



BHP Diamonds Inc.

June 1, 2001

Mackenzie Valley Land and Water Board (MVLWB)  
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Mackenzie Valley Land  
& Water Board

File

MAY 31 2001

Application # MV2001-0032

Copied To MSILB/leg

Attention: Laurie Bruno, Regulatory Officer

**Re: Sable Road  
Applications for Land Use Permit and Class "B" Water License  
Information Requests Dated May 23<sup>rd</sup> and 25<sup>th</sup>, 2001**

Please find responses to the above referenced requests for further information on our applications related to the Sable Road. Both information requests originated from the Department of Indian Affairs and Northern Development (DIAND). Both requests were received by email by the Mackenzie Valley Land and Water Board.

We trust that the enclosed information addresses the questions that have been raised. Should you have any further questions related to these applications, please do not hesitate to contact the undersigned at 867-669-6142.

Yours truly,

Derek Chubb  
Permitting Coordinator

INFORMATION REQUEST  
DIAND – May 22, 2001

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Request

For the access road to Falcon Lake, details on the road design; base width, crest width, is there a truck turn around, does it go to the ordinary high water mark at the edge of the lake?

For the water application, is this a pump design with a intake hose put into the water at a certain depth? What is fuel storage for the pump?

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Response

A drawing of the access road to Falcon has been attached for information. This drawing represents conceptual design of the access road developed from available mapping of the land in the area. Further site reconnaissance will be completed in the summer of 2001 to develop final design. As shown on the drawing, the road itself will be of similar design to the main haul road. The road will be designed as a single lane for use by a CAT 777 water truck with a turn-around. The road will not extend beyond the high water mark of Falcon Lake.

With respect to the water application, the following is the design basis for the water delivery system:

- A submersible pump (preliminarily sized at 90 horsepower) will be used to pump water from Falcon Lake. The pump will be installed on a float system so that water will be removed from the upper surface of the lake and will be positioned within at least 3 metres of water. An intake line and screen will be installed in accordance with guidelines established by the federal Department of Fisheries and Oceans.
- A high density polyethylene pipeline will deliver water from the pump to a pipe stand. The pipe stand will be located on the access road turn-around and will be a steel structure that the water truck drives underneath to receive water. The water truck driver will turn the water pump on and off from the pipe stand.
- The water pump is electric. A portable diesel generator will be used to generate the needed electricity. A double wall fuel storage tank will be stored on a pad adjacent to the turn-around. Both the generator and the associated fuel storage tank will be located at least 30 metres away from the high water mark of Falcon Lake.

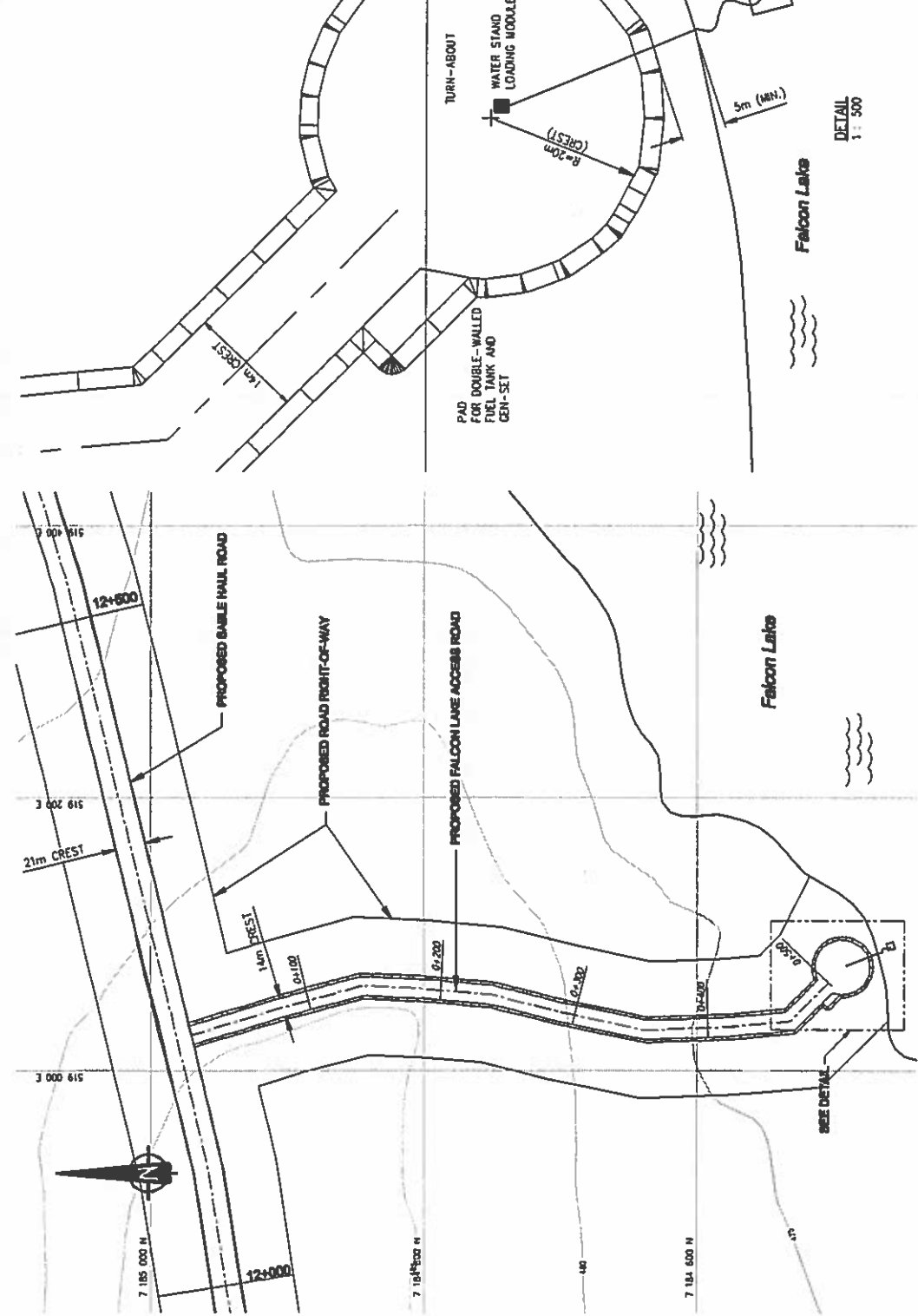
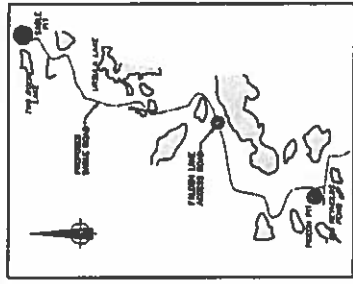


Figure 1  
Falcon Lake Access Road  
Preliminary Design



INFORMATION REQUEST  
DIAND Lands – May 25, 2001

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Request

If additional information is being requested from BHP with respect to the truck fill infrastructure at Falcon lake, the following would assist us in finalizing our comments.

- location and quantity of granular material to be used for the construction of the turnaround area, road, etc
- construction requirements for the water intake, any building, pad, etc
- estimated cost to abandon and restore this facility including the plan to undertake the work
- site plan/plot plan of facilities showing dimensions and area
- description of use and duration of facilities.

The information would be utilized to determine if there a land management issues for the proposed development, such as the need for land tenure.

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Response

As stated in Section 3.2 of the design brief, general fill material for the Sable Haul Road will be from operations at Koala and Panda pits. The same fill source will be used for the Falcon access. Surface course material will be obtained from either the Airstrip esker and/or crushed run-of-mine from Panda and/or Koala pits.

A drawing of the access road to Falcon has been attached for information. This drawing represents conceptual design of the access road developed from available mapping of the land in the area. Further site reconnaissance will be completed in the summer of 2001 to develop final design. As shown on the drawing, the road itself will be narrower, but of similar design to the main haul road.

With respect to the water intake, the following is the design basis for the water delivery system:

- A submersible pump (preliminarily sized at 90 horsepower) will be used to pump water from Falcon Lake. The pump will be installed on a float system so that water will be removed from the upper surface of the lake and will be positioned within at least 3 metres of water. An intake line and screen will be installed in accordance with guidelines established by the federal Department of Fisheries and Oceans.

- A high density polyethylene pipeline will deliver water from the pump to a pipe stand. The pipe stand will be located on the access road turn-around and will be a steel structure that the water truck drives underneath to receive water. The water truck driver will turn the water pump on and off from the pipe stand.
- The water pump is electric. A portable diesel generator will be used to generate the needed electricity. A double wall fuel storage tank will be stored on a pad adjacent to the turn-around. Both the generator and the associated fuel storage tank will be located at least 30 metres away from the high water mark of Falcon Lake.

As stated in the land application, restoration of the Sable Road will be completed in a manner consistent with already approved methods established for EKATI™. Upon closure of the Sable Road:

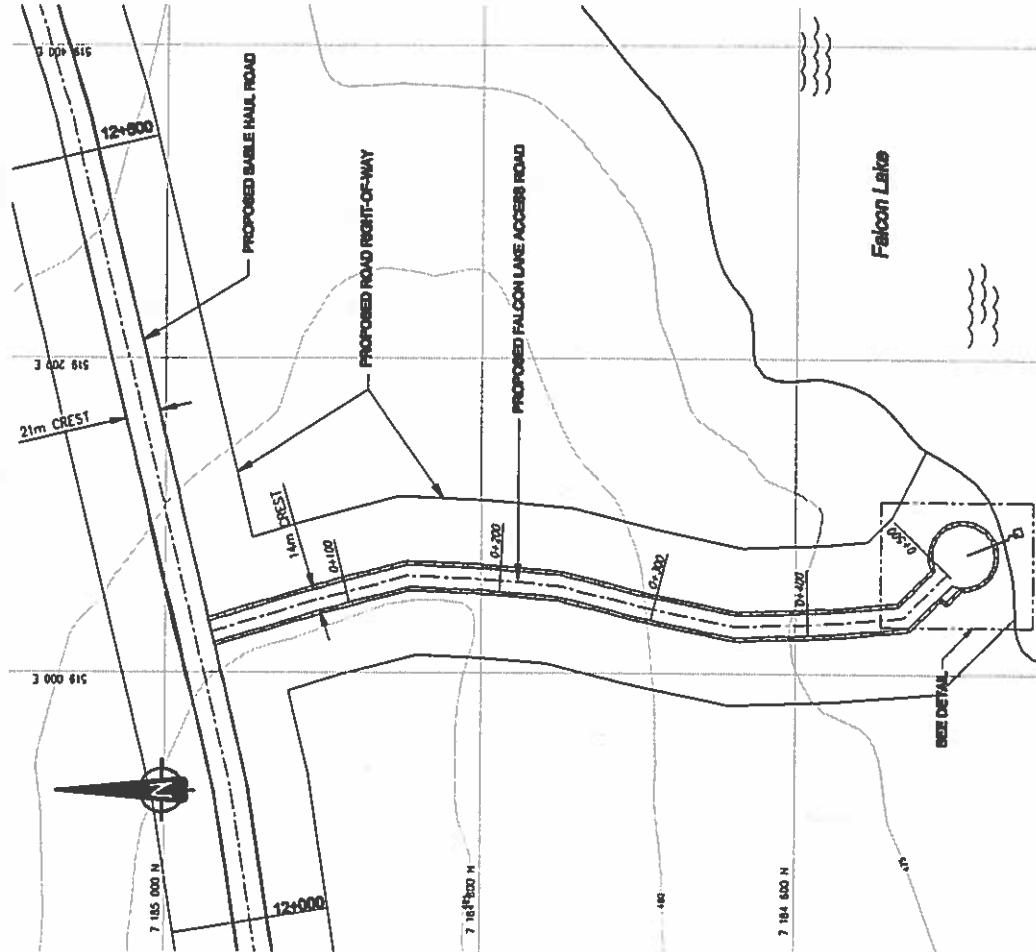
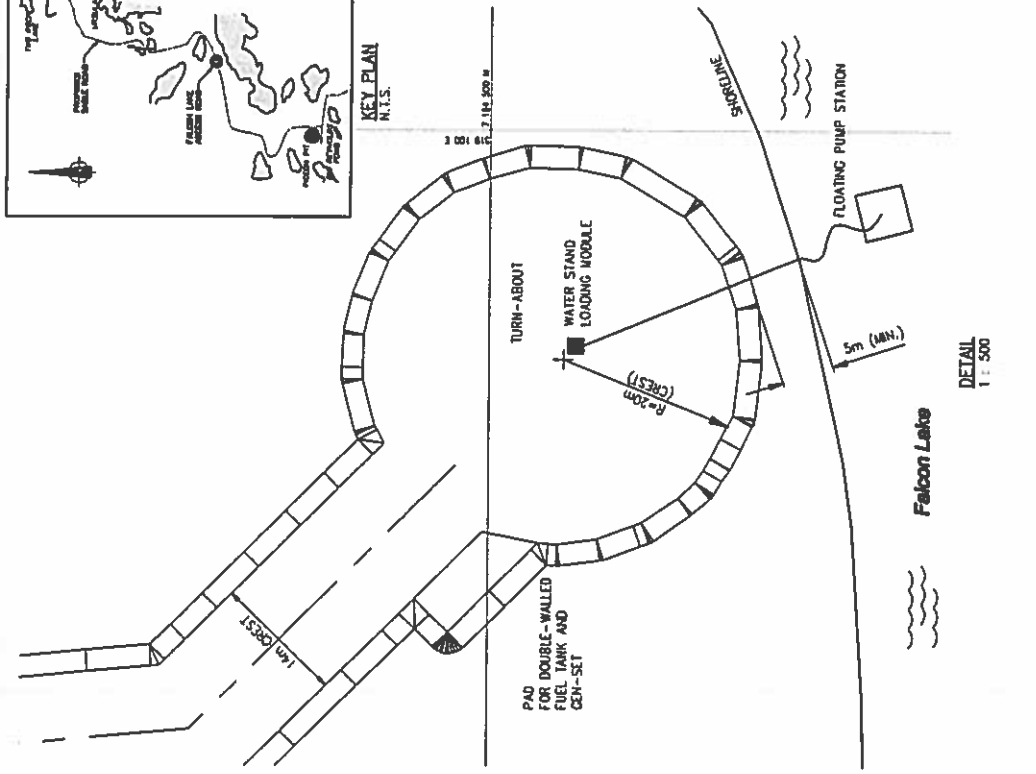
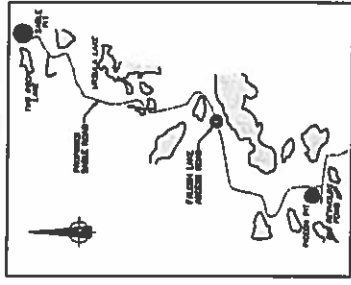
- Any berms that have been installed to comply with the Mine Safety Act will be removed to further facilitate access by wildlife,
- All culverts will be removed and natural water flow re-established; Resulting banks will be armoured to prevent erosion,
- Where possible, the road surface will be reworked and scarified to promote topographic diversity and encourage natural revegetation.

As stated in the land application, current schedules show restoration to be completed in the year 2037.

Typical restoration costs for a road depend on the design and location of the road and the number of culverts and berms installed. Roads surfaces that are scarified and reworked are estimated to cost in the order of \$0.013/m<sup>2</sup> (year 2000 dollars). This cost was recently developed as part of an updated reclamation liability estimate submitted in accordance with the terms of the Environmental Agreement under which BHP Diamonds Inc. operates. It is anticipated that similar costs will be incurred for those sections of the Sable Road that are scarified. As discussed in the Interim Abandonment and Restoration Plan, 2000, current plans are to scarify the road surfaces in the vicinity of the pit, whereas the main haul road itself is left in an as-built condition. Using current dollars, it is further estimated that the removal of berms and culverts associated with the Sable Road may result in a cost of approximately \$25,000.

Given the duration of the operation, BHP Diamonds Inc. has identified a need for land tenure. An updated tenure request, reflecting the conceptual design of the Falcon access road will be submitted directly to DIAND Lands for consideration.

May, 2001



Sable Hull Road Preliminary Design

Figure 1  
Falcon Lake Access Road  
Preliminary Design

BHP Diamonds Inc.

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