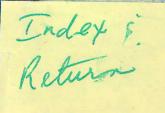
TIBBITT TO CONTWOYTO WINTER ROAD SUPPLEMENTARY PUBLIC CONSULTATION REPORT 0576



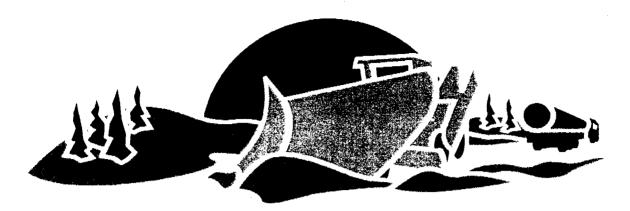


TIBBITT TO CONTWOYTO WINTER ROAD JOINT VENTURE

September, 2001



A-55012



TIBBITTTOCONTWOYTOWINTERROADIOINTVENTURE

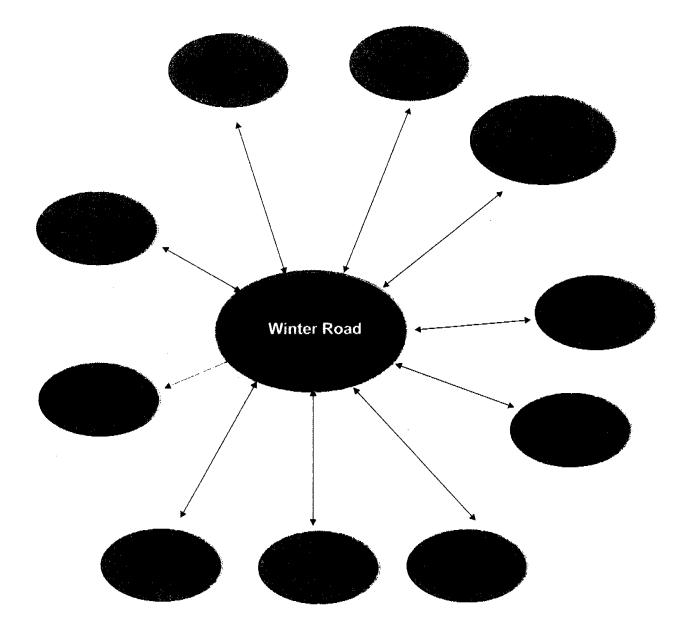
SUPPLEMENTARY PUBLIC CONSULTATION REPORT

Submitted in Support of Application for Renewal of the Licence of Occupation

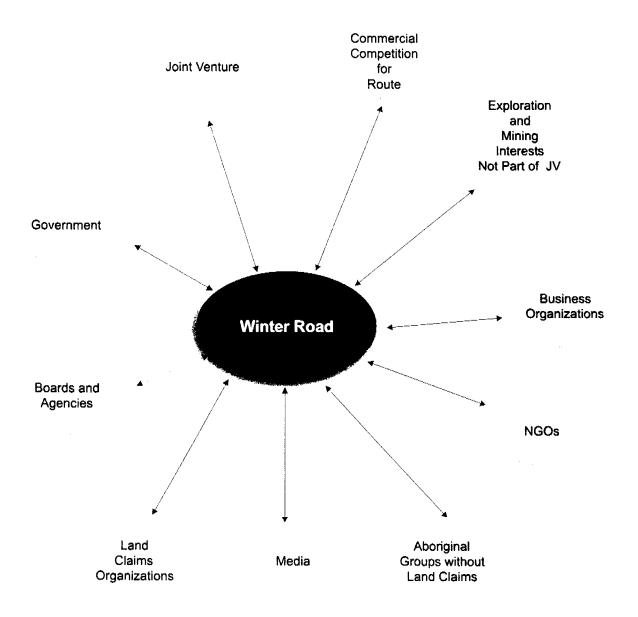
to:

Department of Indian Affairs and Northern Development

September, 2001



Tibbitt to Contwoyto Winter Road - Stakeholder Analysis



Tibbitt to Contwoyto Winter Road - Stakeholder Analysis

Group	e: Consu	ltation G	e neral Pub	olic		
Date:	Type of Correspondence:	From:	To:	Meeting	Issue(s) Raised:	Data #:
1/2/01	Meeting	Denise Burtingame, BHP Billiton	Ingraham Trail Residents	For details of the discussions at this meeting please review attached document.	The meeting was called to order by David Wind. The purpose of the meeting was to discuss plans for the upcoming winter road resupply for the mines. Chris Hanks presented a brief background of the Tibbitt to Contwoyto winter road. A fact sheet for the 2001 operation of the Lupin Winter Road. The meeting reviewed the upcoming winter road operations. The concerns raised would best be acknowledged by reading the attached minutes.	377
4/20/01	Presentation	Derek Chubb, BHP B詶liton	Yellowknife Chamber of Commerce	Attendance sheet attached.	Held at the Yellowknife Inn on April 20, 2001. A Power Point presentation of the Winter Road Joint Venture Re-permitting Plan was given to the Chamber. A copy of the presentation used by Derek is attached.	230
4/23/01	Presentation	Derek Chubb, BHP Billiton	Deputy Mayor D. McCann, Yellowknife	See attached attendance sheet.	Presentation to City Council to update them on the winter road and the Joint Venture permitting process.	231
4/23/01	Public Meeting	Derek Chubb, BHP Billiton	Public Presentation	See attached list of attendees.	 This was a public presentation of the proposed Tibbitt to Contwoyto Lake Winter Road. Eleven questions raised and who asked them: questioning statistics and graph modeling, increased Emergency Response & Training. To be done by whom, public access, 	232

- safety on road involving tourists,
- dual licence for NT & NU? Cost saving?
- what about all season road analysis?
- studies on road demands?
- how to extend window of use by all season road in parts?
- Aboriginal /Treaty 8 rights, decisions to be made with this groups input.

Group	: DIAND					
Date:	Type of Correspondence:	From:	To:	Meeting	Issue(s) Raised:	Data #:
1/2/01	Letter	J.D. Excell, BHP	Billiton Overvold, DIAND	Robert	A letter requesting clarification on the Guidelines for the Interim Resource Management Assistance Program (IRMA) funding for Aboriginal Groups without settled Land Claims. The question was asked how do Aboriginal Groups access IRMA funding to allow for their full participation in the winter road permitting discussions?	244
1/25/01	Letter	Robert Overvold, DIAND	Jim Excell, BHP		A letter responding to the question from Jim Excell as to how do Aboriginal groups access Interim Resource Management Assistance Program (IRMA). Aboriginal organizations can only access IRMA funding when they can illustrate how their federal base funding is not adequate to cover existing pressures.	245

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Grou	p: Dogrib Fira	st Nation				
Date:	Type of Correspondence:	From:	To:	Meeting	Issue(s) Raised:	Data #:
11/9/00	Letter	Hugh Ducasse, EBM	Grand Chief Joe Rabesca, DFN		This letter contains information concerning Echo Bay Mines intentions to renew their Land Use Permit for the operation of the Lupin Winter Road for only the next two years. Written and/or verbal comments are to be made to EBM no later than November 27, 2000. This document reports that EBM has submitted an application for this purpose with the Mackenzie Valley Land and Water Board. Further, the community consultations will begin in the near future to discuss the long term permitting and operation of the winter road and EBM looks forward to the participation of the Dogrib First Nation in this process.	369
12/13/0	0 Newspaper	Chris Hanks, BHP Billiton	Richard Gleeson, Yellowknifer		Dogrib's (Leon Lafferty, Grand Chief Joe Rabesca) want an all weather road to be launched from Rae through to the mineral rich Lac de Gras region rather then using the Lupin Winter Road route. Current mine life, in the area totals about 25 years of road use. In contrast, an all weather road through the heart of the Dogrib region would be used by the various Dogrib communities forever.	353
1/12/01	Email	Chris Hanks, BHP Billiton	John Bekale, BHP Billiton		John Bekale had lunch with Grand Chief Joe Rabesca, Chief Eddie, Paul Rabesca, Chief Charlie J. Nitsiza, Chief Archie Wetrade and Chief Joseph Judas. They all agreed with the community consultations so that they may be kept informed. "We (BHP Billiton) have also agreed that YK Dene will assist with the monitoring of the winter road."	330
1/23/01	Letter	Chris Hanks, BHP Billiton	Ted Blondin, DFN		This letter outlines the historic overview of the Lupin Winter Road. Clearly stating the Dogrib's connection with this winter road. In addition, the permitting process and the importance of understanding the Dogrib First Nation ideas on the future operation of the Tibbitt to Contwoyto Lake Winter Road was stressed. This letter ended on a	258

request to contact Chris Hanks when the Dogrib First Nation is ready to start preliminary discussions.

Date:	Type of Correspondence:	From:	To:	Meeting	Issue(s) Raised:	Data #:
3/9/01	Hanks meeting notes	Chris Hanks, BHP Billiton	Chief Joe Rabesca, John B. Zoe	Present at this meeting were; Chief Joe Rabesca, John B. Zoe, Chris Hanks and John Bekale. Entry from notes. Notes are not included for reference.	Chief Joe Rabesca told Chris Hanks and John Bekale that the Dogrib First Nation wanted to keep their participation with the winter road low-key at this time. He indicated that they were interested in economic opportunities related to the operation of the winter road. The Dogrib planned to work with the Yellowknives Dene First Nation. They asked Chris Hanks to mention to the Yellowknives Dene First Nation that the Joint Venture would not have a problem with the Dogrib and the Yellowknives Dene working together.	378
	8/5/01 Letter	lan goodwin, BHP Billiton	Chief Joe Rabesca, DFN		This letter consists of an invitation for the Dogrib First Nation to sit on the Tibbitt to Contwoyto Lake Winter Road Joint Venture Committee on Safety and the Environment. Membership has now been expanded to include all Aboriginal groups who are interested in participating. Due to the direct land based interest in the land through which the road passes the JV believes it is imperative that each Aboriginal Group appoint one member to the committee. This work is being done by the JV without the direction of government, in order to develop a more comprehensive environmental management planning system for the winter road. The Aboriginal groups requested to participate include; the Kitikmeot Inuit Association, Yellowknives Dene First Nation, North Slave Metis Alliance, Lutsel K'e Dene First Nation and the Dogrib Treaty 11.	396

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Group:	. Kitikn	neot Inuit	Associatio	n		
Date:	Type of Correspondence:	From:	To:	Meeting	Issue(s) Raised:	Data #:
11/16/00	Letter	Hugh Ducasse, EBM	Jack Kaniak, KIA		This letter states the First Nation Groups that have specifically been contacted (by letter & follow-up phone calls). This letter also states the JV's request for the term of the Land Use Permit to coincide with the expiry of the Licence of Occupation in April of 2003. Furthermore, this documents continues to encourage consultation and requests for additional information.	295
1/26/01	Letter	Chris Hanks, BHP Billiton	Charlie Evalik, KIA		This letter provides a brief outline of the structure of the Joint Venture Management Committee, why it was developed and who are the Aboriginal stakeholders. Further, in this letter acknowledges the inuit as current stakeholders within certain areas of the winter road and its right of way. Thus an invitation to meet and consult with the Joint Venture Group was requested.	240
2/19/01	Letter	Charlie Evalik, KIA	Chris Hanks, BHP Billiton		This letter stated that the KIA are currently in a 90 day process of outlining, assessing and explaining what the future of the winter road means to the inuit of the Kitikmeot Region. During the course of their assessment the KIA stated that the Joint Committee will be contacted by Mr. David Connelly of Ile Royale Enterprises to arrange an initial meeting.	254
5/7/01	Email	Jack Kaniak, KIA	Derek Chubb, BHP Billiton		 This is an email from Jack Kanlak which was sent to Gary Polts, then forwarded to Derek Chubb by Gary Polts The following are some concerns raised by the KIA: waste disposal and such, if camps are moved what standards would the Joint Venture Group have to comply to? 	302

- If portages change has Archaeology been done?

Date:

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Type of Correspondence:

From:

Meeting

Issue(s) Raised:

Data #:

395

8/5/01 Letter Ian Goodwin, **BHP Billiton**

Charlie Evalik, KIA

To:

This letter consists of an invitation for the KIA to sit on the Tibbitt to Contwoyto Lake Winter Road Joint Venture Committee on Safety and the Environment. Membership has now been expanded to include all Aboriginal groups who are interested in participating. Due to the direct land based interest in the land through which the road passes the JV believes it is imperative that each Aboriginal Group appoint one member to the committee. This work is being done by the JV without the direction of government, in order to develop a more comprehensive environmental management planning system for the winter road. The Aboriginal groups requested to participate include; the Kitikmeot Inuit Association, Yellowknives Dene First Nation, North Slave Metis Alliance, Lutset K'e Dene First Nation and the Dogrib Treaty 11.

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Group:	Lutsel	K'e Dene	First Nati	on			
Date:	Type of Correspondence:	From:	To:	Meeting	Issue(s) Raised:	Data #:	
11/9/00	Letter	Hugh Ducasse, EBM	Chief Felix Lockhart, LDFN		This letter contains information concerning Echo Bay Mines intentions to renew their Land Use Permit for the operation of the Lupin Winter Road for only the next two years. Written and/or verbal comments are to be made to EBM no later than November 27, 2000. This document reports that EBM has submitted an application for this purpose with the Mackenzie Valley Land and Water	370	
: :- : :					Board. Further, the community consultations will begin in the near future to discuss the long term permitting and operation of the winter road and EBM looks forward to the participation of the Lutsel' Ke Dene First Nation in this process.		
11/16/00	Letter	S. Barry Lowe, EBM	Stephen Ellis, LDFN		Responding to a request from S. Ellis to have 1:50,000 maps showing the Tibbitt to Contwoyto Lake Winter Road right of way. The maps were sent by courier to attempt to deliver them to Lutsel' Ke for the following day.	372	
11/27/00	Letter	Charlie Catholique, LDFN	MVLWB		The Lutsel K'e Dene First Nation's Wildlife Lands & Environment Committee invites EBM and Vince Steen to meet in their community. They have several concerns 1) their people not being hired 2) caribou on the road.	359	
12/6/00	Letter	Hugh Ducasse, EBM	Charlie Catholique, WLEC		We are pleased to accept this invitation to come and meet with the Lutsel K'e Wildlife, Land and Environmental Committee on December 13, 2000 (as proposed). EBM acknowledges that some of the Issues raised go "beyond the scope of the current land use permit".	358	
12/13/00	Letter	Hugh Ducasse, EBM	Charlie Catholique, LDFN		This letter proposes a meeting with the Lutsel K'e Dene First Nation over Dome Lake Camp for either January 8th or 10th, 2001.	284	
1/21/01	Letter	Charlie Catholique, WLEC	Hugh Ducasse, EBM		Thanking EBM for information requested on Dome Lake Camp and Quarry Aggregate Access Land Use Application. Furthermore, it proposes a meeting date of February.9th, 2001.	319	

Date:	Type of Correspondence:	From:	To:	Meeting	Issue(s) Raised:	Data #:
1/29/01	Letter	Chris Hanks, BHP Billiton	Charlle Catholique, LDFN		Winter Road Joint Venture Committee follow-up letter in answer to the Lutsel K'e Dene First Nation suggestion for a Feb. 9th, 2001 meeting. Chris Hanks requests that the meeting be on Feburary 13th, 2001 since Brenda Parlee had already booked BHP Billiton in to meet and discuss the Sable, Pigeon and Beartooth Project. Therefor the Dome Lake Camp and Aggregate Quarry Access Land Use Application can be added to the agenda and discussed.	255 9, 1
2/14/01	Meeting Notes	Chris Hanks, BHP Billiton	Charlie Catholique, LDFN	Present were: Lutsel K'e Delegates - Charlie Catholique, Morris Lockhart, August Enzoe, Lawrence Catholique, Brenda Parlee, Joe Desjarlais, Anne Keenleside, Joe Michel, J.B. Rabesca, Louie Abel, Jonas Catholique, Vicky Desjarlais, Steve Ellis, Noel Abel, Phil Lyver, Liza Enzo, Bernadette Lockhart and Stanley Catholique. Winter Road Joint Venture Delegates were: Chris Hanks, Derek Chubb and John Bekale of BHP Billiton Diamonds plus Hillary Machtans of DeBeers.	 The meeting started with a brief presentation of what the Joint Venture Committee Is all about and who is involved. Issues raised: enquired on who had current road, camp and security contracts for the road, Nuna hiring outside of the NWT, concerns over fuel storage and handling, impact the road will have on the Caribou, want their people involved in the environmental monitoring of the road, review road effects on the Land in June, effects on water, traffic speed upon portage approaches, vehicles should not be left parked on the ice, to lessen possible effects on fish and the water the road should be moved to a land route. It was proposed to return in March to discuss the future environmental management of the winter road. 	376
3/15/01	Winter Road Tour	Chris Hanks, BHP Billiton	Chartle Catholique, LDFN	Entry from notes. Notes are not included for reference.	Inspection Tour of the Winter Road (Yellowknife to Ekati). Stopped at Dome Lake Camp, Lockhart Camp and Lac de Gras Camp.	380 I
6/15/01	Letter	Brent Murphy, EBA	Steve Ellis, LDFN		letter was sent to the Lutsel K'e Dene Band, by Brent Murphy of EBA, requesting the Band's assistance in acquiring two field assistants to assist with archaeology and wildlife field work. The duration of the work would be 3 weeks.	365

Date:	Type of Correspondence.	: From:	To:	Meeting	Issue(s) Raised:	Data #:
8/5/01	Letter	tan Goodwin, BHP Billiton	Chief Archie Catholique, LDFN		This letter consists of an invitation for the Lutsel K'e Dene First Nation to sit on the Tibbitt to Contwoyto Lake Winter Road Joint Venture Committee on Safety and the Environment. Membership has now been expanded to	399
					include all Aboriginal groups who are interested in participating. Due to the direct land based interest in the land through which the road passes the JV believes it is imperative that each Aboriginal Group appoint one	
					member to the committee. This work is being done by the JV without the direction of government, in order to develop a more comprehensive environmental management planning system for the winter road. The	
					Aboriginal groups requested to participate include; the Kitikmeot Inuit Association, Yellowknives Dene First Nation, North Slave Metis Atliance, Lutsel K'e Dene First	ný. Mr.
					Nation and the Dogrib Treaty 11.	1. A A A A A A A A A A A A A A A A A A A
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Monday, August 20, 2001

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Group	: Macke	enzie Valle	ey Land an	id Water Board		
Date:	Type of Correspondence:	From:	To:	Meeting	Issue(s) Raised:	Data #:
10/9/00	Letter	Matt Bender, MVLB	S. Barry Lowe, EBM		 Incomplete application. need Emergency. Spill Plan documentation of the nature, dates and locations of First Nation Consultations undertaken indicate how the issues raised are addressed in the LU Application a statement of the land use permissions granted. 	362
11/16/00	Letter	Hugh Ducasse, EBM	Elaine DeBastlen, MVLWB		This letter informs the MVLWB what First Nation consultations were initiated, when, how and what follow-up was done. In addition, Echo Bay Mines requested that MVLWB let them know if they wished EBM to contact any other parties.	294
11/28/00	Letter	Hugh Ducasse, EBM	Elaine DeBastien, MVLWB		This letter specifically address Ms. DeBastien's request to submit further information regarding what exact consultations have taken form to date with the different Abortginal organizations. In addition, this letter also draws attention to the fact that previous "considerations of environmental impacts" in relation to the winter road have been detailed in three other EIS's (two for Ekati and one from Diavik).	292
1/3/01	Letter	Chris Hanks, BHP Billiton	Ken Weagle, MVLWB		Concerning a BHP Billiton request for IRMA funding for pre-application work for Aboriginal Organizations.	236

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Group	: North	Slave Me	tis Allianc	е		
Date:	Type of Correspondence:	From:	To:	Meeting	Issue(s) Raised:	Data #:
11/9/00	Letter	Hugh Ducasse, EBM	Clem Paul, NSMA	• • •	This letter contains information concerning Echo Bay Mines intentions to renew their Land Use Permit for the operation of the Lupin Winter Road. This document reports that EBM has submitted an application for this purpose with the Mackenzie Valley Land and Water Board. Further, the community consultations will begin in the near future and EBM looks forward to the participation of the North Slave Metis Alliance in this process.	318
11/28/00	Letter	Bob Turner, NSMA	Hugh Ducasse, EBM		This letter is an invitation from the NSMA to meet with Echo Bay Mines within the first two weeks of December to discuss the present operation of the winter road, its future operation and to the current land use of the Metis in this area.	290
12/6/00	Letter	Hugh Ducasse, EBM	Robert Tumer, NSMA		This letter thanks the NSMA for their request to meet and discuss issues related to the operation of the winter road and the area which it passes through. The NSMA had wished to meet within the first two weeks of December, 2000 by the NSMA. EBM proposes the date of December 12, 2000 for this meeting, if satisfactory to the NSMA.	374
12/12/00	Letter	Hugh Ducasse, EBM	Clem Paul, NSMA		This letter asks the NSMA to review the attached minutes which were prepared by Chris Hanks, BHP Billitor	383 n.
1/18/01	Copy of Presentation	Derek Chubb, BHP Billiton	Bob Turner, NSMA		This document is a copy of a presentation on the Winter Road presented to the North Slave Metis Alliance.	252
1/26/01	Letter	Chris Hanks, BHP Billiton	Clem Paul, NSMA	Clem Paul, Robert Turner, NSMA Derek Chubb, Chris, Hanks BHP Billiton and Hillary Machtans, DeBeers, were in attendance.	Chris Hanks stated in this letter his notes from a January 18, 2001 meeting between the NSMA and the Tibbitt to Contwoyto Winter Road Joint Venture. Contained within this letter are the key issues and concerns of the NSMA and some solutions. Issues raised were: - squatters and itegal cabins off of the winter road; - Metis business involvement; - possible land use tied into a current TK project (Bob	239
					 possible failed use field mid a current TK project (Bob Turner agreed). The Metis were quite pleased that they were consulted at such an early stage. All were interested in developing a multi-Aboriginal stakeholders meeting. Clem Paul was pleased that the Metis were approached early and suggested the Joint Venture was proactive 	

Monday, August 20, 2001

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early and suggested the Joint Venture was proactive.

Date:	Type of Correspondence:	From:	To:	Meeting	Issue(s) Raised:	Data #:
5/28/01	Meeting Notes	Brent Murphy, EBA	Bob Turner, NSMA	Brent Murphy, Jean Bussey, John Clark, EBA, Bob Turner, Kevin Kachkowski, NSMA, Andrew Hammond, BHP Bililiton	 This meeting discussed: winter road Archaeology Program, seeking NSMA involvement, slide presentation on Ekati Archaeology, other Aboriginal groups involved, Satellite map of winter road was discussed, Elders Visits, impact on Land Use, opens the country up, Caribou impacts?, increased land use by other people. Jean Bussey invited NSMA Elders to visit the Lockhart Lake Camp during the summer work program. 	382
6/15/01	Letter	Brent Murphy, EBA	Bob Turner, NSMA		A letter was sent to the North Slave Metis Alliance, by Brent Murphy of EBA, requesting their assistance in acquiring two field assistants to assist with archaeology and vegetation mapping field work. The duration of the work would be 3 weeks for each individual.	367
8/5/01	Letter	ian Goodwin, BHP Billiton	Clem Paul, NSMA		This letter consists of an invitation for the North Slave Metis Alliance to sit on the Tibbitt to Contwoyto Lake Winter Road Joint Venture Committee on Safety and the Environment. Membership has now been expanded to include all Aboriginal groups who are interested in participating. Due to the direct land based interest in the land through which the road passes the JV believes it is imperative that each Aboriginal Group appoint one member to the committee. This work is being done by the JV without the direction of government, in order to develop a more comprehensive environmental management planning system for the winter road. The Aboriginal groups requested to participate include; the Kitikmeot Inuit Association, Yellowknives Dene First Nation, North Slave Metis Alliance, Lutsel K'e Dene First Nation and the Dogrib Treaty 11.	398

Date:	Type of Correspondence:	From:	To:	Meeting	Issue(s) Raised:	Data #:
08/17/01	Letter	Clem Paul, NSMA	lan Goodwin; BHP, Kirk McLellan EBM, Phillip du Toit Diavik		Letter from the NSMA indicating their acceptance to join the Winter Road Road Venture Committee on Safety and the Environment.	400
12/12/01	Meeting Notes	Hugh Ducasse, EBM	Clem Paul, NSMA	December 12, 2000. Those in attendance: Clem Paul, Bob Turner, NSMA, Hugh Ducasse, EBM, Derek Chubb and Chris Hanks, BHP Billiton. See attached minutes for this. meeting Another meeting - Jan. 9, 2001, 1:30 P.M., in the NSMA board room.	This letter provides minutes of the NSMA, Echo Bay Mines and BHP Billiton representatives. The NSMA have no concerns with the Dome Lake re-permitting of Land Use application plus no concerns over the winter road. However, the NSMA have big concerns with the over all issues in regards to long term operation of the Winter Road. Such as: - Environmental Management - Economic Opportunities, and - Ownership of the road.	285

Group	· NWT	Caribou (Dutfitters A	lssociation		
Date:	Type of Correspondence:	From:	To:	Meeting	Issue(s) Raised:	Data #:
2/23/01	Memo	Chris Hanks, BHP Billiton	Jim Peterson, Point Lake Lodge		Jim Peterson was approached by Chris Hanks at a Colorado sportsman show to meet and discuss the permitting process and all other stakeholders interests.	261
3/6/01	Letter	Chris Hanks. BHP Billiton	Jim Peterson, Point Lake Lodge		This letter gives a brief overview of what the Join Venture Committee wishes to do concerning the permitting of the Winter Road. The Joint Venture Committee wishes to consult with all stake holders. If any member of your Outfitters Association are interested in meeting with representatives of the Winter Road Joint Venture Committee please contact Chris Hanks or Derek Chubb.	260
3	1/23/01 Questionarie	Bob Stephens, Lutra Assoc.	Gary Jaeb of True North Safaris	See attached completed questionnaire for details.	Completed Tibbitt to Contwoyto Lake Winter Road questionnaire.	363
3	/23/01 Questionarie	Bob Stephens, Lutra Assoc.	Boyd, Warner of Warner's Arctic World	See attached completed questionnaire for details.	Completed questionnaire by Mr. Boyd Warner: - continued access, - continue with no small load user fee.	234
3)/28/01 Letter	Bob Stephen, Lutra Assoc.	John Andre of Shoshone Wildemess Adventures	See attached completed questionnaire for details.	Completed Tibbitt to Contwoyto Lake Winter Road questionnaire.	364

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Group: Yellowknives Dene First Nation						
Date:	Type of Correspondence:	From:	To:	Meeting	Issue(s) Raised:	Data #:
11/9/00	Letter	Hugh Ducasse, EBM	Chief Rick Edijricon, YDFN		This letter contains information concerning Echo Bay Mines Intentions to renew their Land Use Permit for the operation of the Lupin Winter Road for only the next two years. This document reports that EBM has submitted an application for this purpose with the Mackenzie Valley Land and Water Board. Further, the community consultations will begin in the near future to discuss the long term permitting and operation of the winter road and EBM looks forward to the participation of the Yellowknives Dene First Nation in this process.	368
1/22/01	Letter	Chris Hanks, BHP Billiton	Chief Peter Liske, Chief Rick Edijricon, YDFN		This letter gives a brief history of the need to permit the winter road, explains that the Joint Venture that was established to ensure the Tibbitt to Contwoyto Winter Road is permitted by the winter of 2003. Chris acknowledges the Dene history in connection with the area(s) and the winter road specifically. The importance of understanding the Yellowknives Dene First Nation ideas/concerns on the future operation of the Tibbitt to Contwoyto Lake Winter Road was also stressed in this letter. Chris requests that dates be arranged to begin consultations on the permitting of the winter road and its future management.	228
2/2/01	Phone Conversation	Chris Hanks, BHP Billiton	Darrel Beaulieu, Deton' Cho	Entry from notes. Notes are not included for reference.	Darrel Beaulieu Indicated to Chris Hanks that the Yellowknives Dene First Nation had asked Deton' Cho to take the lead in discussions on the winter road.	379

Date:	Type of Correspondence:	From:	To:	Meeting	Issue(s) Raised:	Data #:
3/5/01	Meeting Notes	Chris Hanks, BHP Billiton	Darrel Beaulieu, Delon' Cho	In attendance were; Jonas Sangris, Fred Sangris, Brent Murphy (EBA), Don Hayley (EBM) and Chris Hanks (BHP Billiton).	This letter documents, as follow-up to a recent meeting, what specific issues were raised to ensure clarity between the participants. This letter is mainly a point by point recall of the issues raised and the means and answer provided. This meeting dealt specifically with the re-permitting project description for the Tibbitt to Contwoyto Winter Road. The Yellowknives Dene First Nation stated specific concerns pertaining to specific Dene who have outpost camps in the immediate area of the current winter road corridor. Other concerns were: – use Traditional Place names; – the use of Traditional Knowledge for reef, current and general ice conditions/constructs;	253
					 concern for spills & environmental; effects for Hunters & Trappers; heritage, burial and archaeology sites; patrol, monitor & enforcement role wanted and monitor wildtife harvesting in relation to increased accessibility. Ending – follow-up with community workshop, planning meetings and follow-up on the idea of developing a new environmental monitoring program. 	
3/15/01	Winter Road Tour	Chris Hanks, BHP Billiton	Jonas Sangris, Deton'Cho	Entry from notes. Notes are not included for reference.	Inspection Tour of the Winter Road (Yellowknife to Ekati). Stopped at Dome Lake Camp, Lockhart Camp and Lac de Gras Camp.	381
3/26/01	Notes	Chris Hanks, BHP Billiton	Darrel Beaulieu, Deton'Cho	In attendance; Isadore Tsetta (Elder), Alexander Mackenzie (Elder), Fred Sangris, Jonas Sangris, Vivian Banci, EBA, Jean Bussey, EBA, Chris Hanks BHP Billiton and Brent Murphy, EBA	At this meeting some of the issues raised were as follows; - political (land claims, etc,), - emphasis on ownership and safety issues, - MVLWB should not apply due to ongoing Land Claims, - current Regulator Acts and permitting processes are detracting junior mining companies/ exploration, The current Winter Road is a part of their Land Claims process,	304
4/23/01	Press Release	Chief Richard Edijricon, YDFN	Joint Venture Winter Road Committee		A publicly read statement (by a representative of the the YDFN) indicating their belief that jurisdiction of the winter road should be based on Treaty Rights and are connected to current Land Claim negotiations. Read on April 23, 2001 at the Yellowknife Inn, Joint Venture Public presentation.	233

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Date:	Type of Correspondence:	From:	To:	Meeting	Issue(s) Raised:	Data #:
6/15/01	Letter	Brent Murphy, EBA	George Baird, YDFN		A letter was sent to the Deton' Cho Corporation, by Brent Murphy of EBA, requesting the Band's assistance in acquiring five field assistants to assist with archaeology, wildlife, vegetation mapping, survey and aquatic field work. The duration of the work would be 3 weeks for four individuals and one person for 1 to 2	366
7/17/01	Letter	Chris Hanks, BHP Billiton	Rachel Ann Crapeau, LDFN		Requesting participation of the Yellowknives Dene First Nation (YDFN) in a site tour and review of summer scientific baseline work. This work, commissioned by the Joint Venture, included archaeological work. Chris states that at previous meeting Elder's expressed concern over the need to protect and avoid archaeological site. In particularly grave sites. It is from this summers archaeological field work that the Joint Venture respectfully requests that the Lands and Environment Committee reconsider their decision not to send any Elders to review/inspect the archaeological work specifically relating to grave sites.	394
8/5/01	Letter	lan Goodwin, BHP Billiton	Chief Rick Edijricon & Chief Peter Liske, YDFN		This letter consists of an invitation for the Yellowknives Dene First Nation to sit on the Tibbitt to Contwoyto Lake Winter Road Joint Venture Committee on Safety and the Environment. Membership has now been expanded to include all Aboriginal groups who are interested in participating. Due to the direct land based interest in the land through which the road passes the JV believes it is imperative that each Aboriginal Group appoint one member to the committee. This work is being done by the JV without the direction of government, in order to develop a more comprehensive environmental management planning system for the winter road. The Aboriginal groups requested to participate include; the Kitikmeot inuit Association, Yellowknives Dene First Nation, North Slave Metis Alliance, Lutsel Ke Dene First	• • • • • • • • • • • • • • • • • • •
7/17/02	Letter	Chris Hanks, BHP Billiton	Rachel Ann Crapeau, YDFN		Nation and the Dogrib Treaty 11. This letter is in follow-up to a meeting where Andrew Hammond stated that the Yellowknives Dene First Nation (YDFN), represented by Rachel Ann Crapeau, had declined an invitation to tour recent archaeological work on the Tibbitt to Contwoyto Lake Winter Road baseline study. The most important aspect of this work included the location and marking of grave sites along the winter road corridor.	393

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The Winter Road Joint Venture - 2001 Tibett Lake to Contwoyto Lake

2001 Winter Road Fact Sheet

The Joint Venture operates the Winter Road under a Licence of Occupation and Land Use and Quarry permits that have held by Echo Bay Mines Ltd. since 1979 As operator of the road the since 1998, the Joint Venture is responsible for the safe and environmentally sound operation of the Winter Road. The JV establishes Road Use Agreements with companies that are not members. The Winter Road is a non-profit operation. Fees charged for the use of the road are designed to cover the cost of operating the road. Fees are based the annual cost to run the road and are proportioned out via a tonne per kilometer formula.

Nuna Resources is contracted by the Joint Venture to operate the Winter Road on its behalf. Nuna manages traffic on the Winter Road and maintains the road and camps. As part of that function, Nuna Staff operates the dispatch office in Yellowknife. Three truck convoys leave the Dispatch Yard by the Bristol Monument on an average of every 20 minutes.

Each of the mining companies separately contracts various transport companies to haul freight to their mine sites. Access to the road is provided to trucks on a first come first serve basis as they sign in at Dispatch.

Nuna schedules all heavy and wide loads to leave Yellowknife between mid-night to 6:00 am to avoid daily commuter traffic. When possible, the interval between convoys will be stretched to 30 minutes between 6:30 am and 8:30 am and 4:30 pm and 6:30 pm to accommodate commuter traffic.

The traffic on the Winter Road this year will be very heavy. The Joint Venture encourages all users of the road to drive defensively. Highway Safety is everyone's responsibility.

Dates of Operation – January 20th to April 15th 2001

Total Loads Last Year - 4,100

Anticipated loads on the road in 2001

Echo Bay	630
BHP	2,750
Diavik	3,800
DeBeers	220
Total	7,400

The Winter Road Joint Venture is currently a partnership between Echo Bay Mines Ltd and BHP Diamonds Inc. As other mines are permitted and move into production membership in the joint venture will likely change to reflect the end users who move goods up the road.

Working Together in the Spirit of Safety

Winter Road Joint Venture Ingraham Trail Landholders Association Sunday, January 8, 2001 1:00 p.m.

Participant List:

Marvin Robinson Mike Elgie Donnie Robinson Joe Aarev John Johansen John Zigarlick Bob Carr Derek Chubb **Denise Burlingame** Hilary Machtans Maureen Bundgaard Gary Tees Leslie Green Raymond Bourget Glenn Zelinski M. Carr A. Wind Martha MacLellan Annelise Pool Lawrence Mercredi Dianne Mercredi Robert Dodman George Bairs Mary-Ann Doering Gary Doering Juanita? Jared? Chris Hanks Ron McLellan David Wind Daniel Halldorson Richard MacDonald Dusty Miller Lauren Lacklin Sam Bullock Don Sian Joe Handley Roz Barney Bill Barney Sandy Holmes Kate Hearn J. Milner Cindy McDougall Jorge Barrera

RTL Robinson's Enterprises DOT - Highway Operations **RTL Robinson's Enterprises** Tli cho Landtran Transportation Grimshaw Trucking Nuna Logistics Cassidy Point BHP BHP DeBeers GNWT, RWED, Parks & Tourism GNWT, RWED, Parks & Tourism (North Slave) DeBeers Prelude Main Trail **Cassidy Point** Pickerel Lake Prelude Main Prelude Main Prelude East Prelude East Don Morin Madeline Lake Madeline Lake Raven Tours BHP / Winter Road JV Ingraham Trail Association Ingraham Trail Association Ingraham Trail Association DOT Ingraham Trail resident Prelude Lake Prelude Main resident and MLA resident resident

RCMP CBC radio Northern News Services 1:10 p.m.

Meeting called to order by David Wind, President, Ingraham Trail Landholders Association. Introductions were made and thanks extended to Raven Tours for use of the Lodge for the meeting, and to BHP for providing coffee and donuts.

David explained the purpose of the meeting – to discuss plans for the upcoming winter road resupply for the mines with a view to putting plans and information out to the people who use and reside on the Ingraham Trail.

David introduced Chris Hanks (BHP) who represented the Winter Road Joint Venture.

Chris provided a brief background of use of the Tibbet to Contwoyto Lake winter road and also provided a 2001 Winter Road Fact Sheet. Chris stated that the purpose of the winter road was to resupply what cannot be brought in by air to the minesite and exploration camps from Tibbet to Contwoyto Lake. Nuna Logistics was introduced at the principle contractor for road building and maintenance. He further explained that various trucking companies would be hired by the mining companies to transport their goods to the exploration camps and minesites.

Chris also explained that the road had been in operation for over twenty years and enjoyed good cooperation with the Ingraham Trail Landholders Association especially with regards to road safety. Chris stated that there would be about 7400 loads up the winter road this season. John Zigarlick was introduced to explain the truck spacing and other issues.

John Zigarlick (Nuna Logistics) explained that the purpose of the Dispatch Office was to manage traffic. He stated that Nuna Logistics did not approach traffic on the winter road lightly and was very mindful of the Ingraham Trail residents. Control of traffic from Yellowknife was managed from Dispatch near the Bristol Monument and control of traffic from the minesites to Yellowknife was managed from the North.

From 6 a.m. to midnight dispatch would send two trucks every ten minutes. It was calculated that Ingraham Trail residents could expect to encounter 6-8 trucks on their daily commute to and from Yellowknife. Wide, heavy loads would be transported after midnight.

John explained that the Ingraham Trail was not a wide road and that dispatch times could change in the late spring when the ice road tends to get soft with 10 p.m. to 2 a.m. dispatch times.

Question: when did John expect the loads to begin up the winter road?

JZ: Light loads 23rd Jan, heavier loads expected in early February with full loads in early February.

Question: any consideration given to avoiding peak travel times for Ingraham Trail residents?

JZ: All consideration was given to the schedule. This is why 2 trucks every ten minutes. Have addressed. As safe as we can get it. Mutual fear - big trucks meeting small vehicles and small vehicles meeting big trucks.

G. Zelinski: Request for public awareness e.g., something in the newspaper to advise people of winter road use

C. Hanks: Idea has been discussed by JV – asked Denise Burlingame (BHP Public Affairs) to respond

D. Burlingame: agreed, idea had been discussed with the Winter Road JV. Will follow up with DOT to work on joint public awareness campaign.

G. Zelinski: to GNWT – road condition, visibility re: hairpin turns – suggestion of traffic mirrors at K34.

Mike Elgie (DOT): will discuss the suggestion with engineering department

Robert Dodman (Don Morin) relayed a story about driving to Cassidy Point and encountering a pilot vehicle. Pilot vehicle did not advise him to pull over to avoid 3 large truck boxes being transported up the winter road. He had to pull off the road into a steep ravine to avoid an encounter.

J. Zigarlick: JV & Nuna have no control re: pilot cars. A few years ago only 800 loads transported, now 7500 loads. Unfortunate pilot vehicle didn't inform person.

D. Robinson: pilot vehicles have no authority under Highways Act. DOT responsibility.

M. Robinson: 45-50% RTL trucks on the road this year. Minimizing wide, heavy trucks. Will transport midnight to 6 a.m. Advise caution when encountering wide loads as they can take up the entire width of the narrow Ingraham Trail. Had a sign posted last year near Giant. This only represents RTL trucks. Give 24 hrs notice of wide or heavy loads. Good feedback. Could be used by others hauling. Sign only changed by RTL. Try to coordinate better. Truly concerned about safety. Some drivers not good. Vehicle # located on left side of window. Report problem drivers to RTL. RTL will address any problems with their drivers. Last year monitored CB channel # 19. This year VHF system. Easier for truckers – not as easy for others to monitor chatter. Did anyone have any problems with trucks between midnight and 6 a.m.? (no response) More dangerous transporting at night e.g., lifting power lines.

Joe Handley (resident and MLA) : RTL did a great job last year. All truckers cooperated on signs. Useful. Heard Raven Tours had a problem?

Mike Elgie: Had concerns re: sign didn't represent everyone. Suggested a government telephone number with information that would be kept current.

J. Zigarlick: suggested an electric sign that could be pulled in at Giant. Will investigate.

D. Wind: more information on truck ID#. Who to call if people see a problem.

J. Zigarlick: 873-9111. Policy with JV – call dispatch. Give truck ID number to dispatch with the complaint. It will be investigated and dealt with.

D. Wind: don't often catch the number.

J. Zigarlick: time, location, next truck ID# to help determine which truck caused a problem.

C. Hanks: call RCMP – public highway

?: Another tourism company operating out here this year. Are trucking companies aware?

J. Zigarlick: tourism companies can call Winter Road dispatch.

?: Allowed on road beyond Tibbet? Who is responsible?

J. Zigarlick: anyone is allowed on the road. RCMP is here to comment. It is an ice road and is slippery. Nuna is responsible for road maintenance. Trucks are 25-30 kph. Others using the road sometime travel at 110 kph – not safe to do so. 50-100 vehicles seem on Gordon. Cannot control others use of the winter road.

?: Policy on people going 100?

J. Zigarlick: mine companies have security.

J. Milner (RCMP): Securcheck cannot charge people.

D. Wind: introduced J. Milner RCMP.

J. Milner: road ran very well last year. RCMP had a diesel suburban. Not available this year – is in Hay River. Manpower issue. No surveillance beyond Tibbet. RTL dealt very severely with drivers who had complaints levied against them – terminated.

J. Zigarlick: truckers more afraid of people with guns than their vehicles.

D. Wind: mild weather. Concern re: delay in opening road. Would vehicles be stacked up.

J. Zigarlick: no. Not enough trucks around to do that.

Donald Halldorson: Could GNWT RWED help out in policing the ice road if the RCMP is not going to do it?

J. Milner: will be on the road but not as far as Lac De Gras. Mines do not have gas for vehicles, only diesel.

J. Zigarlick: RWED putting a camp in. They will be monitoring the road.

D. Wind: DOT : Richard McDonald and Mike Elgie.

R. McDonald: working with companies and JV on winter supply. Will have patrol people out and mobile inspection vehicle. Highway maintenance - demand to improve maintenance.

?: Maintenance done? Madeline Lake road disappearing

M. Elgie: no money. No money, resource of equipment. Will do what he can but nothing outside of basic maintenance.

Richard McDonald: aware that road has difficult points. All drivers have to be cautious.

Kate Hearn: has there been feedback from the trucking companies about specific problem areas?

Mike Elgie: trucking companies have expressed safety concerns. Same concerns over past many years.

Richard McDonald: as funding becomes available – trouble spots are scheduled to be fixed first.

David Wind: is a fee paid to the government for use of the road?

Richard McDonald: it is a public road

John Zigarlick: fuel tax paid. 9 cents a liter

Joe Handley: Slope degrading in dangerous areas. Need better grading of shoulders. Madeline is a bad spot.

Richard McDonald: DOT doesn't plow private roads and driveways. No budget to do the nice favors that have been done in the past.

Mike Elgie: will do pullouts but not private driveways

Donald Halldorson: what about snowmobile crossings

Robert Dodman: what about the parks?

Mike Elgie: if Gary Tees (Parks) call, we will do it at his request.

David Wind: safety issues

J. Milner: safety is everyone's responsibility. Don't drive the speed limit if it is not safe to do so.

Mike Elgie: some people drive too slow – also a problem.

J. Milner: drive to the road condition

Annelise Pool: have heard about a proposed alternate route along the lakes.

Mike Elgie: Marvin Robinson mentioned several years ago. Department has no money. The alternate route was suggested for Ingraham Trail users so that the big trucks could use the Trail.

Don Halldorson: Marvin raised the concept. People surveyed didn't want it. Mixed response. 7500 truck loads this year. How many next year.

J. Zigarlick: probably not higher.

Marvin Robinson: alternate winter road would be a shorter and safety alternate for Ingraham Trail Landholders.

Annelise Pool: cost estimate for building alternate?

Marvin Robinson: \$70,000 per season.

Mike Elgie: \$800 - \$1000 / km to construct current ice road.

Marvin Robinson: light loads up the road immediately then instantly the larger loads will be on the road. Advise everyone to be cautious.

Joe Handley: marshalling concerns near city dump with large trucks turning onto the Ingraham Trail from there

Marvin Robinson: most come into RTL yard.

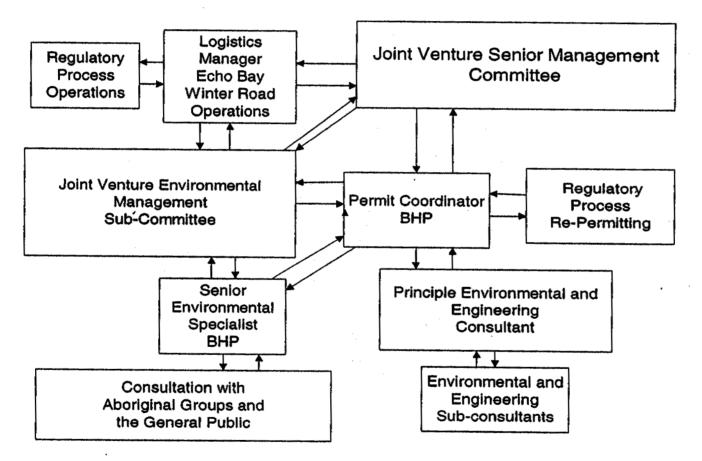
David Wind: resupply one issue. RTL spring gravel hauling another issue. Everyone needs to be cautious.

J. Milner: advised that Yellowknife if a growing community. Ingraham Trail busier e.g., 150 trucks stopped in a summer roadblock.

Jared (Raven Tours) advised, bringing about 9000 Japanese tourists between midnight at 3 a.m. to look at northern lights. Call 444-2862 if a problem with any of his drivers or operators.

D. Wind: closed meeting and thanked everyone for attending.

Structure of Current JV



RUN-YK Ch of Co Berce 920 4640 Saurgno T-474 Club P.001/001 F-666

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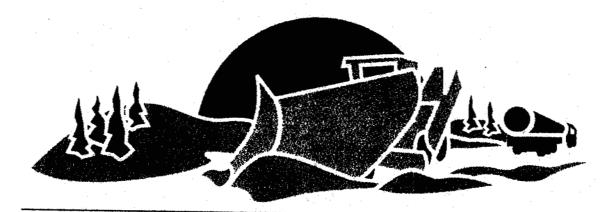
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24-APR-2301 08:21 FROM-YK Chamber of Commerce S					
	Company	Name			
	AMEC	Jim Ross			
	AMEC	Jim Cambon			
	ATCO Frontec	Dale Getty			
4	BHP Diamonds	Derek Chubb			
5	CIBC	Ernie Carmichae			
6	City of Yellowknife	Dave McCann			
7	City of Yellowknife	Rob Hawkins			
	City of Yellowknife	Blake Lyons			
9	City of Yellowknife	Wendy Bisaro			
10	Danmax	Micheline Piche			
	De Beers Canada Mining	Robin Johnstone			
12	De Beers Canada Mining	Leslie Green			
13	De Beers Canada Mining	John McConnell			
14	Dept. of Finance	Phil Kube			
15	Dept. of Transportation	Doug Howard			
16	Dept. of Transportation	Peter Vician			
17	Dept. of Transportation	Masood Hassan			
18	For Men Only	Vicki Tomkins			
	Lawson, Lundell	Keith Bergner			
	MLA	John Argue			
21	MLA	Bill Braden			
22	Northwestel	Steve Meister			
23	Northwestel	Ken Douglas			
	Northwestel	Karen Poitras			
25	NT Net	Alison McCambridge			
26	Outcrop Ltd.	Brian McCutcheon			
	Outcrop Ltd.	Marion Lavigne			
	RTL Robinson Ent.	Marvin Robinson			
29	RWED	Otto Olah			
	Shirley McGrath	Shirley McGrath			
31	Super 8 Motel	Chris Johnston			
32	TGIT Geomatics	Terry Hauff			
	YK Chamber	Ellie Sasseville			
34	YK Chamber	Jerome Babyn			
35	YK Chamber	Andie Ferguson			
36		Karen Taggart			
	Yk Inn	Shawnette MacNeil			
38	Yk Inn	Jenni Bruce			

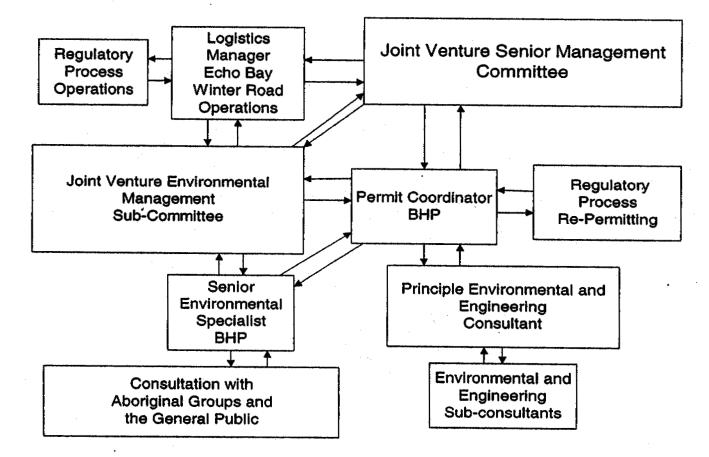
928 4640 F-666 T-474 P.801/001 Business Club Luncheon April 20/0 Speaker: Derek Chubb 230

Attn: Leanne

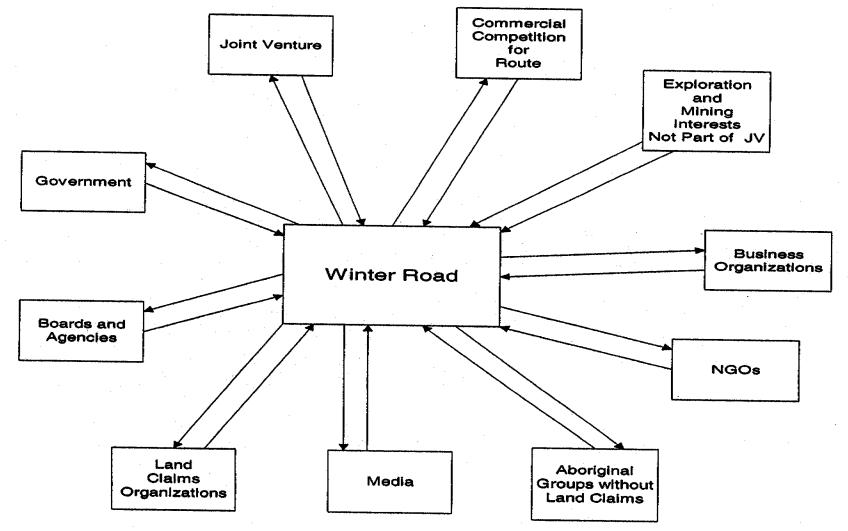


TIBBITT TO CONTWOYTO WINTER ROAD JOINT VENTURE

Structure of Current JV



Framework for Consultation



Key Stakeholders

- Winter Road End Users
- Aboriginal Groups
 - Core Yk Dene, North Slave Metis, and Inuit
 - Significant Interest Dogrib and Lutsel K'e
- Government
 - Federal, NWT, Nunavut
- Other Interests

Potential for Aboriginal Participation

- Involvement in Management in Road
- Business Opportunities
 - Road Operation
 - Camp Operation
 - Security
 - Environmental Monitoring
- Employment and Training

Permitting Requirements

- Permits Needed for Current Operations
 - Licence of Occupation April 2003
 - Dome Lake Camp Landuse Permit June 2001
 - Reapply to extend to April 2003
- Permit Needs for Re-Authorizing the Road
 - Licence of Occupation Covers Whole Road
 - Land Use Permits NWT and Nunavut
 - Water Licence NWT for Lockhart Camp

Schedule

- Submit Permit Application for Dome Lake Camp - March 2001
- Submit Project Description, Land Use Permits and the Water Licence Applications for Re-Authorization - April 2001
- The Current JV feels that the applications should go in as early as possible to allow for adequate consultation and review.

Key JV Contacts

Ian Goodwin, Manager Maintenance and Supply

Kirk McLellan, Logistics Manager

Derek Chubb, Permitting Coordinator

Hugh DuCasse, Manager Loss Control and Environment

Chris Hanks, Senior Environmental Specialist BHP Diamond Inc., 1102, 4920, 52nd Street Yellowknife, NT X1A 3T1 Echo Bay Mines Ltd., 9818 Edmonton Inter. Airport, Edmonton, AB T5J 2T2 BHP Diamond Inc., 1102, 4920, 52nd Street Yellowknife, NT X1A 3T1 Echo Bay Mines Ltd., 9818 Edmonton Inter. Airport, Edmonton. AB T5J 2T2 BHP Diamond Inc., 1102, 4920, 52nd Street Yellowknife, NT X1A 3T1

867-880-2294, 867-880 4603 Fax goodwin.ian.im@bhp.com.au 780-890-4643, 780-890 4643 Fax kirkmclellan@edm.echobay.com 867-669-6142, 867-669-6142, 867-669-9293 Fax chubb.derek.dc@bhp.com.au 780-890-8779, 780-890-8814 Fax hducasse@lupin.echobay.com 867-669-6145, 867-669-9293 Fax, hanks.chris.cc@bhp.com.au

PRIORITIES, POLICIES AND BUDGET COMMITTEE Monday, April 23, 2001 at 12:05 p.m.

Page 1

Report of a meeting held on Monday, April 23, 2001 at 12:05 p.m. in the City Hall lower boardroom. The following Committee members were in attendance:

Chairman:

Deputy Mayor D. McCann, Councillor W. Bisaro, Councillor R. Hawkins, Councillor B. Lyons, Councillor B. McDonald, Councillor K. O'Reilly, and Councillor A. Woytuik.

The following attendance:

following members of Administration staff were also in

- M. Hall,
- R. Charpentier,
- G. Craig,
- G. Jarbeau,
- T. Mercer,
- P. Neugebauer,
- D. Nicklen,
- R. Power,
- J. Smyth,
- G. White,
- M. Willick, and
- D. Euchner.

Tibbitt and Contwoyto Winter Road Joint Venture

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Public Meeting Monday April 23, 2001

Questions

- 1. Dave Nickerson a question regarding the slide with the graph, what is the scale being used and how did we get the numbers?
- 2. Mike Byrne question regarding the increased emergency response and who conducted the safety training?
- 3. Dave Nickerson who are the licensees, there are still changes i.e. Diavik?
- 4. Dave Nickerson will the road be open to the public or will it have a gate approach?
- 5. Nick Lawson demand???
- 6. Mike Byrne there have been incidents that have occurred relating to people wandering off and they have caused a situation to occur, i.e. car accident. (Japanese tourists on the Ingram Trail). Have we looked at that?
- 7. Dave Connelly Have we looked at the pros and cons of the dual license of the NWT and Nunavut? Cost structure/differential of both the NWT and Nunavut. What about the operating road and the economic interest in Nunavut?
- Gordon Beckett Where are we with the all season road, and the mines? Has there been an economic study done for the all season road? (reply by Mike Byrne - the Department of Transportation has completed a study).
- Peter Bengts have studies been completed regarding the demand on the road and how many loads? (reply by Don Hayley).
- 10. Dave Nickerson have we looked at the possibility of extending the road to the South end of Gordon Lake, it would also increase the window? (reply by Don Hayley).
- 11. Richard Edjericon read Akaitcho Treaty 8 statement, the Treaty must be part of any decisions made on the future of the winter road and must benefit from its operation.

Statement of the Winter Road Chief Richard Edjericon Public Meeting Lupin/Echo Bay Winter Road Committee Monday, April 23, 2001 Yellowknife Inn

Thank you for the opportunity to speak at this public meeting sponsored by the Lupin Winter Road Committee on the future of the winter road. As the Chief of the Yellowknives Dene, I wish to advise you that the winter road passes through the heart of our traditional and current land use area. And as such, we must be full participants in all aspects affecting this important corridor, including land use permitting and licensing, as well as road construction, maintenance and monitoring.

I am pleased to advise you that the Akaitcho Territory Chiefs have signed a Framework Agreement with the federal government, which is now before the federal cabinet. A map accompanying that Framework Agreement clearly outlines the winter road as part of the land selected by the Yellowknives Dene. In addition, Akaitcho has initialed an Interim Land Agreement with both the federal and territorial governments, which would spell out a new process for land use applications within our territories.

In light of these realities, we feel that we must be part of any decisions made on the future of the winter road and must benefit from its operation. However, we remain open to collaboration on various aspects of the winter road with other interested parties such as our aboriginal neighbors, the Government of the Northwest Territories, affected resource developers and Northern companies.

Mahsi cho.

Attendance

Tibbitt and Contwoyto Winter Road Joint Venture Public Meeting

April 23, 2001

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Print Name ene 1 20 <u>lo IAN SEN</u> OHn) @ 2 Redu Williams 3 CLARK AVID RECKEI GORDON 5 eter parts 6 MWIN 7 8 ᡄᢀ᠇ 9 WILLIAMS 10 KNITH NICKERSON 11 AVE Couster 12 НØ 13 NICK LAWSON 14 15 16 Ren Kaupa 17 RICHARD Edgericon 18 19 20

Signature



BHP Diamonds Inc.

January 2, 2001

Mr. Robert Overvold Director General Northwest Territories Region Indian and Northern Affairs Canada Box 1500, 4914 – 50th Street Yellowknife, NT X1A 2R3

<u>Re:</u> Clarification on the Guidelines for Integrated Resource Management Assistance (IRMA) Funds for Aboriginal Groups without settled Land Claims

Dear Mr. Overvold:

On behalf of the Joint Venture of mining companies that are end users of the Lupin Winter Road, BHP is currently preparing applications for the licences, permits and authorizations required to repermit the road in 2003. As part of this process, we are working with our partners to develop a consultation plan for review of the re-permitting process with potentially effected Aboriginal groups and the general public.

Under the draft Guidelines of the Mackenzie Valley Land and Water Board a substantial portion of the consultation on land use permits and water licences must be completed prior to submittal of the applications to the Board. During preliminary discussions with several of the Aboriginal groups, funding to participate in the review of the winter road was identified as an issue. BHP was informed by the Aboriginal groups that DIAND does not provide IRMA funding until a project was formally in the review process. In addition, they stated that funding was not generally made available for Licences of Occupation, Land Use Permits and Type B Water Licences. In discussion with Mary Tapsell of your staff, she also indicated that the funding issue is not clear.

As a result, we have the following question. Is it possible for IRMA funds to be made available prior to the JV's formal submission of applications in order to facilitate Aboriginal participation in the consultation process as laid out in the MVLWB draft guidelines?

Thank you for your consideration of this issue. We look forward to your response.

Sincerely yours,

J.D. Excell President – Ekati™ Diamond Mine

> cc. Ian Goodwin (BHP), Kirk McLellan (Echo Bay), Richard Lock (Diavik), John McConnell (DeBeers), Ken Weagle (MVLWB)

Indian and Northern Affairs Canada www.inac.gc.ca Affaires indiennes et du Nord Canada www.ainc.gc.ca

Box 1500 Yellowknife NT X1A 2R3

January 25, 2001

Your file - Votre rélérance

245

Our file - Notre référence

Mr. J. D. Excell President - Ekati Diamond Mine BHP Diamonds Inc., #1102 4920 -52nd Street Yellowknife NT X1A 3T1

Dear Mr. Excell:

Thank you for your letter dated January 2, 2001. The intent of the Interim Resource Management Assistance (IRMA) program is to provide funding to enable communities in unsettled claim areas to participate in activities related to land and resource management. The IRMA guidelines and Resource Pressures Fund (RPF) call letter are attached for your information.

In response to your question, local level Aboriginal organizations receive base funding to assist in addressing issues related to land and resource management. Each organization could, at its discretion, utilize base funding to assist in the consultation process. If an Aboriginal organization can illustrate that the base funding received is not adequate to cover existing pressures then an organization may apply for RPF. The allocation of those funds is prioritized at the beginning of each year in an attempt to reflect the known and anticipated regulatory activity. Approval of RPF is based upon the demonstrated need with priority given to projects in the regulatory process. In addition, the timing of the application and the amount of RPF remaining is also a consideration.

Currently, funding for the IRMA program is scheduled to end March 31, 2001. The department and the GNWT are, however, working towards identifying future funding sources.

Sincerely,

Bob Overvold Regional Director General Northwest Territories

anadä

Affaires indiennes et du Nord Canada

F.O. Box 1500 Yellowknife, NT X1A 2R3

Distribution List

Your file Voire rélérence

ur ille Notre rélérence

SENT BY FAX

August 3, 2000

I am writing regarding the funding distribution for the IRMA Resource Pressures Fund (RPF) for the fiscal year 2000/01. In light of the anticipated development pressures that many communities will be facing the IRMA Committee has decided to set aside the following funding envelopes:

BHP Expansion	165K
Winspear	165K
Oil & Gas	100K
Others	70K

Please remember that we cannot release any Resource Pressures Funds until you have completed your accounting requirements for funds received in 1999/00. Also I would encourage you to review the funding proposal criteria as outlined in the IRMA Guidelines as the IRMA Committee will review proposals with guidance from these criteria. Resource Pressures Funds can only be released when organizations demonstrate that the current Base Funding is inadequate to deal with the additional pressures.

Please contact Mary Tapsell, Manager Environment & Conservation at 669-2680 if you have any questions regarding Resource Pressure Funds.

Sincerely,

Kate Hillman Administrative Coordinator Interim Resource Management Assistance

Canadä

November 9, 2000

Dogrib Treaty 11 Council P.O. Box 412 Rae-Edzo, NT XOE 0Y0

Attention: Grand Chief Joe Rabesca C/0 Violet Camsell-Blondin

Re: Land Use Permit Application Winter Road – Tibbitt Lake to Contwoyto Lake Mackenzie Valley Land and Water Board File Number MV2000F0053

Dear Sir:

Echo Bay Mines Limited has recently submitted an application to the Mackenzie Valley Land and Water Board for a renewal of the Land Use Permit in support of the operation of the Lupin winter road. A copy of this application is attached for your information.

The Land Use Permit supplements the Licence of Occupation (LO) that actually authorizes operation of the road. Since the Licence of Occupation was granted in 1989, a land use permit has been in place to facilitate very small deviations of the road outside the LO corridor to accommodate changing circumstances such as water over-flow. This permit assists the operator to safely operate the road in an environmentally sound manner. Various Land Use Permits have been held by Echo Bay Mines Limited for the winter road over the past 19 years. Under regulation, these Land Use Permits have been renewed on a regular basis.

The License of Occupation which is in place for this winter road was issued by the Department of Indian and Northern Affairs (DIAND). It is the primary instrument under which the road is operated, not the Land Use Permit. The License of Occupation expires in April 2003. Echo Bay Mines has requested that a Land Use Permit be granted for a period of only two (2) operating years. Territorial Land Use Regulations allow for a maximum term of five (5) years. A two year permit will align the expiration date of the Land Use Permit and the License of Occupation to April 2003.

It is the intention of the operator that discussions will start shortly relating to the long-term operation and permitting of the road. As part of this, applications will be developed and submitted to the appropriate regulatory bodies. Through the development of these longer term applications, the operator will conduct further consultation and looks forward to your participation in the process.

In the meantime, Echo Bay Mines Limited is seeking comments on the current above reference Land Use Permit application currently in front of the Mackenzie Valley Land and

Water Board. We would appreciate your comments either written and/or verbal no later than November 27, 2000. Please direct your comments to the undersigned by telephone at (780) 890-8779 or by facsimile at (780) 890-8814.

Sincerely,

Hugh Ducasse Manager, Loss Control and Environmental Affairs, Lupin Operation C

Dogribs lash out ROAD DECISION MADE ALREADY, MLA SAYS

by Richard Gleeson

Northern News Services The territorial government is pandering to Yellowknife and ignoring Dogrib communities.

That was the message delivered by North Slave MLA Leon Lafferty, the chiefs from the four Dogrib communities and grand chief Joe Rabesca at a press conference

last Friday.

"To me it looks like the government has made a decision ... that a road to resources is not going through Dogrib communities," said Lafferty.

The chiefs and Lafferty said an all-weather road to the Lac de Gras region should start North from Rae, not Yellowknife.

They argue a power trans-

mission line should be built along with the road, linking mining operations to the Snare hydro system.

"The mines' life is only 25 years," said Lafferty. "When all the diamonds are taken out of the ground it will be a road to nowhere, but if it goes through the communities it will be used forever."

Chiefs of Wekweti, Gameti, Wha Ti said an allweather road would help reduce the cost of living in places where a litre of gas sells for more than \$2 and cigarettes are over \$10 a pack.

There is a winter road to Wha Ti and Gameti for about two months each year. Wekweti is never served by road.

"Every time I raise the issue of a road to resources going out of Rae, people in Yellowknife get scared," said



Vince Steen: Money is not there.

Rabesca,

The grand chief said people in Yellowknife need not worry about losing out because most Dogrib money gets spent in Yellowknife.

"If an outlying community does good, Yellowknife will benefit from it."

Transportation Minister Vince Steen has said the government does not have the hundreds of millions of dollars Leon Lafferty: Adds voice to chiefs'.

it would take to construct an all-weather road.

Lafferty said he will be supporting no government spending on the Ingraham Trail past the Dettah turn-off. Lafferty said he believes any improvement to the Trail beyond the turn-off is an investment in a road to resources that would approximately follow the route of the ice road.

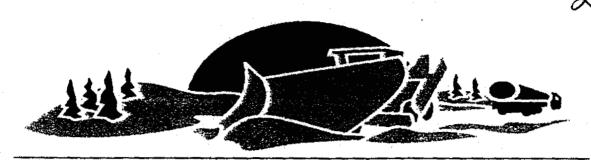
From:	Bekale, John JO
Sent:	Friday, January 12, 2001 8:21 AM
To:	Hanks, Chris CC
Cc:	Butler, Tim TS
Subject:	Dogrib Chiefs

Hi Chris,

On January 11, 2001, I had luncheon meeting with Dogrib Leaders to discuss Dogrib Members working with BHP. A good discussion on the IBA and this lead to IBA Representative, they need someone full time on the IBA. The othe issue is the 4 Mining Companies will forward an application for a winter road permit to BHP, Diavik, Echo Bay Mines and DeBeers. BHP is taking a lead role on this winter road and will have community consultation in a near future. We have also agree that Yk Dene will assist with monitoring of the road and that we will continue updating the Dogrib Chiefs on this issue of winter road. The Dogrib Chiefs did not see any concern with this as long as we continue updating them.

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Grand Chief Joe Rabesca Chief Eddie Paul Rabesca Chief Charlie J. Nitsiza Chief Archie Wetrade Chief Joseph Judas If you have any other questions, please call me. Mussi.



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TIBBITT TO CONTWOYTO WINTER ROAD JOINT VENTURE

23 January, 2001

Ted Blondin IBA Representative Dogrib Treaty 11 Council Box 24 Rae/Edzo NT XOE 0Y0

Dear Ted:

Re: Re-Permitting of the Tibbett Lake to Contwoyto Lake Winter Road

As you are aware, the Licence of Occupation for the winter road expires in April of 2003. In advance of that the mining companies who are the "end users" of the road are considering the options for re-permitting the road. Based on DIAND's fand use definitions, we have defined the "end users" as the permitted operating mines, permitted mines under construction and advanced exploration projects that are deemed economically feasible by their owners and are ready to enter the permitting process.

The "End Users" of the Winter Road are Echo Bay Mines Ltd – Lupin Mine, BHP Diamonds Inc.- EKATI™ Diamond Mine, Diavik Diamond Mines – Lac de Gras Mine, and DeBeers Canada - Snap Lake Project. These are the companies that ship substantial quantities of material over the road each winter and must assume the liability for those shipments. These companies have a long-term interest in the safe, environmentally sound management of the road.

Currently the road is managed by a joint venture (JV) consisting of the producing mines - Echo Bay and BHP. Echo Bay and BHP are currently talking with the other end users about future management arrangements for the road. DIAND has indicated to the JV that they want the producing mines involved in the future management of the road. The winter road is their re-supply link and with out them the road would not exist. The JV and the other end users are not, however, the only stakeholders that should be involved in determining the future of the road. The current route to Contwoyto Lake passes through lands that are actively used by the Yellowknives Dene, the North Slave Metis Alliance northeast of Yellowknife and by the Inuit around Contwoyto Lake. The Dogrib of Treaty 11 and the Chipewyan of Lutsel K'e have long-standing interests in the lands along the route. In addition, the Government of the Northwest Territories has an interest in the future governance of the road.

The JV views the Dogrib as an important stakeholder with relation to the route of the current road.

In preparing to open discussions with you, I have reviewed the issues raised by the Dogrib over the last few years concerning the winter road. We would like to meet with the Dogrib Chief in the near future to discuss the current issues and decide how future discussions with the Dogrib should proceed.

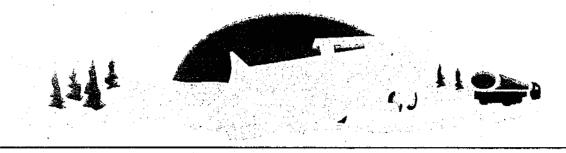
As the Project Description and the applications for the various licences and permits are prepared we would like to continue the dialogue with the Dogrib to insure your input into the development of the re-permitting package. Without prejudging the process or the outcome of our discussions with you, the objective of the JV is to make sure that the Dogrib have the opportunity to be involved in developing the framework for the future operation of the winter road.

Thank you for your consideration of our request to arrange dates to begin consultation on the re-permitting of the winter road. You can contact me at BHP Diamonds Inc. to arrange a preliminary meeting. My phone numbers are 867-669-6145 (office) or 867-444-2594 (cell). My e-mail is <hanks.chris.cc@bhp.com.au>.

Sincerely yours'

Chris Hanks Tibbitt to Contwoyto Winter Road Joint Venture

Cc Ian Goodwin (BHP Winter Road Rep.), Kirk McLellan (Echo Bay Winter Road, Rep), Derek Chubb (BHP Permit Co-ordinator), Mackenzie Valley Land and Water Board



TIBBITT TO CONTWOYTO WINTER ROAD JOINT VENTURE

5 August, 2001

Chief Joe Rabesca Grand Chief Dogrib Treaty 11 Council Box 24 Rae/Edzo NT X0E 0Y0

Dear Chief Rabesca:

Re: Membership on the Tibbitt to Contwoyto Lake Winter Road Safety and Environment Committee.

We are writing to you to offer Dogrib Treaty 11 a seat on the Tibbitt to Contwoyto Lake Winter Road Joint Venture's Committee on Safety and the Environment.

The JV formed the committee in October of 2000 to advise the JV Management on issues related to the safe and environmentally sound management of the winter road. Currently committee members are overseeing the preparation licences and permits, the spill plan, audits, and environmental baseline studies on archaeology, wildlife, fisheries and water quality and ice capacity. This work is being done by the JV without the direction of government, in order to development of a more comprehensive environmental management planning system for the road. As the use of the road increases, so must the level of management in order to insure the safe and orderly operation of the winter road.

At this time the members of the committee come from the environment departments at BHP, Echo Bay, Diavik, DeBeers and Tahera. By opening the membership to the Aboriginal groups the JV hopes to include the people who have a direct land based interest in the land through which the road passes. Invitations to join the committee are being sent to the Yellowknives Dene, the North Slave Metis Alliance, the Kitikmeot Inuit Association, Lutsel K'e and Dogrib Treaty 11. Each group will be invited to appoint one member to the committee.

While it is up to each group to decide who will represent it, Chief Joseph Judas of Snare Lakes has often raised issues with member of JV related to wildlife and the winter road. We have found his comments be a useful in the past. If you require further information or wish to discuss the arrangements, please feel free to contact Chris Hanks at BHP. He will make the necessary arrangements for further meeting or discussions. Chris can be reached at 669-6145 or <u>Chris.C.Hanks@BHPBilliton.com</u>

Thank you, for your consideration of this request.

Sincerely yours,

Original Signel

orginal signed

Ian Goodwin Maintenance and Supply Manager BHP Diamond Inc. Kirk McLellan Logistics Manager Echo Bay Mines Ltd

original signed

Phillip du Toit Vice President of Project Management and Operations Diavik Diamond Mines Inc.

Cc Violet Camsell-Blondin – Dogrib Treaty 11 Council Office

Echo Bay Mines

Lupin Operation 9818 International Airport Edmonton, AB T5J 2T2

November 16, 2000

Kitikmeot Inuit Association P.O. Box 315 Kugluktuk, NU X0E 0E0

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Attn: Mr. Jack Kaniak

Re: Land Use Permit Application Winter Road – Tibbitt Lake to Contwoyto Lake Mackenzie Valley Land and Water Board File Number MV2000F0053

Dear Mr. Kaniak:

This letter is to inform you that Echo Bay Mines has initiated consultation with affected First Nations and communities regarding its application for a Land Use Permit for the portion of the winter road that is on crown land. Consultations are a requirement of the land use permit application procedure. A letter, a sample of which is attached, and a copy of the permit application was faxed and mailed on November 10 2000 to those listed below. The letter has been followed with telephone conversations with each of the four parties.

Dobrib Treaty 11 Council:	Grand Chief Joe Rabesca Violet Camsell-Blondin
Lutsel K'c Dene First Nation:	Chief Felix Lockhart Charlie Catholique
Yellowknives Dene First Nation:	Chief Peter Lisk Chief Rick Edjericon
North Slave Métis Alliance:	President Clem Paul Bob Turner

You will note that the letter states that we have requested the term of the Land Use Permit to

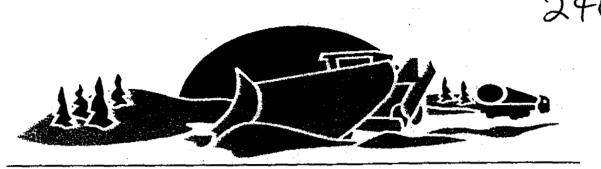
coincide with the expiry of the Licence of Occupation in April 2003. This is an alteration to the application that was filed and we have requested an amendment to the Land Use Permit application to this effect. Do not hesitate to contact me at (780) 890-8779 or (780) 461-5776 should you require further information.

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Sincerely,

Hugh Ducasse Manager, Loss Control & Environmental Affairs Lupin Operation

cc: Bill Danyluk, Mine Manager Barry Lowe, Land Use Administrator



TIBBITT TO CONTWOYTO WINTER ROAD JOINT VENTURE

26 January, 2001

Charlie Evalik President Kitikmeot Inuit Association Box 18 Cambridge Bay NT X0E 0C0

Fax 867-983-2701

Dear Charlie

Re: Re-Permitting of the Tibbett Lake to Contwoyto Lake Winter Road

As you are aware, the Licence of Occupation for the winter road expires in April of 2003. In advance of that the mining companies who are the "end users" of the road are considering the options for re-permitting the road. Based on DIAND's land use definitions, we have defined the "end users" as the permitted operating mines, permitted mines under construction and advanced exploration projects that are deemed economically feasible by their owners and are ready to enter the permitting process.

The "End Users" of the Winter Road are Echo Bay Mines Ltd – Lupin Mine, BHP Diamonds Inc.- Ekati™ Diamond Mine, Diavik Diamond Mines – Lac de Gras Mine, and DeBeers Canada - Snap Lake Project. These are the companies that ship substantial quantities of material over the road each winter and must assume the liability for those shipments. These companies have a long-term interest in the safe, environmentally sound management of the road.

Currently the road is managed by a joint venture (JV) consisting of the producing mines - Echo Bay and BHP. Echo Bay and BHP are currently talking with the other end users about future management arrangements for the road. DIAND has indicated to the JV that they want the producing mines involved in the future management of the road. The winter road is their re-supply link and with out them the road would not exist. The JV and the other end users are not, however, the only stakeholders that should be involved in determining the future of the road. The current route to Contwoyto Lake passes through lands that are actively used by the Yellowknives Dene, the North Slave Metis Alliance and the Inuit. The Dogrib of Treaty 11 and the Chipewyan of Lutsel K'e have long-standing interests in the lands along the route. In addition, the Governments of the Northwest Territories and Nunavut have an interest in the future governance of the road.

It is the opinion of the current road management JV that the Kitikmeot Inuit Association (KIA) is a key player who should have a role in any deliberations on the future of the winter road.

Preparing to open discussion with you, I have reviewed the issues raised by the KIA and the Kitikmeot Hunters and Trappers Association over the last few years concerning the winter road. We would like to meet with KIA in the near future to discuss the current issues and decide how future discussions should proceed.

As the Project Description and the applications for the various licences and permits are prepared we would like to continue the dialogue with the KIA to maximise your input into the development of the re-permitting package. Without prejudging the process or the outcome of our discussions with you, the objective of the JV is to make sure that the KIA are involved in the future operation of the winter road.

In addition to the above mentioned consultation process, EBA Engineering and Dento'cho have entered into a joint venture to prepare the Project Description for the repermitting process. Darrell Beaulieu and his staff will work with our engineering and environmental team to insure that the potentially effected Aboriginal groups have input into our technical studies.

Thank you for your consideration of our request to arrange dates to begin consultation on the re-permitting of the winter road. You can contact me at BHP Diamonds Inc. to arrange a preliminary meeting. My phone numbers are 867-669-6145 (office) or 867-444-2594 (cell). My e-mail is <hanks.chris.cc@bhp.com.au>.

Sincerely yours'

Chris Hanks Tibbitt to Contwoyto Winter Road Joint Venture

Cc Ian Goodwin (BHP Winter Road Rep.), Kirk McLellan (Echo Bay Winter Road Rep), Mackenzie Valley Land and Water Board



Kitikmeot Inuit Association ۶۹۵٬۲۵٬ ۵۵ ۵۵٬ ۲۵٬۲۵

Cambridge Bay Ikaluktutiak ムちょうくくや

Coppermine Kugluktuk がっつや

Gjoa Haven Okhoktok

Holman Ulukhaktuk

Pelly Bay Akvilikyoak Marter

> Taloyoak CJ3749*

Bathurst Inlet Kingaok 9459

Bay Chimo Omingmaktok ຍຕາມາວ່າ February 19, 2001

Mr. Chris Hanks Tibbett to Contwoyto Winter Road Joint Venture BHP Diamonds Inc. 1102, 4920 52nd Street Yellowknife, NT X1A 3T1

Re: Re-Permitting of the Tibbett Lake to Contwoyto Lake Winter Road

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Fax No.: (867) 890-4643

Dear Mr. Hanks:

Thank you for your letter of January 26, 2001 inviting us to participate in discussions about the road. The Kitikmeot Inuit have several interests in this road and feel that current discussions and developments are likely to have significant long-term implications for our region.

We are beginning an assessment of the future of the road and what it means for the Kitikmeot Inuit. We anticipate completing this exercise over the next 90 days. At that point, we will be in a better position to explain our interests and how we would like to participate in the future development and management of the road.

During the course of our assessment, we would appreciate your cooperation in meeting with our representatives. Mr. David Connelly of Ile Royale Enterprises will be contacting you shortly to arrange an initial discussion.

Yours truly

Chalie Evalik President

Affiliates: Nunavut Tunngavik Inc., Inuit Tapirisat of Canada, Kitikmeot Corporation.

Chubb, Derek DC

From:	
Sent:	
To:	
Subject:	

Jack Kaniak [jkaniak@polarnet.ca] Monday, May 07, 2001 8:14 AM Gary Potts Re: winter road MDAG

Dear Gary,

As we are all aware, there is a potential (maybe already happening) global greenhouse occurring and this may have effects on the winter road. As you know during this winter's hauling period, the Diavik project had to do a rush haul to their site, due to possible route being shut down before a11 the construction material and fuel were hauled. My questions is, if the winter road cannot be used during the 30 plus years life span, what does the JV have for contingency plan, if any? Thank you. Jack Kaniak ----- Original Message -----From: "Gary Potts" <pottsg@inac.gc.ca> To: <tysond@dfo-mpo.gc.ca>; <anne.wilson@ec.gc.ca>; <Ed.Collins@ec.gc.ca>; <craig_nowakowski@gov.nt.ca>; <dean_cluff@gov.nt.ca>; <DEB ARCHIBALD@gov.nt.ca>; <miles davis@gov.nt.ca>; <Phil_Kube@gov.nt.ca>; <russell neudorf@gov.nt.ca>; <TOM ANDREWS@gov.nt.ca>; <zoe posynick@gov.nt.ca>; <mbermann@gov.nu.ca>; <nwilloughby@gov.nu.ca>;
"Marie Adams" <AdamsM@inac.gc.ca>; "Matt Bender" <BenderM@inac.gc.ca>; "Sevn Bohnet" <BohnetS@inac.gc.ca>; "Francis Jackson" <JacksonF@inac.gc.ca>; "Annette McRobert" <McRobertA@inac.gc.ca>; "Buddy Williams" <WilliamsB@inac.gc.ca>; <EAOl@mveirb.nt.ca>; <elaine@mvlwb.com>; <gladys@polarnet.ca>; <jkaniak@polarnet.ca>; <peterb@wcb.nt.ca> Cc: <burlingame.denise.da@bhp.com>; <Chubb.derek.dc@bhp.com>; <hanks.chris.cc@bhp.com>; <bmurphy@eba.ca>; <kmclellan@edm.echobay.com>; "Malcolm Robb" <RobbM@inac.gc.ca>; <missal@tahera.com> Sent: Friday, May 04, 2001 4:46 PM Subject: winter road MDAG > Once again thank you all for your attendance at yesterday's meeting. > Now that you have had some time to digest the information in the presentation and perhaps gone through the handout the joint venture partners would appreciate any feedback you may have. > There are some items that did not come up yesterday with respect to camps such as waste disposal and such. For instance if one of the camps were to be moved what type of standards would the joint venture partners have to comply with? > Another thought was, if there were some relocating of portages, is there

a requirement for archeological studies over the new route? >

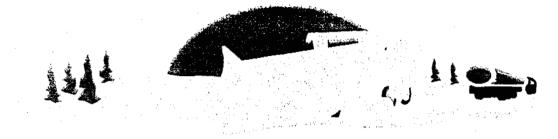
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If any of you have any questions or would like to see anything specific in a project description feel free to contact Derek Chubb at the BHP office in Yellowknife either by phone or email. > > Thanks, > > > Gary Potts > Mineral Development Advisor > Mineral Development Division > Mineral and Petroleum Resources > Directorate > DIAND Box 1500 > Yellowknife, NT X1A 2R3 > Tel: (867) 669-2586 > Fax: (867) 669-2705 > Email: Pottsg@inac.gc.ca >

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TIBBITT TO CONTWOYTO WINTER ROAD JOINT VENTURE

5 August, 2001

Charlie Evalik President Kitikmeot Inuit Association Box 18 Cambridge Bay NT X0E 0C0

Dear Charlie:

Re: Membership on the Tibbitt to Contwoyto Lake Winter Road Safety and Environment Committee.

We are writing to you to offer the Kitikmeot Inuit Association a seat on the Tibbitt to Contwoyto Lake Winter Road Joint Venture's Committee on Safety and the Environment.

The JV formed the committee in October of 2000 to advise the JV Management on issues related to the safe and environmentally sound management of the winter road. Currently committee members are overseeing the preparation licences and permits, the spill plan, audits, and environmental baseline studies on archaeology, wildlife, fisheries and water quality and ice capacity. This work is being done by the JV without the direction of government, in order to development of a more comprehensive environmental management planning system for the road. As the use of the road increases, so must the level of management in order to insure the safe and orderly operation of the winter road.

At this time the members of the committee come from the environment departments at BHP, Echo Bay, Diavik, DeBeers and Tahera. By opening the membership to the Aboriginal groups the JV hopes to include the people who have a direct land based interest in the land through which the road passes. Invitations to join the committee are being sent to the Yellowknives Dene, the North Slave Metis Alliance, the Kitikmeot Inuit Association, Lutsel K'e and Dogrib Treaty 11. Each group will be invited to appoint one member to the committee.

Echo Bay Mines Ltd., 9818 Edmonton International Airport, Edmonton, AB T5J 2T2, 780-890-4643/780-890-4643 (fax) BHP Diamond Inc. 1102, 4920, 52nd Street, Yellowknife, NT X1A 3T1, 867-869-9292/867-869-9293 (fax) While it is up to each group to decide who will represent it, in the past members of the JV have dealt with your Land Department staff. We have found this to be a useful point of first contact with the Kitikmeot Inuit Association.

If you require further information or wish to discuss the arrangements, please feel free to contact Chris Hanks at BHP. He will make the necessary arrangements for further meeting or discussions. Chris can be reached at 669-6145 or Chris.C.Hanks@BHPBilliton.com

Thank you, for your consideration of this request.

Sincerely yours,

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Ian Goodwin Maintenance and Supply Manager BHP Diamond Inc.

Orgine (Signed

Kirk McLellan Logistics Manager Echo Bay Mines Ltd.

Original signel

Phillip du Toit Vice President of Project Management and Operations Diavik Diamond Mines Inc.

Cc Jack Kaniak (KIA Land Division)

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echo bay mines ltd.

9818 Edmonton International Alront Edmonton, Alberta T5J 2T2 Telephone: (780) 890-4643 Fax: (780) 890-4699

November 9, 2000

Lutsel K'e Dene First Nation P.O. Box 28 Lutsel K'e, NT X0E 1A0

Attention: Chief Felix Lockhart

Re: Land Use Permit Application Winter Road – Tibbitt Lake to Contwoyto Lake Mackenzic Valley Land and Water Board File Number MV2000F0053

Dear Sir:

Echo Bay Mines Limited has recently submitted an application to the Mackenzie Valley Land and Water Board for a renewal of the Land Use Permit in support of the operation of the Lupin winter road. A copy of this application is attached for your information.

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It is the intention of the operator that discussions will start shortly relating to the long-term operation and permitting of the road. As part of this, applications will be developed and



submitted to the appropriate regulatory bodies. Through the development of these longer term applications, the operator will conduct further consultation and looks forward to your participation in the process.

In the meantime, Echo Bay Mines Limited is seeking comments on the current above reference Land Use Permit application currently in front of the Mackenzie Valley Land and Water Board. We would appreciate your comments either written and/or verbal no later than November 27, 2000. Please direct your comments to the undersigned by telephone at (780) 890-8779 or by facsimile at (780) 890-8814.

Sincerely,

Hugh Ducasse Manager, Loss Control and Environmental Affairs, Lupin Operation

cc: Charlie Catholique



Echo Bay Mines Ltd. Lupin Operation LUPIN, Nunavut XOE 1M0

Phone: Fax: (780) 890-8815 (780) 890-8814

November 16, 2000

Lutsel K'e Northwest Territories X0E 1A0

ATTENTION: Stephen Ellis

Dear Mr. Ellis:

Re: map for our Land Use Application from Tibbitt Lake to Contwoyto Lake

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Enclosed are all the maps on scale 1:50,000 showing the winter road right of way from Tibbitt Lake to Contwoyto Lake. We are trying to get these maps to you in a timely manner. We are trying to delive: them into Yellowknife tonight so they will get on your plane sooner.

If you have any other questions, please feel free to call me at Lupin.

Yours truly,

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Es Bilmer

S. Barry Lowe Land Use Administrator

cc H.Ducasse

' **Lutsel** K'e Dene Band



Post Office Box 28 Lutsel K'e, Northwest Territories X0E 1A0

Telephone: Fax:

867 370-3 867 370-3

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Charlie Catholique – Chair Wildlife Lands and Environment Committee Lutsel K'e Dene First Nation Box 28 Lutsel K'e, NT X0E 1A0 Tel: (867) 370-3051 Fax: (867) 370-3010

Mackenzie Valley Land & Water Board

file

NOV 2 9 2000

Apprication #<u>MV2000F0063</u> Copied to <u>KUEDB/Rig</u>

Mackenzie Valley Land and Water Board 7th floor - 4910 50th Avenue PO Box 2130 Yellowknife, NT X1A 2P6 Tel: (867) 669 - 0506

Fax: (867) 873 - 6610

November 27 /00

Re: File Number MV2000F0053

Dear Sir/Madam:

The Wildlife Lands & Environment Committee would like to invite Echo Bay Mines and Vince Steen to our community. We have met and discussed this issue and have several concerns. We would like to support The Lupin Application but feel we need more information. We also have concerns of why our people are not being hired to work with Echo Bay Mines on the road construction and about the caribou on the road.

Thank you for taking your time to read our letter. Please feel free to contact us.

Sincerely: Cal

Charlie Catholique c. Echo Bay Mines Ltd. 9818 Edmonton International Airport Edmonton Alberta T5J 2T2 Tel: (780) 890 - 4643 Fax: (780) 890 - 4699

echo bay mines

Lupin Operation 9818 International Airport Edmonton, AB TSJ 2T2 Tel: (780) 890-8779 Fax: (780) 890-8814

December 6, 2000

Lutsel K'e Dene First Nation P.O. Box 28 Lutsel K'e, NT X0E 1A0

Attention: Mr. Charlic Catholique Chair, Wildlife, Lands and Environment Committee

Re: Land Use Permit Application Winter Road – Tibbitt Lake to Contwoyto Lake Mackenzie Valley Land and Water Board File Number MV2000F0053

Dear Sir:

Thank you for your letter in regard to the winter road land use permit application. You have invited Beho Bay Mines to your community to meet with the Wildlife, Land and Environmental Committee to provide further information. While some of the issues you raise go beyond the scope of the current land use permit renewal, we feel that it is important that we begin to discuss them with your committee. We are pleased to accept this invitation and propose the afternoon of December 13, 2000 as a meeting date. This date would facilitate the coordination of other meetings with other interested parties.

Please advise if the proposed meeting date is acceptable or if another time would be more suitable.

Sincerely,

Maria

Hugh Ducasse Manager, Loss Control and Environmental Affairs, Lupin Operation

cc: Mackenzie Valley Land and Water Board

ECHO BAY MINES

Lupin Operation 9818 International Airport Edmonton, AB T5J 2T2 Tel: (780) 890-7000 Fax: (780) 890-8814

13 December, 2000

Charlie Catholique Chairman Land and Environment Committee Lutsel K'e Dene Band Box 28 Lutsel K'e NT XOE 1A0

Fax 867-370-3423

Dear Mr. Catholique,

Re: Meeting with the Lutsel K'c Land and Environment Committee with regard to the Dome Lake Camp and Aggregate Quarry Access Land Use Application

On November 27, 2000, you wrote to the Mackenzie Valley Land and Water Board regarding your desire to meet with Echo Bay Mines concerning the land use permit application for the Dome Lake Camp and Aggregate Quarry Access that is currently in front of the Board. Echo Bay responded on December 6, 2000 and offered to meet either on December 13, 2000 or at a time of your convenience. I understand from Chris Hanks at BHP, who followed up on my behalf by phone with Agtha Laboucan from your office, that it would be better for your committee if we postponed the meeting until after the New Year.

May I suggest e ther January 8th or 10th, 2001 as a date for the proposed meeting. At that time we would be pleased to discuss both the current operating arrangements for the winter road and to begin the discussion on the future of the Echo Bay winter road. Echo Bay and BHP currently jointly manage the road and so representatives of that company with accompany me to meet with you.

Sincerely yours,

Hugh Ducasse Manager, Loss Control and Environmental Affairs Lupin Operation

cc: Mackenzie Valley Land and Water Board, BHP

Lutsel K'e Dene Band



Post Office Bo= 28 Lutsel K'e, Northwest Territories XOE 1A0 Thiephone: Fea: 867 370-3051 867 370 380 C

Charlie Catholique – Chair Wildlife Lands and Environment Committee Lutsel K'e Dene First Nation Box 28 Lutsel K'e. NT XOE 1A0 Tel: (867) 370-3051 Fax: (867) 370-3010

January 21, 2001

Hugh Ducassie - Manager Echo Bay Mines Lupin Operation 98118 International Airport Edmonton AB T5J 2T2 Fax: (780) 890-8814

Re: Dome Lake Camp and Aggregate Quarr Access Land Use Application

Dear Mr. Weagle.

Thanks for forwarding us the information related to the Dome Lake Camp and Quarry Access. Our Committee discussed the issue again on Jan. 16/01. We apologize that we were unable to meet with you in early January, however, propose February 9/01 as a possible meeting date or sometime in late Pebruary.

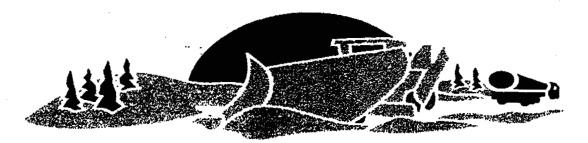
Please contact us at you earliest convenience regarding possible meeting dates.

Sincerely,

21

Charlie Catholique - Wildlife, Lands / Environment Crte

c. Chief Felix Lockhart



54

TIBBITT TO CONTWOYTO WINTER ROAD JOINT VENTURE

29 January, 2001

Charlie Catholique Chair Wildlife, Lands and Environment Committee Lutsel K'e Dene First Nation Box 28 Lutsel K'e NT XOE 1A0

Fax 867-370-3010

Dear Charlie:

Re: Dome Lake Camp and Aggregate Quarry Access Land Use Application

Hugh DuCasse at Echo Bay Mines asked me to respond to your letter of January 21, 2001 regarding the Dome Lake Land Use Permit. Hugh has gone on annual leave.

As you may know, while the licences and permits for the Tibbitt to Contwoyto Winter Road are in the name of Echo Bay Mines Ltd, Echo Bay and BHP have a joint venture that runs the Winter Road. As a result on permitting issues we often cover for each other.

In your letter of January 21st you suggested the possibility of a meeting on February 9th to discuss the Dome Lake Permit application. Would it be possible to discuss this permit along with other issues associated with the Winter Road at the meeting we have already scheduled with you on February 13th? BHP had previously arranged with Brenda Parlee to meet with you on February 12 about the Sable, Pigeon and Beartooth Project and February 13th on the Winter Road.

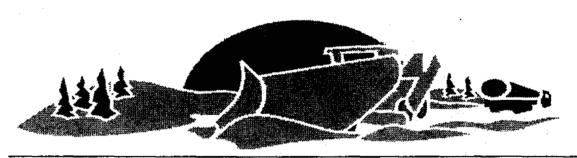
Thank you for your consideration of our request. If you wish to discuss this you can reach me at 867-669-6145. My fax is 867-669-9293.

Sincepely yours,

Chris Hanks Tibbitt to Contwoyoto Winter Road Joint Venture

cc. Hugh DuCasse (Echo Bay), Derek Chubb (BHP)

Echo Bay Mines Ltd., 9618 Edmonton International Airport, Edmonton, AB T5J 212, 780-890-4643/780-890-4643 (fax) BHP Diamond Inc. 1102, 4920, 52nd Street, Yellowknile, NT X1A 3T1, 867-669-9292/867-669-9293 (fax)



TIBBITT TO CONTWOYTO WINTER ROAD JOINT VENTURE

14 February, 2001

Charlie Catholique Chair Wildlife, Lands and Environment Committee Lutsel K'e Dene First Nation Box 28 Lutsel K'e NT XOE 1A0

Fax: 867-370-3010

Dear Charlie:

Re: Notes from Tibbitt to Contwoyto Winter Road meeting with the Lutsel K'e Wildlife, Lands and Environment Committee – February 13, 2001

I would first like to thank your committee for meeting with the Winter Road Joint Venture to discuss the process for re-permitting the existing winter road from Tibbitt Lake to Contwoyto Lake. As we explained on Tuesday, that while the winter road has been run in a safe and environmentally sound manner over the last 20 years, the re-permitting of the road provides an opportunity to update the management of the road to reflect current use. I would appreciate it if you could review the notes I took at our recent meeting to make sure that we understood the points made by your committee. In some instances where I did not feel we had given a complete answer yesterday, I have taken the opportunity to provide you more information in these notes.

Meeting Notes

Present at the meeting: Lutsel K'e Charlie Catholique, Morris Lockhart, August Enzoe, Lawrence Catholique, Brenda Parlee, Joe Desjarlais, Alice Michel, Joe Michel, J.B. Rabessca, Louie Abel, Jonas Catholique, Vicky Desjarlais, Anne Keenleside, Steve Ellis, Noel Abel, Phil Lyver, Liza Enzo, Bernnidette Lockhart and Stanley Catholique. The Winter Road Joint Venture was represented by - BHP: Chris Hanks, Derek Chubb and John Bekale, and DeBeers: Hilary Machtans.

I started the discussion by making a brief presentation on who currently belongs to the Tibbitt to Contwoyto Winter Road Joint Venture (JV) and described the JV's plans for re-

Echo Bay Mines Ltd., 9818 Edmonton International Airport, Edmonton, AB T5J 2T2, 780-890-4643/780-890-4643 (fax) BHP Diamond Inc. 1102, 4920, 52nd Street, Yellowknife, NT X1A 3T1, 867-669-9292/867-669-9293 (fax) permitting of the road between now and 2003 when the current Licence of Occupation expires.

After my presentation, Charlie Catholique, Chair of the Wildlife, Land and Environment Committee, opened to floor to questions.

Brenda Parlee asked how the working group that the GNWT has proposed to operate the road fits with the industry proposal to re-permit the road? She followed up by asking what will the management structure for the road look like?

I explained that the road has been privately run by industry for the last 20 years. That the industrial end users will with the concurrence of DIAND and the GNWT, are going to re-apply for the permits to operate the road. Industry has proposed that the management of the road will remain private, but that the Joint Venture Subcommittee on Environmental Management will be modified to include the Aboriginal groups that are potentially effected by the roads operation. The GNWT has proposed a similar public management structure that would run under an Operating Authority. In response, industry has suggested to the GNWT that their objectives for the authority could be met by the current JV operation. These include inclusion of the Aboriginal groups in the management of the road, more northem business opportunities, running the road in a safe environmentally sound manner and at no cost to government can be accomplished effectively by leaving the management in private hands.

Charlie Catholique inquired on who currently had the road, camp and security contracts for the road.

I responded that Echo Bay Mines contracted Nuna Logistics to run the road in 1998 on a five-year contract. The contract comes due in 2003. At that time the Joint Venture will conduct a public tender for the operation of the road and camps. The Security contract comes up on a yearly basis. Secure Check currently has that contract.

Lawrence Catholique noted that he has observed while working on the road, that Nuna is doing a pretty good job of running the road. He is concerned, however, that a lot of Nuna's employees come from outside of the NWT. He wonders why this is the case when there are people in the communities with Class 5 Licences that do not have regular work. The staff on the road works three weeks in and one out. Lawrence observed that many of the southern employees are very focused on making money and may not be as concerned about respecting the land as would northern employees. Operationally, Lawrence has observed that there is a lot of fuel cached along the road for maintenance equipment. He did not mention any specific problems but is generally concerned about the potential for spills. Lawrence indicated that there is a problem with garbage along the road left by hunters, fishermen, road crews and truckers.

Lawrence indicated that he thought that Lutsel K'e should work with the JV and the GNWT to up-date the management of the road.

I thanked him for his comments and indicated that while the current contractors are northern businesses under either GNWT or Nunavut Land Claim guidelines, there may be more that could be done to maximise opportunities for northerners. With regard to fuel storage, I responded that the fuel stored along the road is done so in compliance with the NWT Land Use Regulations. The cache sites are inspected by DIAND, but if Lawrence has seen unsafe practices we would like to know about it so that the situation can be corrected. I acknowledged trash from hunters, fishermen, truckers and road crews is a perpetual problem that the Winter Road Joint Venture is working to resolve.

Liza Enzo is concerned that about the safety of the fuel and oil that is hauled up the road and the potential impact the road has on the caribou. She wants the JV to work with the hunters and trappers who know that area to try and prevent adverse effects. Liza acknowledged that while the mines are providing jobs for their young people today, she wants to make sure that there are still caribou for people to eat after the mines close. Specifically, she wanted to know if the caribou have trouble crossing the road due to high snow banks or the volume of traffic. Liza is also concerned that the road camps on the barrens might attract animals.

I thanked Liza for her comments and suggested that the reason we came to Lutsel Ke was to work out how to involve their community in the operation of the road. We want to work with the community to identify and address potential concerns.

August Enzo indicated that he wants community people involved in the environmental monitoring of the road operation. While he understands that Road Security, Maintenance, RWED and RCMP are on the road during the winter operations, he wondered, however, if we ever go back in June to look at the effects of the road on the land.

I indicated that the Joint Venture recognises the need to up-date the environmental management of the road to reflect the current increased use of the road. Based on our experience in operating our respective mines, we understand the importance of including the Aboriginal people into the monitoring process. How to effectively incorporate people into the road monitoring is one of the things we want to talk with the community about over the next month.

I told August that Derek and I went out last June to look at the road during the thaw with Dr. Peter McCart from the Independent Environmental Monitoring Agency. Peter is writing a piece for the Agencies Annual Report on the Winter Road. I indicated to August that we agree with him, the road needs to be inspected during the thaw.

Phi Lyver asked what where the physical limitations on the winter road? Phil is a graduate student from the University of Manitoba working on a study on caribou fat content.

I indicated to Phil that at this time we did not have a clear answer to his question about the upper limit of the road's capacity, but that we were funding EBA/Deton'cho to do an ice and portage capacity study this winter to examine that issue.

JB Rabesca was pleased that we have come to talk about the management of the winter road with them. JB indicated that the Chipewyan are concerned about the condition of the land and water on the barrenlands. Specifically he is worried about the effects of the heavy traffic on wildlife. JB indicated that the winter road crosses drainage basins that flow into the east arm of Great Slave Lake. If something happens on the road it could have an effect on their community.

I thanked JB and told him that were glad to be able to work with him. I indicated that we have looked at how caribou deal with traffic on the roads around the mine sites, and have not found there to be a problem with caribou and traffic. This said, I acknowledged that we understood his concern about caribou and winter road traffic and would look into it. I indicated that we had procedures for quickly dealing with spills so that they would not adversely effect the lakes and streams.

Steve Ellis asked who is currently monitoring the road and what do we think would be the best structure for the future?

I indicated that spill prevention and clean up is the responsibility of the JV. It is handled for us by the road contractor and road security. The speed of commercial vehicles is monitored by road security. Trucks are limited to 30 k on the lakes and 15 k on approaches and portages. Conformity with the Wildlife Act by recreational and subsistence harvesters is monitored by RWED. The RCMP monitors the speed, alcohol and potential drug violations.

I suggested that we wanted input from the Aboriginal groups before we put a concrete proposal for the structure of future monitoring on the table. This said, I indicated that we were considering opening the membership of the JV Environmental Sub-Committee to create a steering committee that includes the potentially effected Aboriginal groups. The JV also encourages contractors involved with the winter road to enter joint ventures with the Aboriginal groups as EBA / Denton'cho have recently done to produce the upcoming project description for the Winter Road.

Joe Desjarlais indicated he had worked on a survey last year for Windspear that included part of the winter road. Joe had observed that there were many small oil and fuel spills on the snow. At Windspear Joe observed many trucks parked on the ice. He indicated that if the trucks were not allowed to park on the ice then the little drips would not get into the lake. While each of these small spills may not a problem, collectively over time they could have an effect on fish. He went on to speculate that if this has been going on over the last 20 years on the main road then it must have already had an impact on fish. Because of the potential hazard that spills pose to fish, Joe would prefer that a land route be built so that road could be moved off of the lakes. I thanked Joe for his comments and indicated that we had also identified small spills as a potential problem. I suggested that parking trucks on ice is not a good practice unless the operator regularly scraps the ice and deposits the snow and residual hydrocarbon in an approved sump on land. This is the practice for instance, at the Lockhart Camp where the trucks park on a small lake. On the main road, trucks are only parked on the ice if they have broken down and are waiting for help. The JV has instructed Nuna to prepare several pull off areas on land along the road so that drivers can safely get out and quickly do a walk around to check their loads and look for leaks.

Vicky Desjarlais was concerned that mining companies are always consulting them, but that she does not feel that anyone really listens to and/or acts on their concerns. She is worried about the impact of the roads and mines on caribou. Vicky believes that with out more training that the young people of Lutsel K'e will not substantially benefit from the mines or the winter road.

I thanked Vicky for her comments. I indicated that we had come to Lutsel K'e to try and determine how to better work with them on issues related to the winter road.

James Catholique commented that in order to lessen the potential impacts on fish that the winter road should be moved off of the lakes and on to land. He continued that the lakes crossed by the road should be examined in the summer in order to determine if the road was having an effect on fish.

I thanked James and indicated we were currently reviewing matters related to the winter road and would take his comments into consideration.

Stanley Catholique asked if the road has a spill contingency and reclamation plan.

Derek Chubb explained the spill response plan and indicated that the requirements for reclamation are covered under the terms of our Licence of Occupation.

Anne Keenleside reported that the Demster highway has periods when hunting caribou is not allowed. She wanted to know if there are similar management practices along the Winter Road?

I indicated that the Licence of Occupation had provisions to close or restrict access to the Winter Road for conservation reasons, but that DIAND had never been willing to implement them.

In summary, the concerns raised by Lutsel K' e includes providing more opportunities for local involvement, caribou management along the road, spill management, and the potential effects of the road on the aquatic environment. These issues can all be considered in the preparation of the current project description. At a higher level there was some discussion on moving the road off of the lakes on to a permanent land based roadbed. While this suggestion goes beyond the scope of the current road re-permitting effort, it is worth considering over the long term.

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It is expected that the persons hired will be employees of the Lutselk'e Dene Band, who will bill EBA Engineering Consultants of Yellowknife for the services of the field assistants at the end of July or in early August. Daily rates for each assistant in excess of 350.00/day (based on a 10 hour day) will not be accepted.

We would request confirmation of the people whom the Lutselk'e Dene Band has hired by no latter than July 2, 2001. Following this notification, information concerning departure times will be forwarded to your office.

Based on conversations we have had with some of our team members, we would request that Patrick and Gabriel Enzo be given consideration as the field assistants from the Lutselk'e Dene Band

We trust that the above information meets with your requirements. Please contact our office should there be any questions and we look forward to a successful field program. Thank you for your assistance.

Yours truly, EBA Engineering Consultants Ltd.

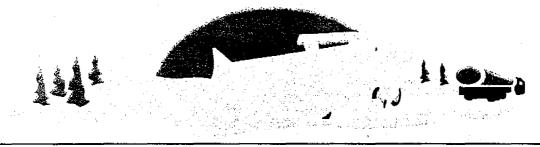
R. Brent Murphy, M.Sc. P.Geol Project Director, NWT/Nunavut

RBM/...

Attachments

c.c. Chris Hanks, BHP Brenda Kuzyk, Diavk





TIBBITT TO CONTWOYTO

5 August, 2001

Chief Archie Catholique Lutsel K'e Dene Band Box 28 Lutsel K'e NT XOE 1A0

Dear Chief Catholique:

Re: Membership on the Tibbitt to Contwoyto Lake Winter Road Safety and Environment Committee.

We are writing to you to offer the Lutsel K'e Dene First Nation a seat on the Tibbitt to Contwoyto Lake Winter Road Joint Venture's Committee on Safety and the Environment.

The JV formed the committee in October of 2000 to advise the JV Management on issues related to the safe and environmentally sound management of the winter road. Currently committee members are overseeing the preparation licences and permits, the spill plan, audits, and environmental baseline studies on archaeology, wildlife, fisheries and water quality and ice capacity. This work is being done by the JV without the direction of government, in order to development of a more comprehensive environmental management planning system for the road. As the use of the road increases, so must the level of management in order to insure the safe and orderly operation of the winter road.

At this time the members of the committee come from the environment departments at BHP, Echo Bay, Diavik, DeBeers and Tahera. By opening the membership to the Aboriginal groups the JV hopes to include the people who have a direct land based interest in the land through which the road passes. Invitations to join the committee are being sent to the Yellowknives Dene, the North Slave Metis Alliance, the Kitikmeot Inuit Association, Lutsel K'e and Dogrib Treaty 11. Each group will be invited to appoint one member to the committee.

While it is up to each group to decide who will represent it, in the past members of the JV have dealt with the Chairman of your Wildlife, Land and Environment Committee.

We have found this to be a useful point of first contact with the Lutsel K'e Dene First Nation.

If you require further information or wish to discuss the arrangements, please feel free to contact Chris Hanks at BHP. He will make the necessary arrangements for further meeting or discussions. Chris can be reached at 669-6145 or <u>Chris.C.Hanks@BHPBilliton.com</u>

Thank you, for your consideration of this request.

Sincerely yours,

original signed

lan Goodwin Maintenance and Supply Manager BHP Diamond Inc.

origine (signed

Kirk McLellan Logistics Manager Echo Bay Mines Ltd.

Cregine (signed

Phillip du Toit Vice President of Project Management and Operations Diavik Diamond Mines Inc.

Cc Charlie Catholique (Chairman – Wildlife, Land and Environment Committee)

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It was agreed that the Joint Venture would return to Lutsel K'e during the third week of March with Vivian Banci one of the wildlife biologist working on the project for EBA / Denton'cho to talk about how to involve Lutsel K'e into the future environmental management of the road. Charlie requested that we come on an over night trip so that there is more time for informal discussions. I agreed we would come for a couple of days. We further agreed that after that meeting I would take Charlie and another member of his committee up the Winter Road with Vivian for an inspection.

Sincerely yours,

Original signed

Chris Hanks Winter Road Joint Venture

EBA Engineering Consultants Ltd.

June 15, 2001

EBA File No: 0101-01-14875-2

365

Lutselk'e Dene Band Box 28 Lutselk'e, NWT X0E 1A0

Attention: Steve Ellis Environmental Co-ordinator

Dear Mr. Ellis;

Re: Field Assistants for Summer Baseline Work Program, Tibbitt to Contywotyo Winter Road

We request your assistance in obtaining the services of two field assistants from the Lutselk'e Dene Band for the above program, on behalf of the Winter Road Joint Venture Partners (i.e. BHP and Echo Bay Mines). The field program is expected to start July 8 or 9 and depending on the type of task, work durations will range from one to three weeks. It is requested that persons with previous experience be given priority.

The following field assistants are required;

TASK

EXPECTED WORK DURATION

Archaeol	ogical	Field Assistant	3 weeks
Wildlife	Field	Assistant	3 weeks

It is anticipated that work days will range from 10 to 12 hours per day and each person will be required to sign a daily work sheet so we can track the number of hours work for billing purposes. The work will involve extensive walking through the bush, note taking and helicopter flying. The assistants hired will be working with a variety of people both from Yellowknife and locations south of the NWT, with a maximum crew of 35 people expected. The camp manager will be Brent Murphy.

All persons will be housed at the Lockhart Lake camp in which meals and a bed will be provided. The camp is designated as a drug and alcohol free zone, and none will be tolerated. Any person violating this rule will be asked to leave the camp.

Each field person is expected to come prepared for work and bring their own gear for living purposes. EBA will provide safety gear such as vests, safety glasses, bug repellant and/or bug jackets and rain gear, for the assistants only. A list of personal gear required is attached to this letter.

éba

It is expected that the persons hired will be employees of the Lutselk'e Dene Band, who will bill EBA Engineering Consultants of Yellowknife for the services of the field assistants at the end of July or in early August. Daily rates for each assistant in excess of 350.00/day (based on a 10 hour day) will not be accepted.

We would request confirmation of the people whom the Lutselk'e Dene Band has hired by no latter than July 2, 2001. Following this notification, information concerning departure times will be forwarded to your office.

Based on conversations we have had with some of our team members, we would request that Patrick and Gabriel Enzo be given consideration as the field assistants from the Lutselk'e Dene Band

We trust that the above information meets with your requirements. Please contact our office should there be any questions and we look forward to a successful field program. Thank you for your assistance.

Yours truly, EBA Engineering Consultants Ltd.

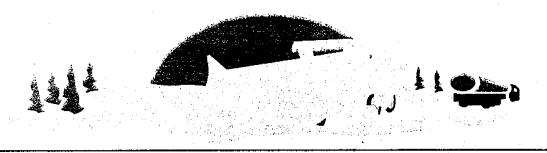
R. Brent Murphy, M.Sc. P.Geol Project Director, NWT/Nunavut

RBM/...

Attachments

c.c. Chris Hanks, BHP Brenda Kuzyk, Diavk





TIBBITT TO CONTWOYTO

5 August, 2001

Chief Archie Catholique Lutsel K'e Dene Band Box 28 Lutsel K'e NT XOE 1A0

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At this time the members of the committee come from the environment departments at BHP, Echo Bay, Diavik, DeBeers and Tahera. By opening the membership to the Aboriginal groups the JV hopes to include the people who have a direct land based interest in the land through which the road passes. Invitations to join the committee are being sent to the Yellowknives Dene, the North Slave Metis Alliance, the Kitikmeot Inuit Association, Lutsel K'e and Dogrib Treaty 11. Each group will be invited to appoint one member to the committee.

While it is up to each group to decide who will represent it, in the past members of the JV have dealt with the Chairman of your Wildlife, Land and Environment Committee.

We have found this to be a useful point of first contact with the Lutsel K'e Dene First Nation.

If you require further information or wish to discuss the arrangements, please feel free to contact Chris Hanks at BHP. He will make the necessary arrangements for further meeting or discussions. Chris can be reached at 669-6145 or Chris.C.Hanks@BHPBilliton.com

Thank you, for your consideration of this request.

Sincerely yours,

original signed

Ian Goodwin Maintenance and Supply Manager BHP Diamond Inc.

origine (signed

Kirk McLellan Logistics Manager Echo Bay Mines Ltd.

Phillip du Toit Vice President of Project Management and Operations

Diavik Diamond Mines Inc.

Orequire (signed

Cc Charlie Catholique (Chairman - Wildlife, Land and Environment Committee)



October 9, 2000

Mr. S. Berry Lowe Land Use Administrator Scho Bey Mines Ltd. Lupis Operation Lupis, NT XOB 1MO Mackennie Valley Land and Water Board 7th Floor - 4910 50th Avenue P.O. Box 2130 YELLOWKNIFE NT X1A 2P6 Phone (367) 569-0586 FAX (367) 873-6610

File: MV2000F0053

362

Fex (780) 424-7378

Dear Mr. Lowe

Application # MV2000F0053 Tibbit Lake to Contweyto Lake

The above application has been reviewed and, as outlined in your latter dated September 20⁴, remains incomplete. In order for this application to be forwarded for a review, the following information must be submitted to our office:

1. The providually described Emergency Spill Response Plan.

- 2. Demonstration of consultation with affected First Nations. Information required with respect to consultation should include:
 - · Documentation of the nature, dates, and locations of consultations undertaken
 - . A list of issoes raised by stakeholders
 - Indication of how these issues are addressed in the Land Use Application
 - A statement of the had use permissions granted.

Upon receipt of this information, the application will be processed and the review period will begin. If yest require further guidence, please refer to the document "INFORMATION REQUIREMENTS FOR A DEVELOPMENT APPLICATION TO THE MACKENZIE VALLEY LAND AND WATER BOARD" which can be found on our websits www.mvlwb.com.

Should you have further questions or concerns, do not besitate to contact me at (867) 669-0506 or email Man@avlwb.com.

Yonn slocerely,

Y at Bender

Man Bender Regulatory Officer

Copied to: Den Elliot, South Mackenzie District Office, DIAND, Yellowknife

echo bay mines

Lupin Operation 9818 International Airport Edmonton, AB 'T5J 2T2

November 16, 2000

Mackenzie Valley Land and Water Board 7th Floor – 4910 50th Avenue P.O. Box 2130 Yellowknife, NT X1A 2P6

Attn: Ms. Blaine DcBastien Regulatory Officer

Re: Land Use Permit Application Winter Road – Tibbitt Lake to Contwoyto Lake Mackenzie Valley Land and Water Board File Number MV2000F0053

Dear Ms. DeBastien:

Echo Bay Mines has initiated consultation with affected First Nations and communities regarding its application for a Land Use Permit for the winter road. A letter, a sample of which is attached, and a copy of the permit application was faxed and mailed on November 10 2000 to those listed below. The letter has been followed with telephone conversations with each of the four parties.

Dobrib Treaty 11 Council:	Grand Chief Joc Rabesca Violet Camsell-Blondin
Lutsel K'e Denc First Nation:	Chief Felix Lockhart Charlie Catholique
Yellowknives Denc First Nation:	Chief Peter Lisk Chief Rick Edjoricon
North Slave Métis Alliance:	President Clem Paul Bob Turner

You will note that the letter states that we have requested the term of the Land Use Permit to coincide with the expiry of the Licence of Occupation in April 2003. This is an alteration to the application that was filed and we wish to amend the Land Use Permit application to this effect.

Please inform me if there are other parties with whom we should seek consultation. I will advise you of any issues that are raised as a result of the consultations. Do not hesitate to contact me at (780) 890-8779 or (780) 461-5776 should you require more information.

Sincerely,

Hugh Ducasse Manager, Loss Control & Environmental Affairs Lupin Operation

cc: Bill Danyluk, Mine Manager Barry Lowe, Land Use Administrator

echo bay mines ltd.

9818 Edmonton International Airport Edmonton, Alberta TSJ 2T2 Telephone: (780) 890-4695 Fax: (780) 890-4692

November 28, 2000

Mackenzie Valley Land and Water Board 7th Floor – 4910 50th Avenue P.O. Box 2130 Yellowknife, NT XIA 2P6

Attention: Elaine DeBastien Regulatory Officer

Re: Land Use Permit Application Winter Road – Tibbitt Lake to Contwoyto Lake Mackenzie Valley Land and Water Board File Number MV2000F0053

Dear Madam:

Your letter of October 9th, 2000 requested the submission of further information in respect to consultation that has been undertaken in support of the above noted application. In response to your request, Echo Bay Mines Limited (EBM) distributed a letter to potentially interested First Nations in the Northwest Territories. A letter was also directed to the Kitikmeot Inuit Association (KIA) in Nunavut. A copy of this letter, along with a distribution list was recently forwarded to your office.

In our letter to potentially interested First Nations in the NWT, EBM requested comments and/or questions regarding the application be submitted, either written or verbal, no later than November 27th, 2000. As a means of follow-up, all recipients of the letter were contacted by telephone on several occasions.

The purpose of this letter is to summarize the results of this consultation.

Yellowknives Dene Band -

November 9, 2000 - The letter was faxed to both Chief Peter Liske and Chief Rick Edjericon.

November 14, 2000 - Separate telephone conversations were held with both Chief Peter Liske and Chief Rick Edjericon to seek initial feedback. As of this date, neither Chief had a chance to review the letter. It was explained that the letter would be reviewed shortly by Ms. Rachel Crapeau of the Land and Water Committee. Chief Rick Edjericon explained that they had had previous concerns regarding the winter road in general, but did not elaborate.

November 22, 2000 – A telephone call was made to Ms. Rachel Crapeau. We were informed that Ms. Crapeau was out of the office, and would not return until early in December. It was again explained that Ms. Crapeau would be the respondent to our letter.



Lutsel K'e Dene Band -

November 14th, 2000 - The letter was faxed to the Band Office. Attempts to send the letter prior to this date failed because the Band fax machine was apparently out of service. Numerous attempts to reach someone by telephone during this period were unsuccessful.

November 16th, 2000 – A discussion was held with Chief Felix Lockhart to explain the letter and the application. Although he had not read the letter, he confirmed that he would discuss it with Charlie Catholique, Wildlife Committee Chair, as soon as was possible.

November 16^{th} , 2000 – Also on this date, Steven Ellis, Cumulative Effects Project Coordinator sent an email request for 1:50,000 scale maps of the winter road route. The requested maps were forwarded to Mr. Ellis on the same day. A telephone message was left for Mr. Ellis to contact BBM.

November 22, 2000 – Telephone contact was made with Mr. Ellis. Mr. Ellis confirmed that he had received the maps that he had requested. He explained to the undersigned that the Wildlife Committee would be meeting on November 27th, 2000 and would discuss the letter at that time. Mr. Ellis stated further that a letter would be subsequently sent to the Mackenzie Valley Land and Water Board and copied to EBM.

November 27, 2000 – A telephone message was left for Charlie Catholique requesting some indication as to when questions and/or comments would be provided to the MVLWB on the letter and application. At the time of signing, a return message from Mr. Catholique had not yet been received.

Dogrib Treaty 11 --

November 10 - The letter was faxed to Chief Joe Rabesca, care of Ms. Violet Camsell-Blondin.

November 14 - A telephone conversation was held with Ms. Camsell-Blondin. Ms. Camsell-Blondin explained stated that Mr. Ted Blondin, Land Claims Manager would review and respond to the letter upon his return from Vancouver on November 20^{4} , 2000. Ms. Camsell-Blondin advised us that there was no need to talk to Chief Joe Rabesca at this point in time.

November 22, 2000 - A call was made to Mr. Ted Blondin. It was explained that Mr. Blondin was traveling and would not be returning to the office until November 23rd, 2000.

November 27, 2000 – A discussion was held with Mr. Ted Blondin. Mr. Blondin explained that he was currently tied up with other meetings, and would hopefully provide some response within the next several days.

North Slave Métis Alliance (NSMA)-

November 10, 2000 - The letter was faxed to both Mr. Clem Paul, President and Mr. Bob Turner of the NSMA.

November 14th and 15th, 2000 -Attempts to contact the North Slave Métis Alliance resulted on these dates resulted in connection with an answering machine.

November 16th, 2000 - A telephone conversation was held with Mr. Clem Paul. Mr. Paul stated that he and Mr. Bob Turner had discussed the letter, but at the moment could not recall the details of the conversation. Mr. Paul stated that Mr. Turner would call to discuss the letter.

November 17th, 2000 – A telephone conversation was held with Mr. Bob Turner. Mr. Turner stated that he had not had an opportunity to review the letter, but would provide some correspondence the next week.

November 27, 2000 – A telephone conversation was held with Mr. Bob Turner. Mr. Turner explained that he had not yet had an opportunity to comment on the letter, however, would be doing so shortly. Mr. Turner explained that the North Slave Métis Alliance would like to be more involved in the planning and consultation of the future use of the road.

In summary, EBM has had several conversations regarding the above noted file with each of the potentially interested First Nations. To date, however, no formal comments and/or concerns specific to the Land Use Application have been received.

As a point of note, the 1995 Environmental Impact Statement conducted associated with the EkatiTM Diamond Mine, the 1999 Comprehensive Environmental Study Report associated with the Diavik Diamond Mine, and the 2000 Environmental Assessment Report associated with the Sable, Pigeon, and Beartooth kimberlite pipes at the EkatiTM Diamond Mine each included consideration of the environmental impacts associated Lupin Winter Road. Public consultation was an integral part of these assessments. This consultation included many public forums and meetings with interested parties.

Echo Bay Mines is committed to consultation with each of the First Nations. Should any comments and/or concerns arise at some time in the future, we will attempt to address them to the best extent that we possible can. In the meantime, EBM respectively requests that the above noted application be reviewed by the Mackenzie Valley Land and Water Board as soon as is possible. Some of the activities crucial to the operation of the winter road, and facilitated by the Land Use Permit are scheduled for mid-December.

In addition, please note that it is the intention of the operator that discussions will start shortly relating to the long-term operation and permitting of the road. These discussions are planned due to the fact that the primary instrument currently authorizing operation of the winter road, namely the License of Occupation, expires in 2003. As part of these discussions, applications will be developed and submitted to the appropriate regulatory bodies. Through the development of these longer term applications, the operator will be conducting further consultation with First Nations which will be documented and provided to the Board at that time. We see this as additional opportunity for First Nations to participate and raise any questions and/or comments that they may have regarding the Lupin Winter Road.

Should you have any questions, please contact the undersigned by telephone at (780) 890-8779 or by facsimile at (780) 890-8814.

Sincerely,

Hugh Ducasse

Manager, Loss Control and Environmental Affairs, Lupin Operation



BHP Diamonds Inc.

3 January, 2001

Ken Weagle Executive Director Mackenzie Valley Land and Water Board P.O. Box 2130 Yellowknife NT X1A 2P6

Dear Ken:

Re: Copy of an inquiry to DIAND on the availability of IRMA funding for preapplication submission of Land Use Permits and Water Licence consultation with the Aboriginal Group

Please find enclosed a copy of a letter from Jim Excell to DIAND, on behalf of the Joint Venture (JV) that operates the winter road, concerning the funding of consultation with the potentially effected Aboriginal groups. Over the next several months the JV will be seeking clarity on a range issues from both government and the Board as it prepares its submissions for re-permitting the Lupin Winter Road. We will keep you in the loop so that you are aware of what is happening prior to our formal submission to the Mackenzie Valley Land and Water Board.

Sincerely yours,

Chris Hanks Senior Environmental Specialist

cc. Derek Chubb

November 9, 2000

North Slave Metis Alliance P.O. Box 340 Yellowknife, NT X1A 2N3

Attention: Fresident Clem Paul

Re: Land Use Permit Application Winter Road – Tibbitt Lake to Contwoyto Lake Mackenzie Valley Land and Water Board File Number MV2000F0053

Dear Sir:

Echo Bay Mines Limited has recently submitted an application to the Mackenzie Valley Land and Water Board for a renewal of the Land Use Permit in support of the operation of the Lupin winter road. A copy of this application is attached for your information.

The Land Use Permit supplements the Licence of Occupation (LO) that actually authorizes operation of the road. Since the Licence of Occupation was granted in 1989, a land use permit has been in place to facilitate very small deviations of the road outside the LO corridor to accommodate changing circumstances such as water over-flow. This permit assists the operator to safely operate the road in an environmentally sound manner. Various Land Use Permits have been held by Echo Bay Mines Limited for the winter road over the past 19 years. Under regulation, these Land Use Permits have been renewed on a regular basis.

The License of Occupation which is in place for this winter road was issued by the Department of Indian and Northern Affairs (DIAND). It is the primary instrument under which the road is operated, not the Land Use Permit. The License of Occupation expires in April 2003. Echo Bay Mines has requested that a Land Use Permit be granted for a period of only two (2) operating years. Territorial Land Use Regulations allow for a maximum term of five (5) years. A two year permit will align the expiration date of the Land Use Permit and the License of Occupation to April 2003.

It is the intention of the operator that discussions will start shortly relating to the long-term operation and permitting of the road. As part of this, applications will be developed and submitted to the appropriate regulatory bodies. Through the development of these longer term applications, the operator will conduct further consultation and looks forward to your participation in the process.

In the meantime, Echo Bay Mines Limited is seeking comments on the current above reference Land Use Permit application currently in front of the Mackenzie Valley Land and Water Board. We would appreciate your comments either written and/or verbal no later

than November 27, 2000. Please direct your comments to the undersigned by telephone at (780) 890-8779 or by facsimile at (780) 890-8814.

Sincerely,

Hugh Ducasse Manager, Loss Control and Environmental Affairs, Lupin Operation

cc: Robert Turner

NORTH SLAVE METIS ALLIANCE

PO Bax 340 Yellowknife, NT XIA 2N3

November 28, 2000



Hugh Decasse Manager, Loss Control & Environmental Affairs Lupin Operation Echo Bay Mines 9818 Edmonton International Airport Edmonton, Alberta T5J 2T2

Dear Mr. Decasse:

Re: Land Use Permit Winter Rosd- Tibbit Lake to Contwoyto Lake MVLWB # MV2000F0053

In reference to your correspondence dated November 9th, 2000, thank you, for insuring us that we will be involved in future discussions related to the long-term operation and permitting of the road. It is our intention to be fully involved in the management of the winter road that passes through the center of our land use area.

We would like the opportunity to sit down with your company to discuss the present operation of the winter road and provide your company with information as to our use of the area. We will be available to meet during the first two weeks of December 2000.

Sincerely,

Robert Turner Lands & Resource Manager

Cc

Mackenzie Valley Land & Water Board Vince Steen, Minister of Transportation

Ph: (867) 873-9176

Fex: (867) 669-7442

Email: NSMA@ssimicro.com

echo bay mines

Lupin Operation 9818 International Airport Edmonton, AB T5J 2T2 Tel: (780) 890-8779 Fax: (780) 890-8814

December 6, 2000

North Slave Métis Alliance P.O. Box 340 Yellowknife, NT X1A 2N3

Attention: Mr. Robert Turner Lands & Resource Manager

Re: Land Use Permit Application Winter Road – Tibbitt Lake to Contwoyto Lake Mackenzie Valley Land and Water Board File Number MV2000F0053

Dear Sir:

Thank you for your letter in regard to the winter road land use permit application. You have invited Echo Bay Mines to meet with you to discuss the operation of the winter road and your use of the area through which the road passes. You also indicated that you would be available to meet during the first two weeks of December 2000. We are pleased to accept this invitation and propose the afternoon of December 12, 2000 as a meeting date. This date would facilitate the coordination of other meetings with other interested parties.

Please advise if the proposed meeting date is acceptable or if another time would be more suitable.

Sincerely,

Hugh Ducasse Manager, Loss Control and Environmental Affairs, Lupin Operation

cc: Mackenzie Valley Land and Water Board

ECHO BAY MINES.

Lupin Operation 9818 International Airport Edmonton, AB T5J 2T2 Tel: (780) 890-8779 Fax: (780) 890-8814

December 12, 2000

Clem Paul President North Slave Metis Alliance Box 340 Yellowknife NT X1A 2N3

Dear Clem:

Re: Minutes of Meeting between the North Slave Métis Alliance, Echo Bay Mines and BHP Diamond Inc. – December 12, 2000

Please find attached a copy of the minutes from our meeting compiled by Chris Hanks. I hope you find that they summarize the issues discussed related to our current land use application for the Dome Lake Camp and the aggregate quarries and lay the ground work for ongoing discussions over the next few months related to the long term re-permitting of the road.

It was nice to meet both you and Bob.

Sincerely yours,

Hugh Ducasse Manager, Loss Control & Environmental Affairs

cc. BHP, MVLWB

•.•

Meeting Notes on the Permitting of the Echo Bay Winter Road with the North Slave Metis Alliance (NSMA), Echo Bay Mines and BHP Diamond Inc. on December 12, 2000.

Participants: Clem Paul (President NSMA), Bob Turner (Vice President NSMA), Hugh Ducasse (Manager, Loss Control & Environmental Affairs Echo Bay), Derek Chubb (Permitting Coordinator BHP) and Chris Hanks (Senior Environmental Specialist BHP)

Bob Turner – I called this meeting because while the winter road goes through our traditional land use area, we have never had the opportunity to meet with Echo Bay. In recent years, mining companies have had to sit down and talk with us about their plans; Echo Bay should not be any different. The winter road provides access for more than mining. It opened the country for recreational use. This has had an impact on the NSMA members. The NSMA want to be involved in the management of the road.

Hugh Ducasse – I would like to briefly explain how the winter road is regulated. The road is operated under a Licence of Occupation (2003) held by Echo Bay Mines. The LO is supported by a land use permits and 2 land leases. The land use permit (2000), which is currently up for renewal, authorizes the use of the Dome Lake Camp and the permitted aggregate quarries along the road. The camps at Lockhart Lake (2007) and Lac de Gras (2006) are on land leases. While Echo Bay can operate the road under the LO, it can be done more safely and effectively with the use of the Dome Lake camp.

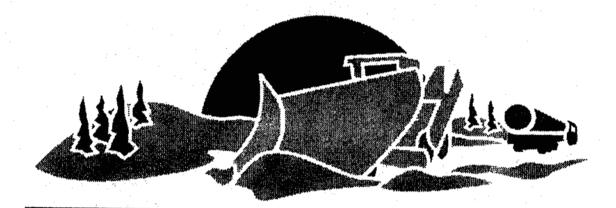
Bob Turner - When we negotiated our IBA agreements with BHP and Diavik we were not allowed to discuss the winter road, but we believe it has a bigger effect on us then any mine site.

Hugh Ducasse – I can not comment on the negotiations you have had with other mining companies. I can tell you however, that there will be more consultation before the long term re-permitting of the road is undertaken.

Clem Paul -- What do you think of the GNWT proposal to take over the road?

Bob Turner -- It is our view that if the GNWT took over it would require a full scale environmental review.

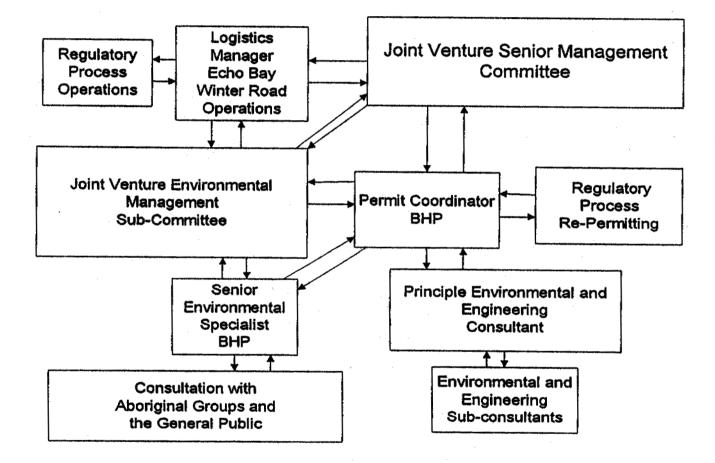
Chris Hanks – We are not certain what that means as there have been several proposal bouncing around. I agreed with Bob that if government assumed responsibility for the road it would probably trigger an environmental assessment. I continued by telling Bob, that over the next few months, the end users of the road will be talking with the NSMA and other stakeholders about issues surrounding the road prior to filing applications for re-permitting the road.



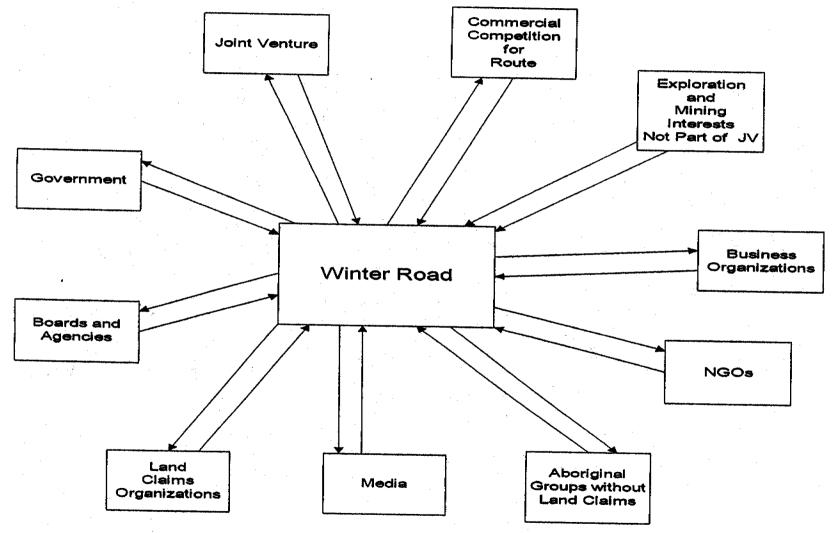
TIBBITT TO CONTWOYTO WINTER ROAD JOINT VENTURE

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Structure of Current JV



Framework for Consultation



Key Stakeholders

- Winter Road End Users
- Aboriginal Groups
 - Core Yk Dene, North Slave Metis, and Inuit
 - Significant Interest Dogrib and Lutsel K'e
- Government
 - Federal, NWT, Nunavut
- Other Interests

Aboriginal Participation

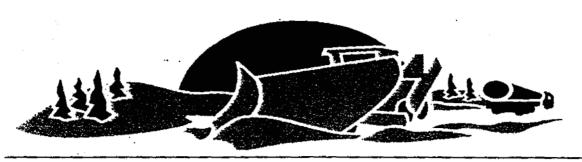
- Involvement in Management in Road
- Business Opportunities
 - Road Operation
 - Camp Operation
 - Security
 - Environmental Monitoring
- Employment and Training

Permitting Requirements

- Permits Needed for Current Operations
 - Licence of Occupation April 2003
 - Dome Lake Camp Landuse Permit June 2001
 - Reapply to extend to April 2003
- Permit Needs for Re-Authorizing the Road
 - Licence of Occupation Covers Whole Road
 - Land Use Permits NWT and Nunavut
 - Water Licence NWT for Lockhart Camp

Schedule

- Submit Permit Application for Dome Lake Camp - March 2001
- Submit Project Description, Land Use Permits and the Water Licence Applications for Re-Authorization - April 2001
- The Current JV feels that the applications should go in as early as possible to allow for adequate consultation and review.



TIBBITT TO CONTWOYTO WINTER ROAD JOINT VENTURE

26 January, 2001

Clem Paul President North Slave Metis Alliance Box 340 Yellowknife NT X1A 2N3

Fax 669-7442

Dear Clem:

Re: Notes from the January 18, 2001 meeting between the North Slave Metis Alliance and the Tibbitt to Contwoyto Winter Road Joint Venture

I have compiled the following notes from our recent meeting. Eventually, the meeting notes from all consultation will be filed with the Mackenzie Valley Land and Water Board with the applications for re-permitting the winter road. I would appreciate any comments you may have on the following. The Joint Venture wants the notes to provide an accurate reflection of what was said by everyone at the meeting.

Meeting Notes

The first consultation meeting was held with the North Slave Metis to discuss the repermitting of the Winter Road. Clem Paul and Bob Turner attended on behalf of the North Slave Metis, Chris Hanks (BHP), Derek Chubb (BHP) and Hillary Machtans (DeBeers) represented the Joint Venture. Huge DuCasse from Echo Bay Mines was not available to attend.

I did a brief presentation based on five slides (paper) that outlined the current joint venture, who the JV believes are the stakeholders, the permits for the current road, permits needed to re-permit the road, and a proposed schedule. I concluded by indicating that we have not yet written a Project Description or prepared licence and permit applications as we did not want to present the Aboriginal groups with the perception of a *fait accompli*. I indicated that the JV considered the Yk Dene, the North Slave Metis and the Inuit to be the key Aboriginal stakeholders in relationship to the

Echo Bay Mines Ltd., 9818 Edmonton International Airport, Edmonton, AB T5J 2T2, 780-890-4643/780-890-4643 (fax) BHP Diamond Inc. 1102, 4920, 52rd Street, Yellowknife, NT X1A 3T1, 867-669-9292/867-669-9293 (fax) current winter road route. I told the Metis that the JV hoped that before the applications are submitted that there would be substantial agreement with the Aboriginal groups on the re-permitting of the road. Clem indicated he felt that strong buy in by the core Aboriginal groups would greatly facilitate permitting.

Following the presentation, a good discussion followed. Clem Paul led off by indicating that the Metis were of course looking for every possible benefit. He qualified his remarks by indicating he was not talking about a check to split up-among his people, but rather business opportunities, jobs and the training needed for the Metis to participate. I responded that the JV was interested in providing benefits by making sure the Aboriginal groups had a fair shot at business opportunities, employment and training. Clem indicated that the Metis had a long history of working in northern transportation. This said, he acknowledged that it would take some training opportunities for his people to learn the tricks of the trade needed run the current volumes of traffic on the Tibbitt to Contwoyto Winter Road.

Clem offered the opinion that in the long term; the Ingraham Trail should be extended to the end of Gordon Lake. He is concerned about the ability of the current road to take the increased loads and the long-term impact of climate change on the function of the road. Derek explained the proposed ice study that will be carried out by EBA / Denton'cho on behalf of the JV as part of the preparation for the Project Description. This lead into a discussion on the role of the EBA / Deton'cho joint venture as the lead consultant on the Winter Road Project Description. Bob Turner pointed out the North Slave Metis have a JV with Gardner Lee. Derek told Bob that there would probably be subcontracting possibilities and that the Winter Road JV would be interested in talking with the Metis and their partners.

Backing up a little, I responded to Clem's comment on the extension of the all weather road by indicating that while extending the all weather road is not being considered in the re-permitting application, it is certainly the type of long term thinking that the JV would like to encourage. The re-permitting exercise is a good time to create a long vision for the Winter Road. This should include future physical requirements and changes in governance due to the settling of land claims and the potential devolution of authority to the GNWT. I suggested that the JV is looking at the future of the road through the life of the existing, permitted and currently proposed mines. Including reclamation these mines will need the road for at least the next 30 years.

Returning to the more immediate tasks of re-permitting, Clem indicated he would like to see dispatch and marshalling moved out of Yellowknife to avoid congestion. He would like to see more planning and is worried for instance, about the proposed marshalling yard that was cleared by the Dettah road with out any apparent user in mind.

Bob Turner indicated that the Metis wanted to see strong management planning for the road. Bob is concerned about environmental effects, increased access and squatting along the ice road. He implied that he does not think that government has done its job to prevent illegal cabins and hunting violations. We indicated that while we knew that

the Metis had issues with development along the Ingraham Trail, there was in reality nothing the JV could do about it. Derek confirmed that the Winter Road JV was committed to the development of a well-documented environmental management system for the road. I asked if it would be possible to record traditional land use along the road as part of the Phase II TK Project that the North Slave Metis are currently conducting. Bob agreed it was appropriate. We will discuss more details when I meet with them to discuss their GIS land use project at the end of the month. Hillary pointed out that environmental monitoring along the Winter Road would provide a good training opportunity for Metis interested in careers in renewable resource management and as a jumping off point for subsequent employment at the mines.

Bob asked if the Winter Road JV was interested in holding a joint meeting with the other core stakeholders like the Yellowknives Dene. We responded that the JV was very interested and would try and facilitate a multi-party meeting of the Aboriginal groups on the road.

Clem indicated that the approach suggested by the JV was proactive. He was pleased that they were being brought in at a very early stage in the re-permitting process.

Thank you for reviewing these notes.

Sincerely yours,

Chris Hanks Tibbitt to Contwoyto Winter Road Joint Venture

cc. Derek Chubb (BHP), Hillary Machtans (DeBeers), Huge DuCasse (Echo Bay)

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INTEROFFICE MEMORANDUM

TO: File

FROM: Brent Murphy

FILE: 101-00-14875

May 29,2001

DATE:

SUBJECT: Summary of Meeting with NSMA -Tibbitt to Contwoyto Winter Road

A meeting was held at the EBA Yellowknife 's office boardroom at 1:30 PM on May 28, 2001. The purpose of the meeting was to update NSMA employees with regards to:

- the status of the Project Description report discussing the winter road operation,
- planned environmental baseline programs for the summer of 2001,
- the availability of field assistants to assist with the planned summer programs specifically the archaeology program,
- and to solicit concerns of the NSMA pertaining to the winter road and its continued operation.

In attendance were:

Brent Murphy (BM)-EBA Jean Bussey (JB)- Points West Consulting Bob Turner (BT)- NSMA John Clark (JC) –EBA Andrew Hammond (AH)-BHP Dennis Kachkowski (DK)-NSMA

The following points were discussed:

An introduction of the meeting attendees was completed, and BT indicated that DK was actively involved in the historical TK research program that was being undertaken by NSMA. This project was a development of their TK into an applicable GIS based program, i.e. Arcview.

A brief overview of the project description report was subsequently provided by Brent Murphy, including a summary of the consultation process to date. Involvement of the Yellowknives and Lutsel K'e was discussed.

A general discussion was held on the proposed approach for the summer programs, with emphasis placed on the archaeology of the winter road.



BT indicated that NSMA was willing to participate in providing field assistants for the summer work, and BM was to follow up.

JB provided a slide show summarizing the results of her archaeological investigations to date at the EKATITM Mine site.

BT indicated that the winter road was a major concern for the NSMA based on the following reasons:

- road is situated in the middle of NSMA traditional land use area
- opens up the North Slave region to:
- increased mineral activity
- hunting pressures
- provides an easier accessibility for general public
- provides access for additional "land squatters"
- more impact on caribou due to increased hunting pressures.

BT also indicated that the land use area starts at Tibbitt Lake with the occurrence of NSMA camps.

The meeting was adjourned at this point following an invitation from JB for the NSMA elders to visit the Lockhart Lake camp during the summer work program. Additional information and further meetings were promised by both BM and AH.

c.c. Bob Turner - NSMA Jean Bussey- Points West Consulting Chris Hanks-BHP



EBA Engineering Consultants Ltd.

June 15, 2001

EBA File No: 0101-01-14875-2

North Slave Metis Alliance P.O. Box 340 Yellowknife, NT X1A 2N3

Attention: Bob Turner

Dear Bob;

Re: Field Assistants for Summer Baseline Work Program, Tibbitt to Contywotyo Winter Road

As per our recent discussions, we request your assistance in obtaining the services of two field assistants from the North Slave Metis Alliance for the above program. The field program is expected to start July 8 or 9 and depending on the type of task, work durations will range from one to three weeks. It is requested that persons with previous experience be given priority.

The following field assistants are required;

TASK

EXPECTED WORK DURATION

Archaeological Field Assistant	3 weeks
Vegetation Mapping Assistant	3 weeks

It is anticipated that work days will range from 10 to 12 hours per day and each person will be required to sign a daily work sheet so we can track the number of hours work for billing purposes. The work will involve extensive walking through the bush, note taking and helicopter flying. The assistants hired will be working with a variety of people both from Yellowknife and locations south of the NW, with a maximum crew of 35 people expected. The camp manager will be Brent Murphy.

All persons will be housed at the Lockhart Lake camp in which meals and a bed will be provided. The camp is designated as a drug and alcohol free zone, and none will be tolerated. Any person violating this rule will be asked to leave the camp.

Each field person is expected to come prepared for work and bring their own gear for living purposes. EBA will provide safety gear such as vests, safety glasses, bug repellant and/or bug jackets and rain gear, for the assistants only. A list of personal gear required is attached to this letter.



P.O. Box 2244, #201, 4916 - 49 Street, Yellowknife, N.W.T., Canada X1A 2P7 Tel. (867) 920-2287 - FAX (867) 873-3324 - Internet: yellowknife@eba.ca - Web Site: http://www.eba.ca It is expected that the persons hired will be employees of the North Slave Metis Alliance, who will bill EBA Engineering Consultants of Yellowknife for the services of the field assistants at the end of July or in early August. Daily rates for each assistant in excess of 350.00/day (based on a 10 hour day) will not be accepted.

We would request confirmation of the people whom the North Slave Metis Alliance has hired by no latter than July 2, 2001. Following this notification, information concerning departure times will be forwarded to your office.

We trust that the above information meets with your requirements. Please contact our office should there be any questions and we look forward to a successful field program. Thank you for your assistance.

Yours truly, EBA Engineering Consultants Ltd.

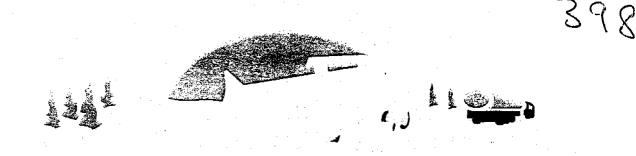
R. Brent Murph∮, M.Sc. P.Geol Project Director, NWT/Nunavut

RBM/...

Attachments

c.c. Chris Hanks, BHP Brenda Kuzyk, Diavk





TIBBITT TO CONTWOYTO

5 August, 2001

Clem Paul President North Slave Metis Alliance Box 340 Yellowknife NT X1A 2N3

Dear Clem:

Re: Membership on the Tibbitt to Contwoyto Lake Winter Road Safety and Environment Committee.

We are writing to you to offer the North Slave Metis Alliance a seat on the Tibbitt to Contwoyto Lake Winter Road Joint Venture's Committee on Safety and the Environment.

The JV formed the committee in October of 2000 to advise the JV Management on issues related to the safe and environmentally sound management of the winter road. Currently committee members are overseeing the preparation licences and permits, the spill plan, audits, and environmental baseline studies on archaeology, wildlife, fisheries and water quality and ice capacity. This work is being done by the JV without the direction of government, in order to development of a more comprehensive environmental management planning system for the road. As the use of the road increases, so must the level of management in order to insure the safe and orderly operation of the winter road.

At this time the members of the committee come from the environment departments at BHP, Echo Bay, Diavik, DeBeers and Tahera. By opening the membership to the Aboriginal groups the JV hopes to include the people who have a direct land based interest in the land through which the road passes. Invitations to join the committee are being sent to the Yellowknives Dene, the North Slave Metis Alliance, the Kitikmeot Inuit Association, Lutsel K'e and Dogrib Treaty 11. Each group will be invited to appoint one member to the committee.

While it is up to each group to decide who will represent it, in the past members of the JV have dealt with Bob Turner your Vice President responsible for environmental

issues. We have found this to be a useful point of first contact with the North Slave Metis Alliance.

If you require further information or wish to discuss the arrangements, please feel free to contact Chris Hanks at BHP. He will make the necessary arrangements for further meeting or discussions. Chris can be reached at 669-6145 or <u>Chris.C.Hanks@BHPBilliton.com</u>

Thank you, for your consideration of this request.

Sincerely yours,

original squed

Ian Goodwin Maintenance and Supply Manager BHP Diamond Inc.

Oreginal Signed

Orginal signed

Kirk McLellan Logistics Manager Echo Bay Mines Ltd.

Phillip du Toit Vice President of Project Management and Operations Diavik Diamond Mines Inc.

Cc

Bob Turner (North Slave Metis Alliance)

NORTH SLAVE METIS ALLIANCE

PO Box 340 Yellowknife, NT X1A 2N3



August 17, 2001

RECEIVED

AUG 0 9 2001

BHP DIAMONDS INC.

Ian Goodwin Maintenance & Supply Manager BHP Diamond Inc. 1102,4920-52nd Street Yellowknife, NT XIA 3T1

Kirk McLellan Logistics Manager Echo Bay Mines Ltd. 9818 Edmonton International Airport Edmonton, AB T5J 2T2

Phillip du Toit Vice President of Project Management & Operations Diavik Diamond Mines Inc. Box 2498 Yellowknife, NT XIA 2P8

Dear Sirs:

Thank you very much for inviting the North Slave Metis Alliance (NSMA) to participate in the Tibbitt to Contwoyto Lake Winter Road Joint Venture Committee. We are pleased to accept the offer and Robert Turner will be our official contact person and representative for the NSMA on the Committee.

Your offer signifies a consistent message that it is much better "working with us" then "working around us". Our relationship can only strengthen through a cooperative approach to development, and this committee hopefully can be an example of this.

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Once again thank you for the opportunity to participate and you can expect Robert Turner to thoroughly represent the interests of the NSMA.

Sincerely yours,

Ciem Paul

President

Cp/jt

Ph: (867) 873-9176

Fax: (867) 669-7442

Email: general@nsma.net

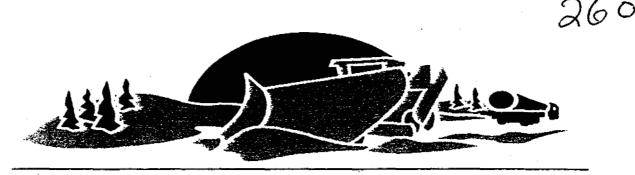
Note to File Tibbit to Contwoyto Winter Road

Date: February 23rd, 2001

Chris Hanks met with Jim Peterson of Barren Land Outfitters Association while at a sportsman show in Colorado. Chris explained the re-permitting process for the winter road. Jim expressed his appreciation at being approached and is willing to meet with the JV officially as part of consultation.

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TIBBITT TO CONTWOYTO WINTER ROAD JOINT VENTURE

6 March, 2001

Jim Peterson President NWT Caribou Outfitters Association P.O Box 447 Yellowknife, NT X1A 2N4

Via email- peterson@ssimicro.com

Dear Jim:

RE: Re-permitting of the Tibbitt to Contwoyto Winter Road

As we discussed recently in Denver, BHP and Echo Bay are partners in a joint venture that currently runs the Winter Road. To meet DIAND criteria the Licence of Occupation that authorises the JV to run the road is held by the producing mines. By practice, however, the JV runs the road in consultation with other the other industrial "end-users" such as Diavik and DeBeers.

Over the years the JV has allowed other users such as outfitters to transport light loads on the road for free and has scheduled larger ones in at current per tonne/per kilometer fees.

The current Licence of Occupation expires on April 30, 2003. In preparation for an application to re-permit the road, the JV is consulting with stakeholders such as the Caribou Outfitters Association. We are doing this prior to application for a new Licence of Occupation, Land Use Permits and a Type B Water Licence for the Lockhart Camp so that you have a chance if you wish, to comment at several points through out the application and review process. There will be other opportunities to comment once the applications have been submitted.

If you or any of your members are interested in meeting with representatives of the Winter Road Joint Venture please contact myself at 669-6145 or Derek Chubb at 669-6142

Sincerely yours,

Chris Hanks Winter Road Joint Venture

cc. Derek Chubb, Ian Goodwin (BHP) and Kirk McLellan (Echo Bay)

Interview Guide: Outfitters

Boyd Warner – Warner's Arctic World

1. Is one of your tourist establishments/outfitting operations located near the Tibbitt to Contwoyto Lake winter road? Where? What is it called? What is the nature of the operation?

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Mr. Warner operates the following camps close to and/or accessible from the winter road:

- Lockhart Lake spring wolf hunting camp used in year 2000 and plans to use in the future for wolf and caribou hunting;
- Lac De Rocher early fall caribou sport hunt camp and summer sport fishing camp;
- Pellatt Lake early fall caribou sport hunt camp, spring muskox and wolf sport hunt; and
- Treeline Camp at Matthews Lake early fall caribou sport hunt, summer sport fishing camp.

2. Have and/or do you operate during the January to April winter road season? Lockhart and Pellatt Lake camps are active during the winter road season.

3. Have you used the winter road for your operations? To deliver a product.....; For resupply......

On occasion the winter road has been used in the delivery of wolf hunts. Wolf sport hunters are transported weekly from Yellowknife to the Pellatt Lake camp during a six week period in March and April. All camps listed are resupplied for fuel and equipment/supplies via the winter road.

4. Why have you used the winter road? Why have you not used the winter road? The winter road is used to save on the high costs of annual resupply and transport of hunters by expensive air charter to camps. Mr. Warner is pleased that the road authority has allowed outfitters to haul light loads on the winter road without the toll.

- 5. How has the winter road affected your operation?
- The winter road has made it easier [more cost effective] to operate.
- 6. How might the winter road affect your operation in the future?

The winter road will continue to make it easy to operate in the future. Mr. Warner appreciates the benefit he receives as an outfitter and is supportive of the winter road. He hopes that the toll free arrangement for outfitter light loads will continue.

7. Do you have any concerns about the operation of winter road?

Mr. Warner feels that the winter road is well maintained and operated. He feels that he has a good relationship with the winter road contractor (Nuna Logistics). He communicates with Lockhart dispatch regarding his resupply.

Mr. Warner suggests that if the winter road is to service the mines for the next 25 years there should be improvements such as north and south bound lanes particularly on portages between Tibbitt Lake and Gordon Lake, and Gordon Lake and Brown Lake. He sees this stretch of the road as potentially treacherous if the caribou winter in the area and there are lots of hunters using the road. To avoid truck conflicts he monitors a radio and reports his position on portages. He recognizes that hunters or other users may not be as well equipped to avoid accidents.

Mr. Warner wants the road to remain public and the operation to remain private.

Interview Guide: Outfitters

Boyd Warner - Warner's Arctic World

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5. How has the winter road affected your operation? The winter road has made it easier [more cost effective] to operate.

6. How might the winter road affect your operation in the future?

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Interview Guide: Outfitters

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Gary Jaeb – True North Safaris

1. Is one of your tourist establishments/outfitting operations located near the Tibbitt to Contwoyto Lake winter road?

Mr. Jaeb operates the following camps close to and or/accessible from the winter road:

- Mackay Lake Lodge and Warburton Bay Lodge for summer sport fishing, early fall big game sport hunts, staging of spring wolf hunts and use by exploration camps;
- Snake River Outpost camp is an outpost of Mackay Lake Lodge

All lodges and camps are located on Mackay Lake where the winter road travels the full length of the lake.

2. Have and/or do you operate during the January to April winter road season? Over the past 10 years the lodge facilities have been operated for wolf hunts and as base camps for exploration companies during the winter road season.

3. Have you used the winter road for your operations? To deliver a product.....; For resupply......

The winter road has been used in the delivery of wolf hunts and as a unique experience for visitors to the north. Mr. Jaeb relies less on the road now to spot wolves because he feels that the "noise pollution" from the constant truck traffic has made it more difficult to spot wolves from the road. All camps listed are resupplied for fuel and equipment/ supplies via the winter road.

4. Why have you used the winter road? Why have you not used the winter road? The winter road is used to save on the high costs of resupply and transportation of hunters by expensive air charter to camps.

5. How has the winter road affected your operation?

"The benefits of the winter road have outweighed the negative aspects of the road." Mr. Jaeb has used the winter road continuously since 1986. It has provided easy access to his lodges and camp facilities. In recent years Nuna Logistics has constructed a spur

from the winter road to Mr. Jaeb's lodge facilities on MacKay Lake at no cost. Load tolls have not been charged. Mr. Jaeb has co-operated with winter road dispatch to let them know when his loads would be moved.

6. How might the winter road affect your operation in the future? No comments

7. Do you have any concerns about the operation of winter road?

Mr. Jaeb is concerned that:

- there is greater vigilance with regard to debris, litter, and spills;
- increased traffic has increased the noise pollution; and
- the winter road has improved access and increased hunting pressure.

Mr. Jaeb is satisfied with the private ownership of the road, however feels that there should be increased monitoring of public use of the winter road or alternatively restricted public access.

The winter road will continue to make it easy to operate in the future. Mr. Warner appreciates the benefit he receives as an outfitter and is supportive of the winter road. He hopes that the toll free arrangement for outfitter light loads will continue.

7. Do you have any concerns about the operation of winter road?

Mr. Warner feels that the winter road is well maintained and operated. He feels that he has a good relationship with the winter road contractor (Nuna Logistics). He communicates with Lockhart dispatch regarding his resupply.

Mr. Warner suggests that if the winter road is to service the mines for the next 25 years there should be improvements such as north and south bound lanes particularly on portages between Tibbitt Lake and Gordon Lake, and Gordon Lake and Brown Lake. He sees this stretch of the road as potentially treacherous if the caribou winter in the area and there are lots of hunters using the road. To avoid truck conflicts he monitors a radio and reports his position on portages. He recognizes that hunters or other users may not be as well equipped to avoid accidents.

Mr. Warner wants the road to remain public and the operation to remain private.

Interview Guide: Outfitters

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John Andre – Courageous Lake Caribou Camps

1. Is one of your tourist establishments/outfitting operations located near the Tibbitt to Contwoyto Lake winter road?

Mr. Andre operates the following camps close to and/or accessible from the winter road:

- Lac De Gras East for summer sport fishing and early fall big game sport hunting;
- Lac De Gras West an outpost facility for the Lac De Gras East camp offering the same activities as Lac De Gras East;
- Courageous Lake Camp for summer sport fishing and early fall big game sport hunting.

2. Have and/or do you operate during the January to April winter road season? Mr. Andre has not operated the camps during the winter road season, however may do so for wolf hunting in the future.

3. Have you used the winter road for your operations? To deliver a product.....; For resupply......

Mr. Andre used the winter road in year 2000 for resupply of the Lac De Gras camps. The resupply was small equivalent to one or two truck loads. In the future he is planning to resupply the Courageous Lake Camp by air shuttle from the Lac De Gras camps

4. Why have you used the winter road? Why have you not used the winter road? The winter road is more cost effective to resupply fuel and equipment to his camps.

5. How has the winter road affected your operation?

Mr. Andre indicates that there have been no negative effects from the operation of the winter road on his camps.

6. How might the winter road affect your operation in the future?Mr. Andre is concerned that vandalism could be a problem in the future.

7. Do you have any concerns about the operation of winter road? Mr. Andre is concerned that:

 vandalism may be a problem in the future. The Lac De Gras East camp is 1 km off the winter road; and • the winter road may evolve into an all weather road.

He is not concerned about the effect of the winter road on the animals. He supports the process of renewal.

November 9, 2000

Yellowknives Dene First Nation P.O. Box 340 Yellowknife, NT X1A 2P8

Attention: Chief Rick Edjericon

Re: Land Use Permit Application Winter Road – Tibbitt Lake to Contwoyto Lake Mackenzie Valley Land and Water Board File Number MV2000F0053

Dear Sir:

Echo Bay Mines Limited has recently submitted an application to the Mackenzie Valley Land and Water Board for a renewal of the Land Use Permit in support of the operation of the Lupin winter road. A copy of this application is attached for your information.

The Land Use Permit supplements the Licence of Occupation (LO) that actually authorizes operation of the road. Since the Licence of Occupation was granted in 1989, a land use permit has been in place to facilitate very small deviations of the road outside the LO corridor to accommodate changing circumstances such as water over-flow. This permit assists the operator to safely operate the road in an environmentally sound manner. Various Land Use Permits have been held by Echo Bay Mines Limited for the winter road over the past 19 years. Under regulation, these Land Use Permits have been renewed on a regular basis.

The License of Occupation which is in place for this winter road was issued by the Department of Indian and Northern Affairs (DIAND). It is the primary instrument under which the road is operated, not the Land Use Permit. The License of Occupation expires in April 2003. Echo Bay Mines has requested that a Land Use Permit be granted for a period of only two (2) operating years. Territorial Land Use Regulations allow for a maximum term of five (5) years. A two year permit will align the expiration date of the Land Use Permit and the License of Occupation to April 2003.

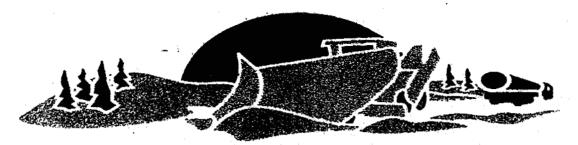
It is the intention of the operator that discussions will start shortly relating to the long-term operation and permitting of the road. As part of this, applications will be developed and

submitted to the appropriate regulatory bodies. Through the development of these longer term applications, the operator will conduct further consultation and looks forward to your participation in the process.

In the meantime, Echo Bay Mines Limited is seeking comments on the current above reference Land Use Permit application currently in front of the Mackenzie Valley Land and Water Board. We would appreciate your comments either written and/or verbal no later than November 27, 2000. Please direct your comments to the undersigned by telephone at (780) 890-8779 or by facsimile at (780) 890-8814.

Sincerely,

Hugh Ducasse Manager, Loss Control and Environmental Affairs, Lupin Operation



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Т T BBI Т CON Т \cap Т Y INTER R A D IOINT ENTURE v \sim

22 January, 2001

Chief Peter Liske Yellowknives Dene First Nation -N'dilo Box 2514 Yellowknife NT X1A 2P8

Chief Rick Edijercon Yellowkives Dene First Nation - Dettah Box 2514 Yellowknife NT X1A 2P8

Fax: 873-5969

Dear Peter and Rick:

Re: Re-Permitting of the Tibbett Lake to Contwoyto Lake Winter Road

As you are aware, the Licence of Occupation for the winter road expires in April of 2003. In advance of that the mining companies who are the "end users" of the road are considering the options for re-permitting the road. Based on DIAND's land use definitions, we have defined the "end users" as the permitted operating mines, permitted mines under construction and advanced exploration projects that are deemed economically feasible by their owners and are ready to enter the permitting process.

The "End Users" of the Winter Road are Echo Bay Mines Ltd – Lupin Mine, BHP Diamonds Inc.- Ekati™ Diamond Mine, Diavik Diamond Mines – Lac de Gras Mine, and DeBeers Canada - Snap Lake Project. These are the companies that ship substantial quantities of material over the road each winter and must assume the liability for those shipments. These companies have a long-term interest in the safe, environmentally sound management of the road.

Currently the road is managed by a joint venture (JV) consisting of the producing mines - Echo Bay and BHP. Echo Bay and BHP are currently talking with the other end users about future management arrangements for the road. DIAND has indicated to the JV that they want the producing mines involved in the future management of the road. The

Echo Bay Mines Ltd., 9818 Edmonton International Airport, Edmonton, AB T5J 2T2, 780-890-4643/780-890-4643 (fax) BHP Diamond Inc. 1102, 4920, 52rd Street, Yellowinife, NT X1A 3T1, 867-669-9292/867-669-9293 (fax) winter road is their re-supply link and with out them the road would not exist. The JV and the other end users are not, however, the only stakeholders that should be involved in determining the future of the road. The current route to Contwoyto Lake passes through lands that are actively used by the Yellowknives Dene, the North Slave Metis Alliance and the Inuit. The Dogrib of Treaty 11 and the Chipewyan of Lutsel K'e have long-standing interests in the lands along the route. In addition, the Government of the Northwest Territories has an interest in the future governance of the road.

It is the opinion of the current road management JV that the Yellowknives Dene are key players who should have a role in any deliberations on the future of the winter road.

Preparing to open discussion with you, I have reviewed the issues raised by the Yellowknives Dene over the last few years concerning the winter road. We would like to meet with Yellowknives Dene Band Council and/or the Land and Environment Committee in the near future to discuss the current issues and decide how future discussions should proceed.

As the Project Description and the applications for the various licences and permits are prepared we would like to continue the dialogue with the Yellowknives Dene to maximise your input into the development of the re-permitting package. Without prejudging the process or the outcome of our discussions with you, the objective of the JV is to make sure that the Yellowknives Dene are involved in the future operation of the winter road.

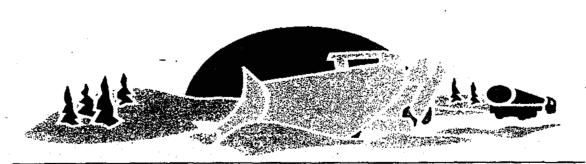
In addition to the above mentioned consultation process, EBA Engineering and Dented cho have entered into a joint venture to prepare the Project Description for the repermitting process. Darrell Beaulieu and his staff will work with our engineering and environmental team to insure that the Yellowknives Dene and other effected Aboriginal groups has input into our technical studies.

Thank you for your consideration of our request to arrange dates to begin consultation on the re-permitting of the winter road. You can contact me at BHP Diamonds Inc. to arrange a preliminary meeting. My phone numbers are 867-669-6145 (office) or 867-444-2594 (cell). My e-mail is <hanks.chris.cc@bhp.com.au>.

Sincerely yours

Chris Hanks Tibbitt to Contwoyto Winter Road Joint Venture

Cc Ian Goodwin (BHP Winter Road Rep.), Kirk McLellan (Echo Bay Winter Road Rep), Mackenzie Valley Land and Water Board



TIBBITT TO CONTWOYTO WINTER ROAD JOINT VENTURE

5 March, 2001

Darrel Beaulieu C.E.O Deton'cho Corporation P.O. Box 1287 Yellowknife NT X1A 2N9

Fax: 873-5308

Dear Darrel:

Re: Meeting with Jonas and Fred Sangris regarding Yellowknives Dene input into the Project Description for the re-permitting of the Tibbitt to Contwoyto Winter Road

I am writing you to follow up the meeting that Brent Murphy (EBA), Don Hayley (EBA) and I had with Jonas and Fred last week.

Fred and Jonas wanted more information on the Joint Venture that runs the Winter Road. Since 1998 when BHP went into production it has been in a JV with Echo Bay Mines to manage the operation of the Winter Road. DIAND is currently doing a reassignment of the Licence of Occupation (LO), which governs the current operation of the road so that both BHP and Echo Bay Mines will be listed as the operators. Currently Echo Bay manages the operation of the road and BHP has taken on the task of organising preparation of the applications to re-permit the road in 2003 when the current LO expires. Other industrial "end-users" such as Diavik and DeBeers are regularly consulted. At this point, however, DIAND has requested that the actual signatories to the LO be the permitted producing mines. As we understand DIANDS position the road must have a destination. The permitted destinations are the producing mines. While exploration companies, bulk sample operations such as Snap Lake and mines under construction like Diavik use the road they have not yet established a long term presence. The producing mines have published mine lives and approved reclamation plans that provide time frames that can be used to establish an estimated life for the road. Finally, while there are not currently any reclamation security deposits in place for the Winter Road, the JV assumes that there will be when the road is re-permitted. The producing mines are in the best position to provide reclamation security deposits.

While industry has controlled the operation of the road in the past, BHP and Echo Bay realize that there are other stakeholders that have a significant interest the road. The JV acknowledges the Yellowknives Dene, the Inuit, the North Slave Metis, the Treaty 11 and Lutsel K'e all have land interests related to the Winter Road. The road route runs through the core of Yellowknives

Echo Bay Mines Ltd., 9818 Edmonton International Airport, Edmonton, AB T5J 2T2, 780-890-4643/780-890-4643 (fax) BHP Diamond Inc. 1102, 4920, 52rd Street, Yellowknife, NT X1A 3T1, 867-869-9292/867-669-9293 (fax) Dene and Inuit Land Use Areas. Given the location of the road within the Yellowknives Dene's current land use area, we wrote the Yellowknives Chiefs late in 2000 seeking to open consultations at a political level. Further, we asked EBA to bring Deton'cho into the development of the Project Description for re-permitting the road so that the Yellowknives had direct access to the planning the future of the Winter Road. It is also why we have put on the table our desire to discuss with Deton'cho a significant role in the future management of the road, when you are ready to talk with us about such a relationship.

At the meeting, I explained to Fred that we were interested in having he and the elders work with Don on refining the position of the winter road route, and identifying Yellowknives Dene land use patterns. I also suggested that we hoped that Fred and Jonas would provide feed back to Deton'Cho and the Yellowknives Dene on the process of re-permitting the winter road. Fred indicated he had spoken with Rachelle Crapeau who had suggested that the Land and Environment Committee did not wish to get involved but that she had encouraged him to become involved through Deton'Cho. Jonas told us that Denton' Cho was continuing to work with the Chiefs concerning your mandate to become involved in the winter road on behalf of the Yellowknives Dene First Nation. I assume that you and Jonas will keep us informed if there are any changes to this arrangement.

Don Hayley explained that he was undertaking an engineering study of the ice crossings and portages to determine ways to improve the operation of the road in the future. Fred responded that traditional knowledge of currents, water depth, reefs, and traditional land use could be of benefit to Don's work. Jonas noted that the road is not always built in the same place across lakes. He felt that this could cause problems. Don agreed and indicated that he felt that this was an issue. Don continued that ice-mechanics in relationship to road location and proper signage to inform the trucks of changing conditions were all interrelated issues. Fred and Jonas agreed and added that traditional lake names given by the Aboriginal trappers who had blazed the sled trails that the road follows should be used along the road instead of the made-up names that were now posted. Don confirmed with Fred that we understood the road followed the old trails for many of the same reasons. Both trappers and trucks wanted smooth transitions from one lake system to another.

Fred suggested that an historic spill near the north end of Gordon Lake had had an effect on Alec MacKenzie's ability to use his traditional camp. Fred was concerned about the potential of spills in the future to impact the ability of trappers to make a living along the road. Fred indicated that the Yellowknives want a role in enforcement and environmental monitoring along the road in the future. Fred asked us a question about RWEDs future participation in monitoring wildlife harvesting along the road that we could not answer. Fred felt that the old RWED checkpoints that had been run in the early 1980's had been effective in monitoring non-commercial traffic along the road.

Fred indicated that there were long standing issues concerning traditional, sacred and archaeological sites along the road. He told us that the JV should have an archaeologist work with the Yellowknives to identify the sites. Fred suggested that some graves at Lockhart Lake had been disturbed by the construction of the winter road camp. I indicated that we had asked Jean Bussey from Points West Heritage Consulting to work with the Yellowknives to conduct an archaeological survey of the road during the summer of 2001. I suggested that we should consult with the Yellowknives this winter to identify areas where they had knowledge of heritage sites to help prepare for next summers work.

Fred repeatedly made the point that involving the community in proper consultations would not be quick or easy. He suggested that it would not be possible over the next month or so when the JV would like the draft Project Description ready, to accomplish all of the consultation. I agreed with him and indicated that at this point we were simply trying to get the issues identified for the Project Description so that we could indicate in that document how the JV proposes to hand the outstanding items. Our goal is if possible, to avoid a long and involved environmental assessment process by getting the issues out on the table and to start working with people to solve them. Fred suggested that the road had both positive and negative aspects that should be considered in the permitting process.

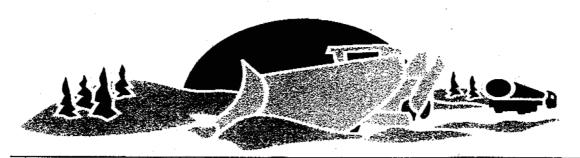
Fred also indicated that he would be away from March 10th to 20th and so it would be the 26th before he could really focus on the road. Given the need to keep moving along, after the meeting Don, Brent and I discussed holding a workshop with key Yellowknives representative on the 26th and 27th to go over the material EBA has collected to date. This would also provide the opportunity to chart an action plan for the work that remains to be done. If you think this is a good idea, the JV would probably send Don, Brent, Vivian Banci (wildlife), Jean Bussey (archaeology) and myself and/or Derek Chubb. I assume that Jonas and Fred would want to bring in key trappers, elders and perhaps the Chiefs into the discussion. We also anticipate that the Yellowknives will want to schedule one or more public meetings to discuss the road with their members. The JV would like to follow-up with Fred and Jonas on issues such as the development of a new environmental monitoring programme for the Winter Road that includes the Yellowknives Dene.

Thank you for the time and consideration that Denton'Cho is giving to the re-permitting of the Winter Road. Could you please pass copies of this letter to Fred and Jonas.

Sincerely yours

Chris Hanks Tibbitt to Contwoyto Winter Road Joint Venture

cc. Brent Murphy (EBA) and Derek Chubb (BHP)



TIBBITT TO CONTWOYTO WINTER ROAD JOINT VENTURE

5 March, 2001

Darrel Beaulieu C.E.O Deton'cho Corporation P.O. Box 1287 Yellowknife NT X1A 2N9

Fax: 873-5308

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While industry has controlled the operation of the road in the past, BHP and Echo Bay realize that there are other stakeholders that have a significant interest the road. The JV acknowledges the Yellowknives Dene, the Inuit, the North Slave Metis, the Treaty 11 and Lutsel K'e all have land interests related to the Winter Road. The road route runs through the core of Yellowknives

Dene and Inuit Land Use Areas. Given the location of the road within the Yellowknives Dene's current land use area, we wrote the Yellowknives Chiefs late in 2000 seeking to open consultations at a political level. Further, we asked EBA to bring Deton'cho into the development of the Project Description for re-permitting the road so that the Yellowknives had direct access to the planning the future of the Winter Road. It is also why we have put on the table our desire to discuss with Deton'cho a significant role in the future management of the road, when you are ready to talk with us about such a relationship.

S. Hall

At the meeting, I explained to Fred that we were interested in having he and the elders work with Don on refining the position of the winter road route, and identifying Yellowknives Dene land use patterns. I also suggested that we hoped that Fred and Jonas would provide feed back to Deton'Cho and the Yellowknives Dene on the process of re-permitting the winter road. Fred indicated he had spoken with Rachelle Crapeau who had suggested that the Land and Environment Committee did not wish to get involved but that she had encouraged him to become involved through Deton'Cho. Jonas told us that Denton' Cho was continuing to work with the Chiefs concerning your mandate to become involved in the winter road on behalf of the Yellowknives Dene First Nation. I assume that you and Jonas will keep us informed if there are any changes to this arrangement.

Don Hayley explained that he was undertaking an engineering study of the ice crossings and portages to determine ways to improve the operation of the road in the future. Fred responded that traditional knowledge of currents, water depth, reefs, and traditional land use could be of benefit to Don's work. Jonas noted that the road is not always built in the same place across lakes. He felt that this could cause problems. Don agreed and indicated that he felt that this was an issue. Don continued that ice-mechanics in relationship to road location and proper signage to inform the trucks of changing conditions were all interrelated issues. Fred and Jonas agreed and added that traditional lake names given by the Aboriginal trappers who had blazed the sled trails that the road follows should be used along the road instead of the made-up names that were now posted. Don confirmed with Fred that we understood the road followed the old trails for many of the same reasons. Both trappers and trucks wanted smooth transitions from one lake system to another.

Fred suggested that an historic spill near the north end of Gordon Lake had had an effect on Alec MacKenzie's ability to use his traditional camp. Fred was concerned about the potential of spills in the future to impact the ability of trappers to make a living along the road. Fred indicated that the Yellowknives want a role in enforcement and environmental monitoring along the road in the future. Fred asked us a question about RWEDs future participation in monitoring wildlife harvesting along the road that we could not answer. Fred felt that the old RWED checkpoints that had been run in the early 1980's had been effective in monitoring non-commercial traffic along the road.

Fred indicated that there were long standing issues concerning traditional, sacred and archaeological sites along the road. He told us that the JV should have an archaeologist work with the Yellowknives to identify the sites. Fred suggested that some graves at Lockhart Lake had been disturbed by the construction of the winter road camp. I indicated that we had asked Jean Bussey from Points West Heritage Consulting to work with the Yellowknives to conduct an archaeological survey of the road during the summer of 2001. I suggested that we should consult with the Yellowknives this winter to identify areas where they had knowledge of heritage sites to help prepare for next summers work.

Fred repeatedly made the point that involving the community in proper consultations would not be quick or easy. He suggested that it would not be possible over the next month or so when the JV would like the draft Project Description ready, to accomplish all of the consultation. I agreed with him and indicated that at this point we were simply trying to get the issues identified for the Project Description so that we could indicate in that document how the JV proposes to hand the outstanding items. Our goal is if possible, to avoid a long and involved environmental assessment process by getting the issues out on the table and to start working with people to solve them. Fred suggested that the road had both positive and negative aspects that should be considered in the permitting process.

Fred also indicated that he would be away from March 10th to 20th and so it would be the 26th before he could really focus on the road. Given the need to keep moving along, after the meeting Don, Brent and I discussed holding a workshop with key Yellowknives representative on the 26th and 27th to go over the material EBA has collected to date. This would also provide the opportunity to chart an action plan for the work that remains to be done. If you think this is a good idea, the JV would probably send Don, Brent, Vivian Banci (wildfife), Jean Bussey (archaeology) and myself and/or Derek Chubb. I assume that Jonas and Fred would want to bring in key trappers, elders and perhaps the Chiefs into the discussion. We also anticipate that the Yellowknives will want to schedule one or more public meetings to discuss the road with their members. The JV would like to follow-up with Fred and Jonas on issues such as the development of a new environmental monitoring programme for the Winter Road that includes the Yellowknives Dene.

Thank you for the time and consideration that Denton'Cho is giving to the re-permitting of the Winter Road. Could you please pass copies of this letter to Fred and Jonas.

Sincerely yours

Chris Hanks Tibbitt to Contwoyto Winter Road Joint Venture

cc. Brent Murphy (EBA) and Derek Chubb (BHP)

26 March 2001 Notes Meeting at N'Dilo, Deten Cho

Attending:

Vivian Banci Jean Busey Brent Murphy Chris Hanks (short period in afternoon) Jonas Sangris Fred Sangris

Jonas Primary issue is ownership of the road.

Fred Travelled up the winter road by dog team in 1970s.

Older winter roads are still visible (other potential routes) Yellowknives have a team of people already identifying archaeological sites for land claims. Can use this same team to identify sites up the winter road Lockhart Lake is used for fly-in-fishing by Boyd Warner. Yellowknives were not consulted.

In response to a question about the use of the area by the Dogribs – Dogribs center of activity was at Lake Providence. During the height of the fur trade, 1930s-1950s, lots of people travelled all over the barrens trapping white fox, including Dogribs, white people and Metis.

Blake (Truck driver on the winter road)

Too much traffic

Garbage at the camps

Saw a person change the oil in his pickup truck right on lake ice and dumped the oil right there. DFO was doing a survey but apparently missed this.

Drivers are very frustrated by demands being made on them; are not following regulations

Portages are too narrow for the trucks

27 March 2001 Notes Meeting at N'Dilo, Deten Cho

1

Attending:

Vivian Banci Jean Busey Brent Murphy Jonas Sangris Fred Sangris Isadore Tsetta (elder) Alexander Mackenzie (elder) Fred Need workshops for the entire road road. Need GIS mapping, identification of wildlife, distribution and migration patterns of caribou, etc.

There is lots of information in the community

Yellowknives want to be full participants in any study

Lots of people are unhappy with the current route

Need to do land identification; identify burial sites is an important issue Re-routing of road is supported, need to work with maps. Biggest problem is the road to Gordon Lake

Elders believe changes are necessary

They have concerns about trucks going through the ice and contamination of water

Gordon Lake is a big concern for people living there and working there They would like to plan out studies over the next few weeks and identify issue Want money to hold workshops

People would like to see all-weather road to Duncan on old access to Giant Mine area – this is a better route than the current route through Gordon Lake Many people don't trap in this area

Trappers also avoid taking snowmachines on Gordon Lake because it is dangerous, some areas don't freeze; best ice happens once you pass Brown Lake

- Vivian I was asked about consultation with Inuit. I described NTKP and made the suggestion that Gerry come to demonstrate the program and we can talk about dealing with areas of overlap, if Chris agrees
- Fred 1997 Rachel and youngsters did a traditional canoe trip on the Yellowknife River. They identified a number of historical and archaeological sites Elders can identify the lakes that are open, don't freeze, and are danger areas
- Brent Made commitment to let the Yellowknives review the project description before submitting it to the government and asked them to come to the editing meeting in Vancouver

Isadore He hunted at Lockhart Lake 25 years ago. He wants to go there to identify burial sites and other important areas Gordon Lake is very important to the First Nation because of aquatic life, caribou. The ice doesn't freeze far enough on Gordon Lake He lives on south side of Gordon Lake

Alex He lives on N side of Gordon Lake Has seen trucks go through the ice, has seen slow response to clean-ups Instead of burning the fuel, people allowed it to drain into the lake Contamination of water is an important issue Both north and south ends of Gordon Lake are traditional use areas S. end is an important fishing area, lots of islands and lots of camping spots

2

Gordon always has currents, the trappers say the water moves back and forth under the ice; there are a number of open areas on the lake (at least 12) He would like the road to avoid lakes as much as possible

4 (6 R) = 4

Prosperous Lake is very important because it is a source of water and a fishing area

It is better to stay on land routes

- I asked questions to verify when the trucks went through the ice and the fuel was let into the lake. They said 1981-82, near Canalera (sp?) mine. Three abandoned mines on Gordon Lake were big concerns.
- Alex & Jonas Gordon Lake will become a settlement in the future. The elders would like to move out there. They want to ensure that the water stays pure. Trappers avoid Gordon because of the currents

The elders would like to re-route the road around Gordon. This is an important issue for them.

They would prefer to use the old winter road from Yellowknife to Discovery Mine

Fred They conducted a monitoring program on the road 1996, 1997, 1998

Tracked # vehicles, public trucks, garbage, took photographs of gut piles, etc. The public builds a number of camps without authorization

Outfitters use the winter road to hunt wolves, bringing foreign hunters to outside of their guiding areas.

Have seen poaching by people (from other communities). They come at night time, 3 am to 6 am with spotlights

They are poaching wolf and caribou

Would like to see a checkpoint monitoring all people going up the road and when they exit, check what wildlife they killed

Checkpoints very successful in the past, is very supportive of doing again Need to do in conjunction with communities as treaty hunters don't need a licence and RWED may not know that

Waste is a concern

Monitoring is important, need to do in the future, control harvests of wildlife

Isadore elders originally travelled by snowshoes and dog team up winter route, trapping

Placenames are very important, should call lakes by their Dene names There used to be a community at Brown Lake (important camping area)

Fred/Jonas

Try to get workshops underway by April 15th

20-30 people

Elders and trappers

Trappers will be out of bush, and before bird migration and spring trapping of muskrat and beaver

ISSUES FOR ELDERS DISCUSSION (GENERATED JOINTLY ON MARCH 26)

- 1. What is your opinion of the road?
 - Past
 - Present
 - Future
 - Negative
 - Positive
 - Initial Views
 - Wrap up at end of workshop
- 2. CARIBOU
 - Caribou and traffic
 - Changes in distribution over time
 - Migration routes
 - Effect of forest fires
 - Hunting
- 3. Effects of the Road over Time on Archaeology & Wildlife
 - Immediate
 - Short term
 - Long term

Discussion should be centered along specific areas along the road

- 4. Trapping
 - What are the important species?
 - Changes over time
 - Mink at Gordon Lake population decreases
- 5. Wolves & Wolverine
- 6. Contamination of Water & Wildlife
 - Waterfowl
 - Beaver, mink, muskrat
 - Aquatic systems spills

ARCHAEOLOGY / HERITAGE

- 1. Areas of traditional use
- 2. Burial Sites
 - Eskers
 - Road
 - Gravel Pits
 - Mitigation measures for disturbed sites
- 3. Spiritual Sites

- 4. Travel Routes
- 5. Canoe Routes

6. Modern Yellowknives use of the area

Isadore 77 years old

In past, there was no consultation, now things are different

In the past, lots of environmental contaminants, spills not addressed Now, are trying to address concerns

Have to be more cautious, more aware, stop mistakes from happening Need to work together to stop accidents

Winter road operators are not aware of water, ice dangers

Use traditioanl knowldege to avoid problems in building roads

Wants to be informed and involved

Important to talk, and be part of the process

Alex 83 years old

How roads are made now is not the best way

There has been an impact on hunters and trappers, they can no longer use the route

The road has brought in competition, more trappers competing for the same fur The road must be built in a more responsible way

Caribou are very important to the Dene people

Need to avoid caribou habitat, Gordon Lake is important caribou habitat, must protect, keep the road away from this area

Road builders don't consider that there are other people out on the land that need to be considered.

Isadore Would benefit the First Nation if they could build an all-season road to Drybones Lake to allow people access to their traditional hunting and trapping areas

In olden days used to get to MacKay Lake in 12 foot canoe, 2 people, 1 week travel

Would go from 3 am to 10 pm

Leave in summer, would make their clothing out of furs

They would return in September butr some people would stay on the barrens if they had dog teams to trap white fox and hunt muskox and caribou

Some would come back in the spring on snowshoes

They took care of the alnd and the wildlie, the cariobu, sot that there was always lots avaiable

They used everything that they killed

Lots of elders used to live on Brown Lake, would like to go back

Last week of May good time for a workshop

Vancouver Meeting 11-13 April to edit report, invite Yellowknives to come We need topographic maps for workshops Jonas - Political Issues

Emphasise ownership and safety issues

MVMB should not apply because land claims have not been settled Act is detracting junior mining companies from coming up north and exploring Winter road corridor is part of their lands claims process

6

Statement of the Winter Road Chief Richard Edjericon Public Meeting Lupin/Echo Bay Winter Road Committee Monday, April 23, 2001 Yellowknife Inn

Thank you for the opportunity to speak at this public meeting sponsored by the Lupin Winter Road Committee on the future of the winter road. As the Chief of the Yellowknives Dene, I wish to advise you that the winter road passes through the heart of our traditional and current land use area. And as such, we must be full participants in all aspects affecting this important corridor, including land use permitting and licensing, as well as road construction, maintenance and monitoring.

I am pleased to advise you that the Akaitcho Territory Chiefs have signed a Framework Agreement with the federal government, which is now before the federal cabinet. A map accompanying that Framework Agreement clearly outlines the winter road as part of the land selected by the Yellowknives Dene. In addition, Akaitcho has initialed an Interim Land Agreement with both the federal and territorial governments, which would spell out a new process for land use applications within our territories.

In light of these realities, we feel that we must be part of any decisions made on the future of the winter road and must benefit from its operation. However, we remain open to collaboration on various aspects of the winter road with other interested parties such as our aboriginal neighbors, the Government of the Northwest Territories, affected resource developers and Northern companies.

Mahsi cho.

EBA Engineering Consultants Ltd.

June 15, 2001

EBA File No: 0101-01-14875-2

Deton'Cho Corporation P.O. Box 1287 Yellowknife, NT. X1A 2N9

Attention: George Baird

Dear George;

Re: Field Assistants for Summer Baseline Work Program, Tibbitt to Contywotyo Winter Road

As per our recent discussions, we request your assistance in obtaining the services of five field assistants from the Yellowknife First Nation for the above program. The field program is expected to start July 8 or 9 and depending on the type of task, work durations will range from one to three weeks. It is requested that persons with previous experience be given priority.

The following field assistants are required;

TASK

EXPECTED WORK DURATION

Archaeological Field Assistant	3 weeks
Wildlife Field Assistant	3 weeks
Vegetation Mapping Assistant	3 weeks
Survey Field Assistant	3 weeks
Aquatic Field Assistant	1 to 2 weeks

It is anticipated that work days will range from 10 to 12 hours per day and each person will be required to sign a daily work sheet so we can track the number of hours work for billing purposes. The work will involve extensive walking through the bush, note taking and helicopter flying. The assistants hired will be working with a variety of people both from Yellowknife and locations south of the NW, with a maximum crew of 35 people expected. The camp manager will be Brent Murphy.

All persons will be housed at the Lockhart Lake camp in which meals and a bed will be provided. The camp is designated as a drug and alcohol free zone, and none will be tolerated. Any person violating this rule will be asked to leave the camp.

Each field person is expected to come prepared for work and bring their own gear for living purposes. EBA will provide safety gear such as vests, safety glasses, bug repellant and/or bug jackets and rain gear, for the assistants only. A list of personal gear required is attached to this letter.



It is expected that the persons hired will be employees of Deton'Cho Corporation, whom will bill EBA Engineering Consultants of Yellowknife for the services of the field assistants at the end of July or in early August. Daily rates for each assistant in excess of 350.00/day (based on a 10 hour day) will not be accepted.

We would request confirmation of the people whom Deton'Cho has hired by no latter than July 2, 2001. Following this notification, information concerning departure times will be forwarded to your office.

Based on conversations we have had with some of our team members, we would request that Mike Francois be given consideration as one of the field assistants for the archaeology crew.

We trust that the above information meets with your requirements. Please contact our office should there be any questions and we look forward to a successful field program.

Yours truly. EBA Engineering Consultants Ltd.

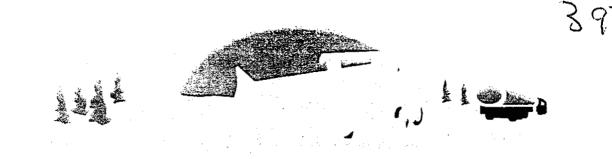
R. Brent Murphy, M.Sc. P.Geol Project Director, NWT/Nunavut

RBM/...

Attachments

c.c. Chris Hanks, BHP Brenda Kuzyk, Diavk





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5 August, 2001

Chief Rick Edijricon Yellowkives Dene First Nation - Dettah Box 2514 Yellowknife NT X1A 2P8

Chief Peter Liske Yellowknives Dene First Nation -N'dilo Box 2514 Yellowknife NT X1A 2P8

Dear Chief Edijricon and Chief Liske:

Re: Membership on the Tibbitt to Contwoyto Lake Winter Road Safety and Environment Committee.

We are writing to you to offer the Yellowknives Dene First Nation a seat on the Tibbitt to Contwoyto Lake Winter Road Joint Venture's Committee on Safety and the Environment.

The JV formed the committee in October of 2000 to advise the JV Management on issues related to the safe and environmentally sound management of the winter road. Currently committee members are overseeing the preparation licences and permits, the spill plan, audits, and environmental baseline studies on archaeology, wildlife, fisheries and water quality and ice capacity. This work is being done by the JV without the direction of government, in order to development of a more comprehensive environmental management planning system for the road. As the use of the road increases, so must the level of management in order to insure the safe and orderly operation of the winter road.

At this time the members of the committee come from the environment departments at BHP, Echo Bay, Diavik, DeBeers and Tahera. By opening the membership to the Aboriginal groups the JV hopes to include the people who have a direct land based interest in the land through which the road passes. Invitations to join the committee are being sent to the Yellowknives Dene, the North Slave Metis Alliance, the Kitikmeot Inuit

Association, Lutsel K'e and Dogrib Treaty 11. Each group will be invited to appoint one member to the committee.

While it is up to each group to decide who will represent it, in the past members of the JV have dealt with your Rachel Crapeau of your Land and Environment Committee. We have found this to be a useful point of first contact with the Yellowknives Dene First Nation.

If you require further information or wish to discuss the arrangements, please feel free to contact Chris Hanks at BHP. He will make the necessary arrangements for further meeting or discussions. Chris can be reached at 669-6145 or Chris.C.Hanks@BHPBilliton.com

Thank you, for your consideration of this request.

Sincerely yours,

orginal Signal

Ian Goodwin Maintenance and Supply Manager BHP Diamond Inc.

original signed

Phillip du Toit Vice President of Project Management and Operations Diavik Diamond Mines Inc.

Cc Rachel Crapeau (YK Dene Land and Environment Committee)

Erequel Sigued

Kirk McLellan Logistics Manager Echo Bay Mines Ltd.