 1X8
Tel. (780) 449-0000

APPENDIX A

MEADOWBANK MINING CORPORATION
MEADOWBANK GOLD PROJECT, NUNAVUT

NIRB APPROVAL LETTER

COVER LETTER

NIRB File No.: 03MN107

August 30, 2006

Honourable Jim Prentice
Minister of Indian Affairs and Northern Development and Federal Interlocutor for Métis and Non-Status Indians
Terrasses del la Chaudière
10 Wellington, North Tower
Gatineau, Quebec
K1A 0H4

By Courier and Email

RE: Final Hearing Report for the Meadowbank Gold Project

Dear Minister Prentice;

Please find enclosed the above cited report by the Nunavut Impact Review Board (NIRB) issued to you pursuant to Section 12.5.6 of the *Nunavut Land Claims Agreement* (NLCA). The report contains an assessment of the Meadowbank Gold Project (the Project) and its impacts and determines that the Project should proceed. NIRB has proposed Terms and Conditions for the Project which reflect its objectives set out in Section 12.2.5 of the NLCA.

In accordance with Section 12.5.7 of the NLCA, your approval and decision is required.

Translated versions of the report are being prepared in Inuktitut and French, and will be available as soon as possible. Please contact the undersigned in writing should you have any questions regarding the matter.

Sincerely,

Elizabeth Copland
Acting Chair

c.c. Mr. Kerry Curtis, Cumberland Resources Ltd.
Meadowbank Distribution List
NIRB Public Registry

APPENDIX B

MEADOWBANK MINING CORPORATION
MEADOWBANK GOLD PROJECT, NUNAVUT

FEDERAL MINISTER'S APPROVAL COMMUNICATION

Ministre des Affaires indiennes et du Nord canadien et interlocuteur fédéral auprès des Métis et des Indiens non inscrits

Minister of Indian Affairs and Northern Development and Federal Interlocutor for Métis and Non-Status Indians

Ottawa, Canada K1A 0H4

NOV 17 2006

Ms. Elizabeth Copland
Acting Chair
Nunavut Impact Review Board
PO Box 1360
CAMBRIDGE BAY NU X0B 0C0

Dear Ms. Copland:

I am writing in response to the Nunavut Impact Review Board's (Board) Final Hearing Report of August 30, 2006, for the Meadowbank Gold Project (Project).

The Board has completed its review of the Project under Part 5 of Article 12 of the Nunavut Land Claims Agreement and has recommended that it be approved subject to the imposition of 86 terms and conditions. The Board's recommendation also requires the proponent to carry out the Project in accordance with material submitted to the Board. As per Section 12.5.7 of the Nunavut Land Claims Agreement, a decision is now required.

I have reviewed the Board's Report and pursuant to 12.5.7 (a) of the Nunavut Land Claims Agreement, I accept the Board's Report and determination that the Project should proceed subject to the imposition of measures 1 through 86. The other federal departments with jurisdictional responsibility in relation to the proposal, Fisheries and Oceans Canada, Natural Resources Canada and Transport Canada, concur with this decision.

I would like to take this opportunity to thank the Board for its thorough review of this Project.

Sincerely,

The Honourable Jim Prentice, PC, QC, MP

c.c.: The Honourable Gary Lunn, PC, MP
The Honourable Loyola Hearn, PC, MP
The Honourable Lawrence Cannon, PC, MP

Canada

APPENDIX C

MEADOWBANK MINING CORPORATION
MEADOWBANK GOLD PROJECT, NUNAVUT

INDUSTRIAL SUBDIVISION APPROVAL LETTER

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Nunalingni Kavamatkunillu Pivikhaqautikkut
Department of Community and Government Services
Ministère des Services communautaires et gouvernementaux

August 24, 2006

Brian McKay
Regional Director
Kivalliq Region
P.O. Box 490
Rankin Inlet, NU, X0C 0G0

File No. BKRL-305 (40-2) 03-001

Re: Amended Sketch Plan Approval
Cumberland Industrial Subdivision and Access, Baker Lake

Dear Sir:

Please be advised that a Sketch Plan Approval for the above subdivision application has been issued by Community Development, of the Department Community & Government Service, **subject to 3 conditions.**

The Preliminary Sketch Plan Approval Report and Approved Sketch Plan are attached for your review. Should you have any questions, please contact Peter Scholz, Manager Community Planning at (867) 982-7654 and quote File No. BKRL-305 (40-2) 03-001 for a prompt response.

Sincerely,

Darren Flynn
Director
Community Development

cc: Peter Scholz, Manager Community Planning, Kugluktuk
Lisa Komaksiutiksak, Land Administrator, Rankin Inlet
Senior Administrative Officer, Baker Lake

P.O. Box 490, Government of Nunavut, Rankin Inlet, NU. X0C 0G0
☎ (867) 645-8100 (867) 645-8141

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Nunalingni Kavamatkunillu Pivikhaqautikkut
Department of Community and Government Services
Ministère des Services communautaires et gouvernementaux

SKETCH PLAN APPROVAL

FILE NUMBER:	BKRL-305 (40-2) 03-001
SKETCH PLAN:	June 6, 2006
COMMUNITY:	Baker Lake
SUBJECT SITES:	Unsurveyed Commissioner's Land
PROPOSED SUBDIVSION:	The original 2003 design for the industrial subdivision that Cumberland wishes to build in Baker Lake for servicing the proposed Meadowbank gold mine was abandoned by the company in favour of this new design, mainly for geotechnical reasons.
REQUIRED APPROVALS:	
Council Approval:	June 8, 2006
Motion No.:	#86
Regional Planner Approval:	n/a
Land Administrator Approval:	n/a
Was a Complete Planning Report Provided by the Region?	☐ Yes – Proceed to Section D & see Annex ☒ No – Proceed to Section A

A. PURPOSE OF SUBDIVISION:

The purpose of this subdivision is to create lots for fuel storage, explosives storage, and marshalling in order to service the proposed Meadowbank gold mine, as well as the road to the mine. The original design included a marshalling area and a large number of small industrial lots for the Hamlet, which have been removed from the current design, with the Hamlet's consent.

B. LAND TENURE ISSUES:

The area is currently unsurveyed and unoccupied Commissioner's land.

C. PLANNING ANALYSIS:

This area was chosen as it is both near the lake and there is a large amount of vacant land available, while the site is far enough from the community to avoid much of the disturbance that a large industrial lot like this could create. This area east of the built-up area was considered for future industrial development in the community plan, and is

considered consistent with the long-term growth preferences of the community. There was a debate three years ago whether this development could restrict Baker Lake's growth to the East, but it was decided that the main direction of growth would be to the North.

Compliance to Building Standards

The lots created by the sketch plan conform to the setback requirements of the Hamlet of Baker Lake. Because of the large industrial scale of these developments, development permits should only be issued upon approval of the Office of the Fire Marshall.

Road Access

There has been considerable debate over the location of the access road to this site. File BKRL-300 (40-2) 00-001 was created in 2000 for the sketch plan of the original choice of road, later abandoned. The documents from 00-001 have been incorporated into this file, 03-001. The final road alignment, as shown in the sketch plan, was approved by Council. Council and Cumberland agree that option 'D', shown on the sketch plan as lots R4, R3, and R1, will be constructed first. R6 and R5 (option 'B') will be constructed at an unspecified point in the future, while R2 will be constructed soon after option 'D' is completed.

Lots R1-R6 will be constructed by Cumberland, but be accessible to the public and the Hamlet. Lots PR (Private Road) 1 to PR3 are considered central to the operation of the Cumberland subdivision, and are to be leased to the company as sole-access lots.

Site Conditions

The area slopes fairly evenly towards the lakeshore.

Physical Constraints

No physical constraints have been identified. No areas of contamination are anticipated as the area has not been developed. A culvert already exists at the only fish-bearing stream crossed by option 'D'. The stream doubles as the sewage outflow and a re-engineering of the Baker Lake sewage system is currently underway.

Other Considerations

The current zoning of the area is not consistent with this subdivision design. The area of the first design was rezoned to industrial even though the old design had been revised to the current one. The new design overlaps with the old.

The current zoning of the area is industrial, hinterland, and community use. File BKRL-305 (41-1) 06-001 has been opened for the purpose of rezoning this entire area to industrial.

Lot 1 is intended as the explosives storage lot. Lot 2 is intended for fuel tanks and storage. Lots 3 and 4 designate industrial lots to be used by Cumberland for miscellaneous purposes. Lot 5 is a marshalling and storage area for the Meadowbank mine.

D. ANALYSIS AGAINST TERRITORIAL DIRECTIVES AND POLICIES

The community feels that the opening of the mine will result in considerable direct and indirect economic spinoffs, and hence contribute to Namminiq Makitajunnarniq. As well, the community has indicated that it is aware of the potential negative impacts from the mine, and is prepared to deal with these – hence the project will contribute to Inuuqatigiittiarniq. This subdivision is required for the Meadowbank project to commence.

E. RECOMMENDATION:

Final approval for the Meadowbank project from the Nunavut Impact Review Board is considered reasonable; however, acceptance of this survey is contingent upon that approval.

APPROVAL SUBJECT TO CONDITIONS

1. **That Baker Lake's Community Plan and Zoning Bylaw be amended to permit this development.**
2. **That the Meadowbank project receive approval from the Minister responsible for the Department of Indian Affairs and Northern Development.**
3. **That the approved minutes of the Council meeting approving this subdivision, both the subdivision itself and the road alignment, be sent by the Hamlet to the CP HQ office.**

F. OTHER REQUIREMENTS:

1. A final survey plan must be prepared in accordance with the attached layout.

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Nunalingni Kavamatkunillu Pivikhaqautikkut
Department of Community and Government Services
Nunavut Ministère des Services communautaires et gouvernementaux

Please be advised that the attached layout is a conceptual sketch plan. As a result, the layout is provisional in nature. The final plan of subdivision must comply with the provisions of the **Community Plan and Zoning By-law.** Consequently, if the final plan of subdivision proves that legal compliance with the various by-laws cannot be achieved, then the attached layout is deemed invalid.

The number of lots that can be achieved in the final plan of subdivision may differ from those shown in the attached layout.

2. There is some potential for the proposed subdivision to contain archaeological sites protected by the *Archaeological and Palaeontological Sites Regulations* and *Historical Resources Act*. Please notify the Department of Culture, Language, Elders and Youth (CLEY) at (867) 934-2035 or Chief Archaeologist at (867) 934-2040 should an archaeological site or specimen, or a Palaeontological site or fossil be encountered or disturbed by any land use activity.

3. Persons operating in and around the proposed subdivision shall comply in full with the relevant Federal, Territorial and Municipal Statutes and By-laws, Permits and Quarry Agreements.

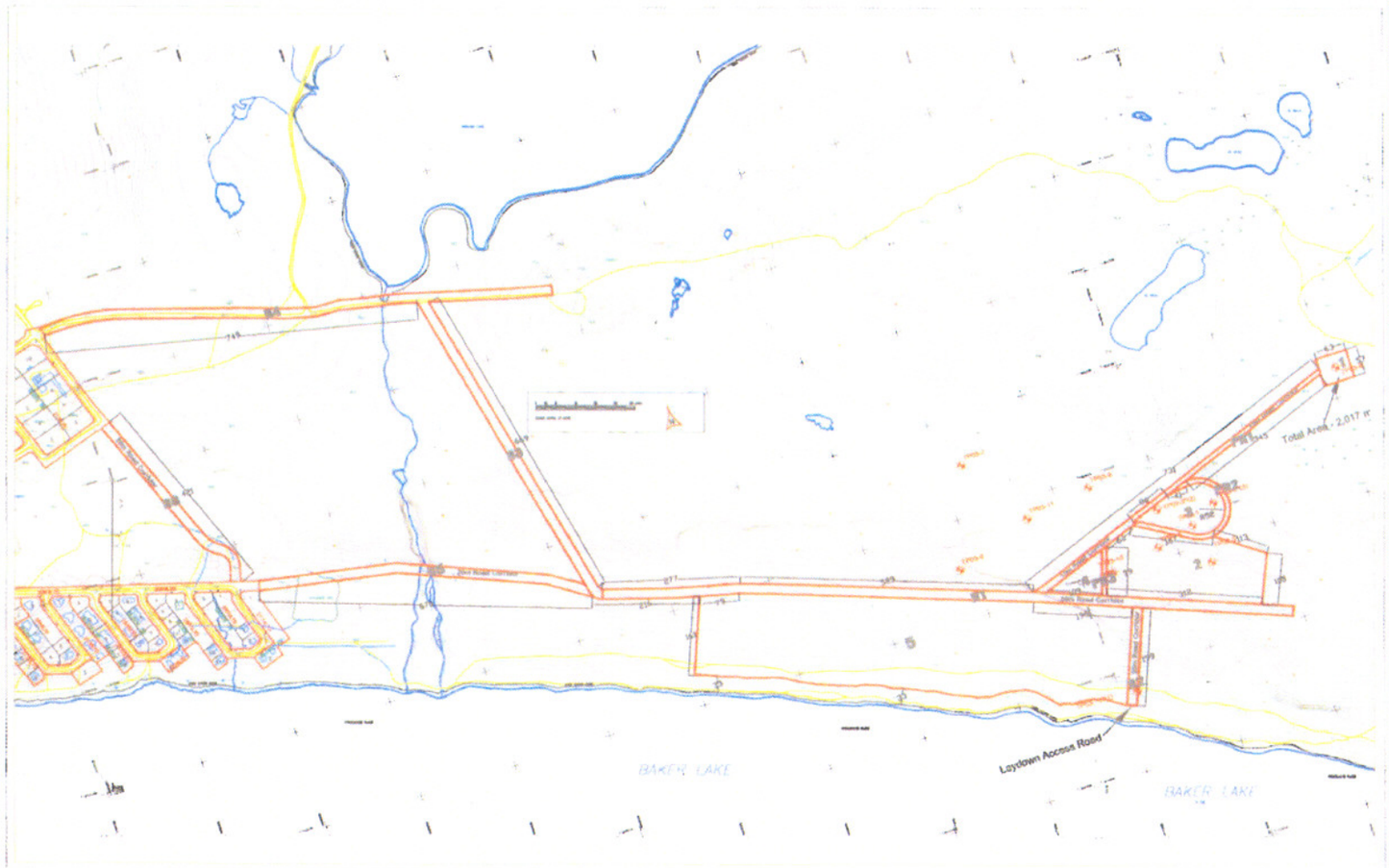
4. Any alterations to the preliminary approval on the layout or the requirements of this letter must be confirmed in writing by the Community Planning Unit of the Community Development Directorate.

5. The Sketch Plan Approval is VALID FOR ONE YEAR and the final approval of the subdivision must occur during this period. Failure to do so will result in this application being filed and a new application will be required.

SIGNATURES:

[signature]	Aug 24/06	[signature]	Aug 24/06	[signature]	Aug 24/06
Manager, Community Planning	**Date**	**Senior Manager, Planning and Lands**	**Date**	**Director, Community Development**	**Date**

P.O. Box 490, Government of Nunavut, Rankin Inlet, NU. X0C 0G0
☎ (867) 645-8100 (867) 645-8141



Nunavut

Prepared by Peter Scholz

Legend

Lines to be surveyed

Date: 12 06 06

Survey Sketch

Unsurveyed Commissioner's Lands and a portion of LTO1072

Notes:

- Survey to be tied to all conrol points in the vicinity
- Ties are required to all buildings and improvements including roads, lakes and ponds
- Fit to existing roads

Council Approval	Approved	Approved Subject to Conditions Listed in Attached Letter	Sketch #: BKRL-305 (40-2) 03-001 Initials:
#86, 8-Jun-06	Aug 25/06	Aug 25/06	

APPENDIX D

MEADOWBANK MINING CORPORATION
MEADOWBANK GOLD PROJECT, NUNAVUT

GEOTECHNICAL REPORT FOR THE BAKER LAKE FACILITIES SITE
GOLDER ASSOCIATES LTD.

APPENDIX E

MEADOWBANK MINING CORPORATION
MEADOWBANK GOLD PROJECT, NUNAVUT

WATER USE AND WATER MANAGEMENT PLAN FOR THE BAKER LAKE FACILITIES SITE
GOLDER ASSOCIATES LTD.

APPENDIX F

MEADOWBANK MINING CORPORATION
MEADOWBANK GOLD PROJECT, NUNAVUT

ENGINEERING DRAWING AND SITE PLANS – BAKER LAKE FACILITIES
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