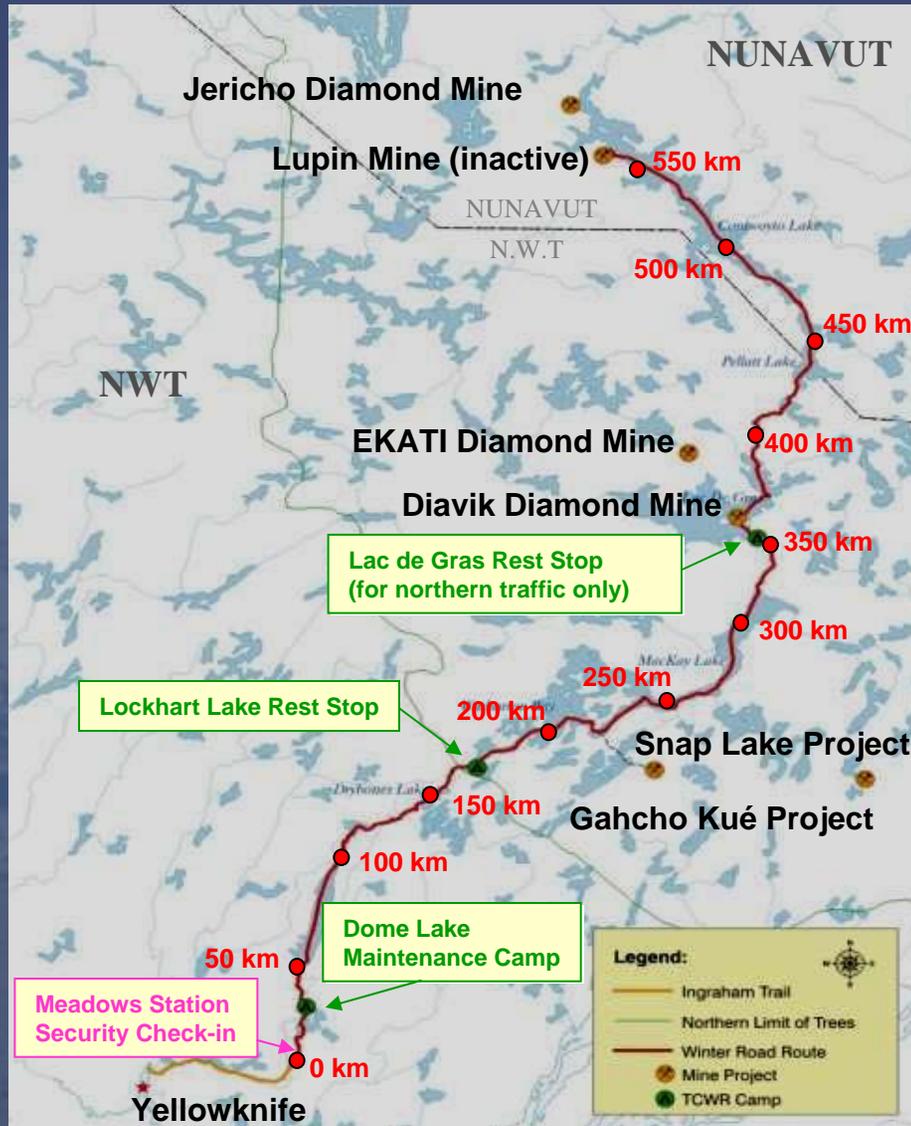




Tibbitt to Contwoyto Winter Road

The winter road is the main supply road for the EKATI, Diavik and Jericho diamond mines, the Snap Lake mine development, and several other mineral exploration projects.





The Tibbitt to Contwoyto Winter Road Route

Note: A secondary route provides an additional 100 km's of ice road capacity at the south end.



TIBBITT TO CONTWOYTO WINTER ROAD



DISTANCES ALONG THE ICE ROAD (km's)

| | |
|--|-----|
| Tibbitt Lake, start of the winter road | 0 |
| Meadows, security/dispatch checkpoint | 7 |
| Dome Lake, maintenance camp | 35 |
| Lockhart Lake, rest stop all drivers | 170 |
| Snap Lake Project | 264 |
| Lac de Gras, rest stop – Lupin/Jericho traffic | 350 |
| Diavik Diamond Mine | 373 |
| Misery, satellite mining camp of EKATI | 378 |
| EKATI Diamond Mine | 405 |
| Lupin Mine (inactive) | 568 |
| Jericho Diamond Mine | 600 |

Some Winter Road Facts

- 600 km long – 85% of the road is over lake ice
- The road has 64 numbered portages, and four key way-points:
 - Meadows Station (7 km): Security Check In & Dispatch Point
 - Dome Lake Camp (35 km): Maintenance Camp
 - Lockhart Lake Camp (170 km): First Rest Stop
 - Lac de Gras Camp (350 km): Second Rest Stop (for Lupin/Jericho traffic only)



Historical Data

| Year | Road Opened | Road Closed | Storm closures | “Super B” capacity reached * | Number of truck loads north ** |
|------|-------------|-------------|----------------|------------------------------|--------------------------------|
| 2007 | January 28 | April 9 | 3 days | February 26 | 10,922 |
| 2006 | February 4 | March 26 | 11.6 days | not reached | 6841 |
| 2005 | January 26 | April 5 | 4.5 days | February 20 | 7607 |
| 2004 | January 28 | March 31 | 3.3 days | February 23 | 5091 |
| 2003 | February 1 | April 2 | 3.5 days | February 21 | 5243 |
| 2002 | January 26 | April 16 | 9.7 days | February 22 | 7735 |
| 2001 | February 1 | April 13 | 11.8 days | ~ March 3 | 7981 |
| 2000 | January 29 | April 3 | n/a | n/a | 3703 |

* Super B trucks are the largest highway truck configuration used.

** Does not include backhauls south.

Ice Thickness

- The ice thickness is measured regularly to determine which trucks and sizes of loads can be allowed to drive safely on the winter road

Ice Thickness Profiling



Ice Augering

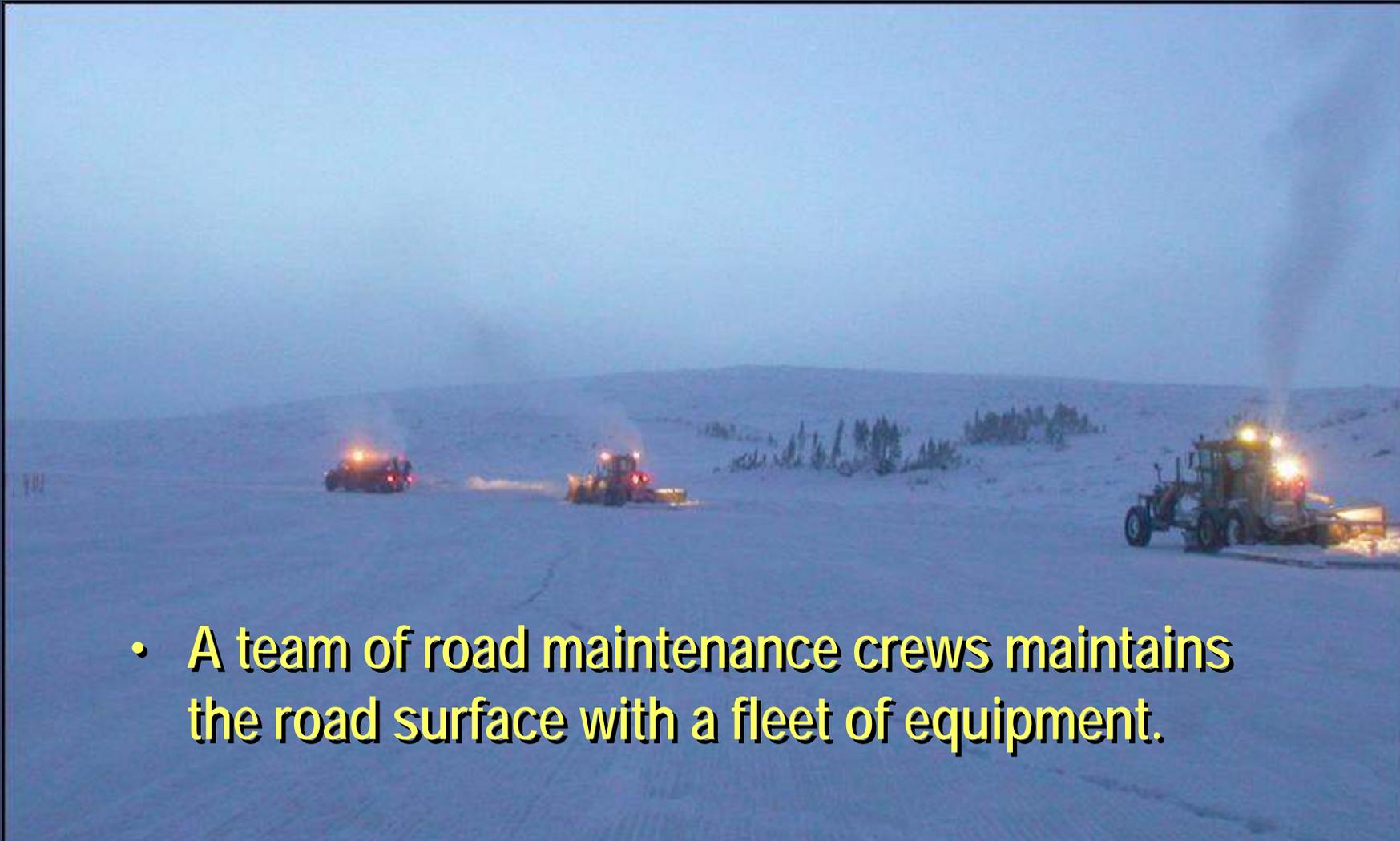


Building Ice

- To help Mother Nature, the ice road is thickened, reinforced and regularly repaired by flooding followed by grading.

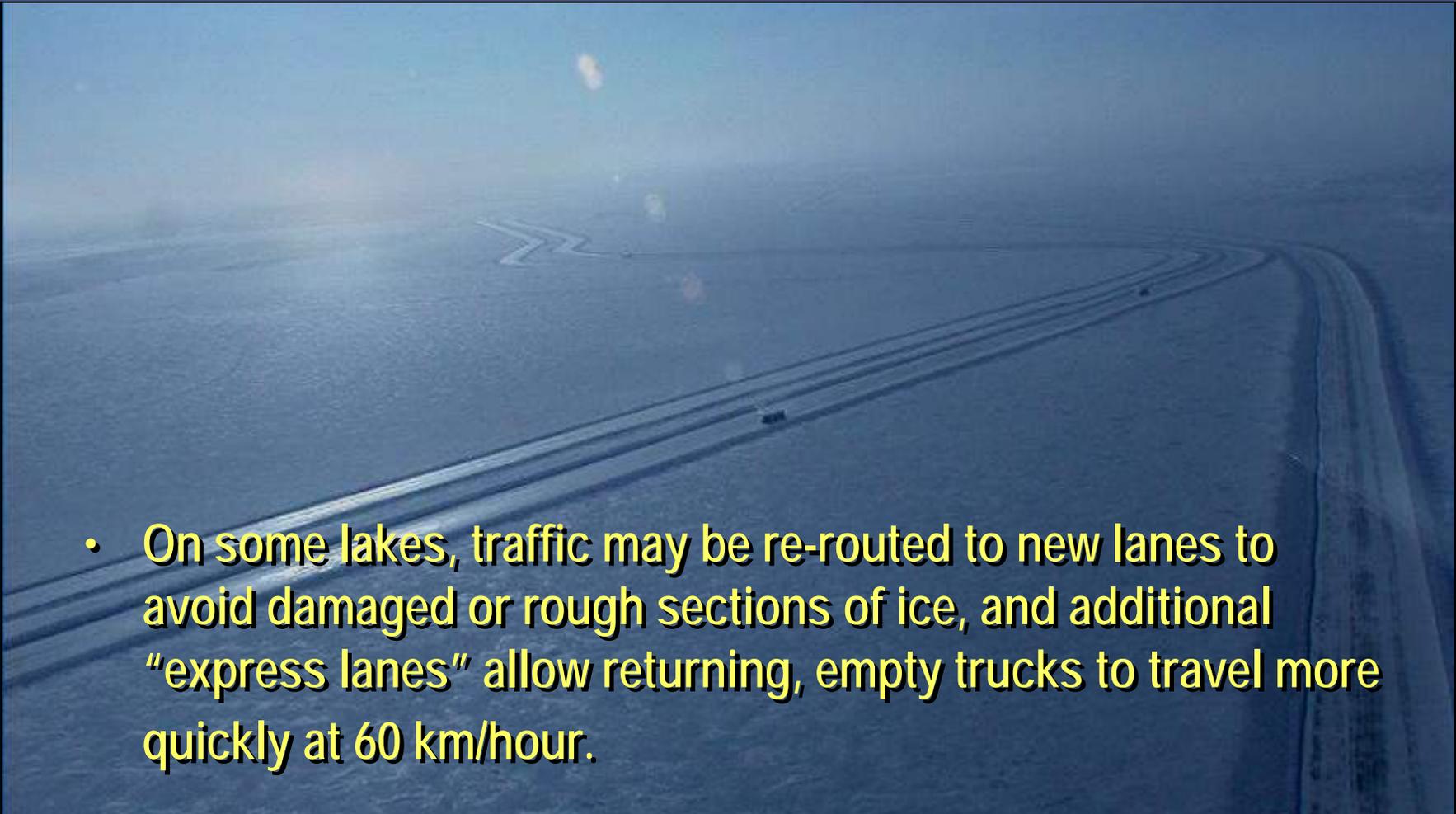


Winter Road Maintenance



- A team of road maintenance crews maintains the road surface with a fleet of equipment.

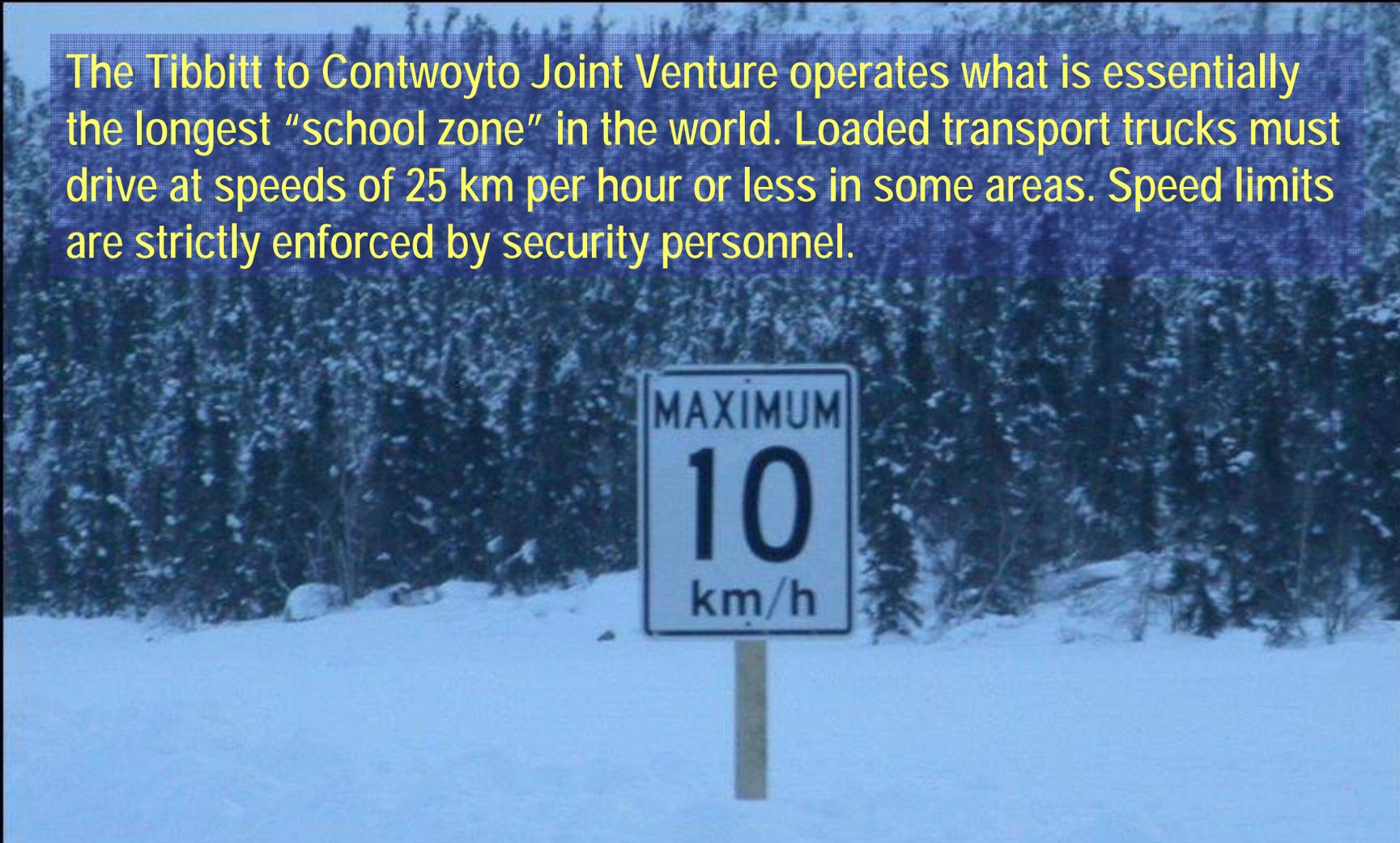
Road Rerouting



- On some lakes, traffic may be re-routed to new lanes to avoid damaged or rough sections of ice, and additional “express lanes” allow returning, empty trucks to travel more quickly at 60 km/hour.

Speed Limits

The Tibbitt to Contwoyto Joint Venture operates what is essentially the longest “school zone” in the world. Loaded transport trucks must drive at speeds of 25 km per hour or less in some areas. Speed limits are strictly enforced by security personnel.





TIBBITT TO CONTWOYTO WINTER ROAD

