

# AuMEGA Bunker Hill Project Alternate Route

## Environmental Assessment Registration

Pursuant to the Newfoundland & Labrador Environmental Assessment  
Regulations, 2003 (Section 28: Salmon River) under the Environmental  
Protection Act

### Prepared for:

Environmental Assessment Division  
Newfoundland and Labrador  
Department of Environment and  
Climate Change



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# 1.0 INTRODUCTION

## 1.1 Name of Undertaking

Bunker Hill 2025 Winter RC Drilling Program Alternate Route.

## 1.2 Proponent

Name of Corporate Body: **AuMEGA Metals Ltd.**

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## 2.0 THE UNDERTAKING

### 2.1 Name of the Undertaking

Bunker Hill 2025 Winter RC Drilling Program Alternate Route.

### 2.2 Rationale

Cape Ray Mining Limited / AuMEGA Metals Ltd. (AuMEGA) is conducting winter exploration activities on its Bunker Hill Project Mineral Licenses and requires fording four stream locations (Project) to significantly reduce the travel distance required, one of which is a scheduled salmon river, Garia River. These fording locations will be utilized to provide access to the exploration area while minimizing travel distances and disturbance to the area. As the exploration activities will be completed during the winter season, equipment will travel over the water courses while they are frozen and use access trails that will be snow packed.

Alternate access routes were conceptualized, assessed, and approved under a Mineral Exploration Approval and a Permit to Alter a Body of Water; however, they cover significantly more area, increasing the travel distance by over 10 km and contain multiple areas of wetlands as well as additional non-scheduled stream crossings. It was determined that the alternate access routes would cause significantly more impacts and disturbances, thus the scheduled river crossing was deemed the least impacting activity to access the area during the winter months.

## 3.0 DESCRIPTION OF THE UNDERTAKING

### 3.1 Geographical Location

The exploration program area is located approximately 37 kilometres (km) southeast of Crabbes River Park, on the western side of the island of Newfoundland, NTS sheets 110/15 (Grandys Lake) and 110/16 (La Poile River) (See Figure 1 below). The entirety of the exploration footprint for this program covers an area approximately 20 km by 4 km. Access to the area is via a combination of 45 km of existing gravel forestry access road and trail east of the Trans-Canada Highway near Crabbes River Park (NL Route 405). The site can also be accessed via helicopter.

The entire area is topographically quite variable, with peaks and valleys ranging from 580 meters (m) to 440 m above sea level (asl) in the southern area. The area has been moulded by the last glaciation period which has created terrain with undulating hills and rugged hilltops. Tree cover is very sparse and mainly restricted to the valleys. There are several river valleys scattered throughout the project area that are generally covered with black spruce, fir, tamarack and shrubs. There are several lakes, ponds and marshes covering the project area as well.

Figure 1 presents the Project location. Figure 2 and Figure 3 mark the locations of the proposed river fords, including the scheduled salmon river, Garia River.



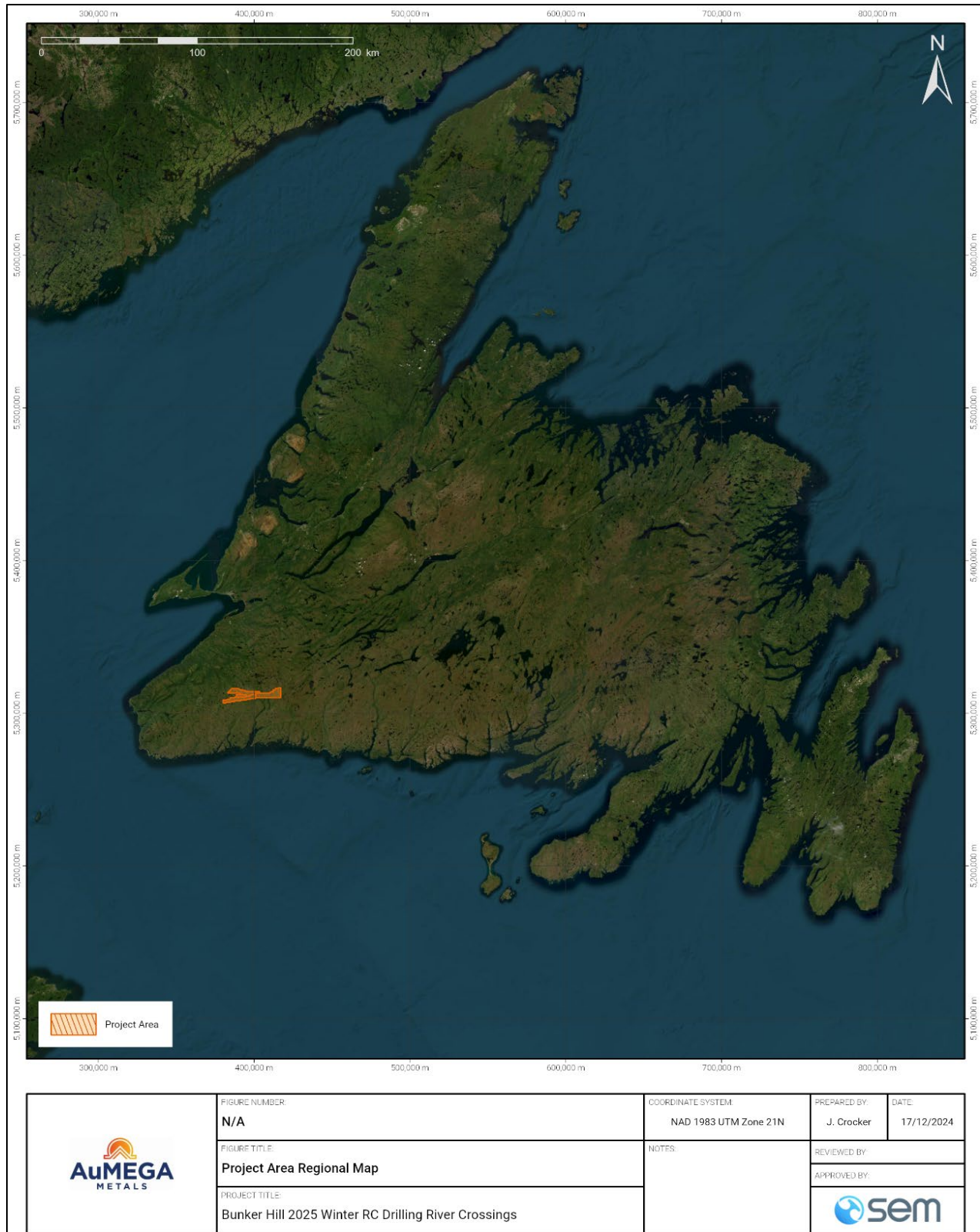


Figure 1 Project Area Regional Map.



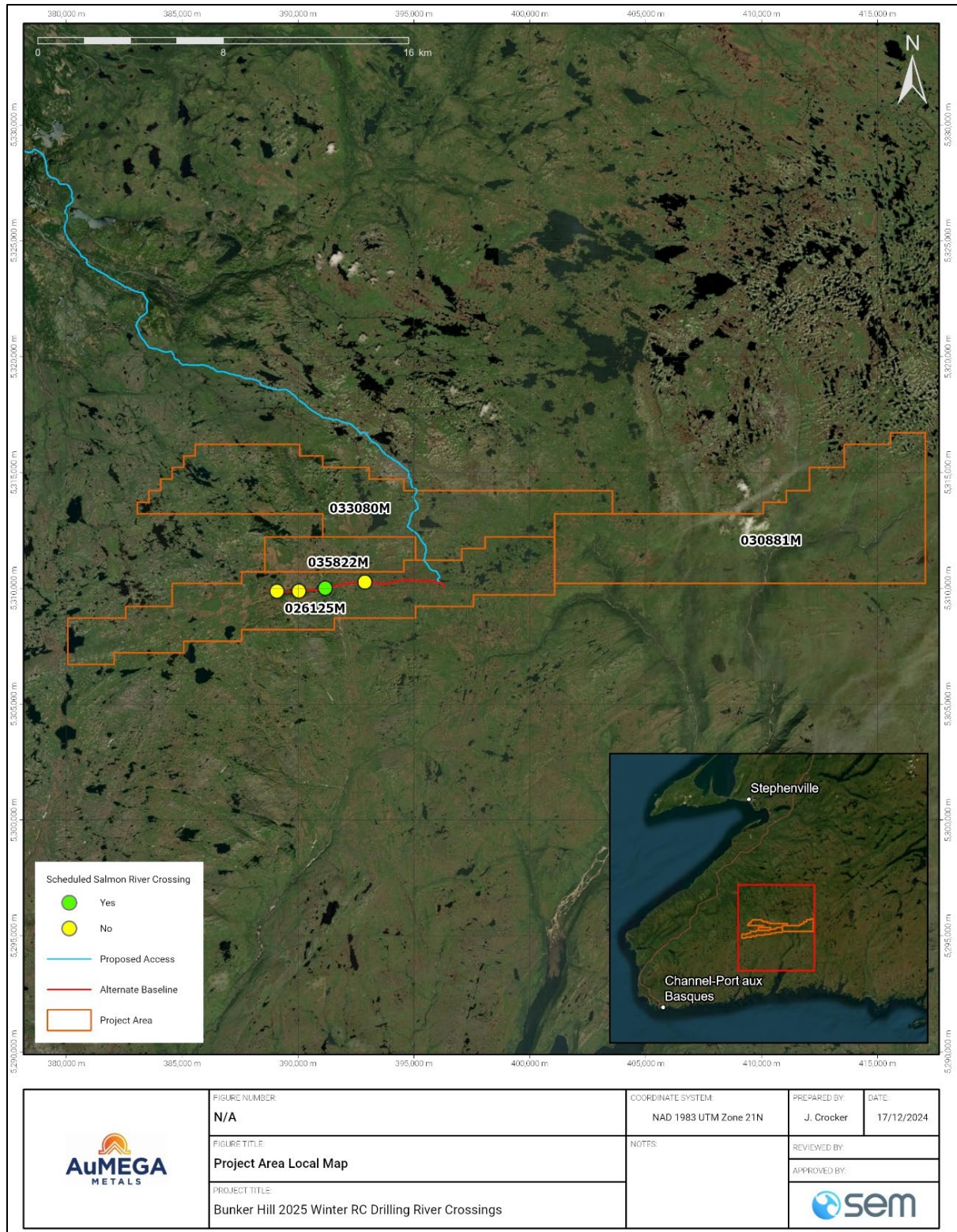


Figure 2 Project Area Local Plan Map.



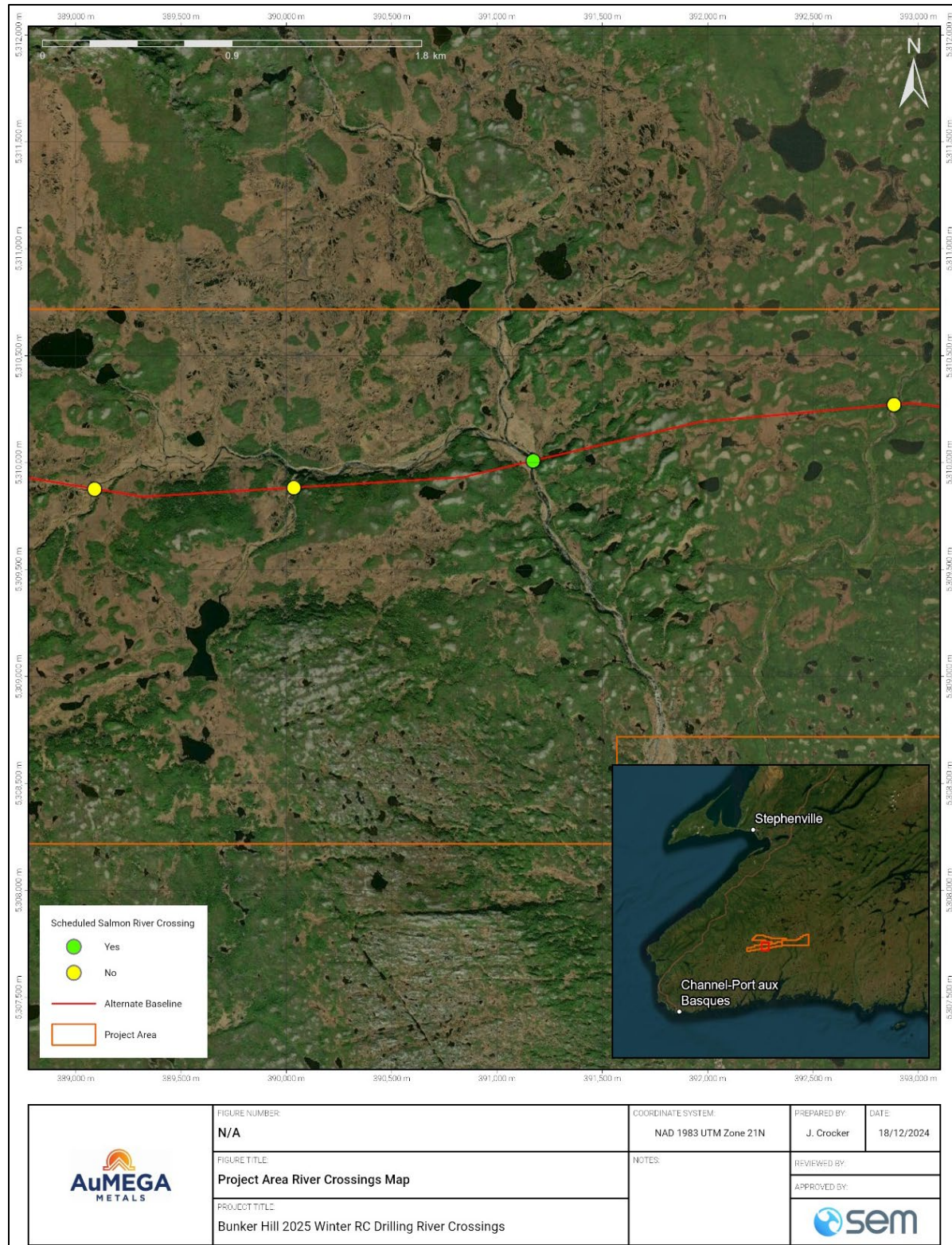


Figure 3 Project Area River Crossings Map.



## 3.2 Physical Features

The proposed river crossings will be transversed by fording. However, this fording will only be conducted during the winter months, when the waterways are frozen, and the surrounding winter trails are snow covered, thus no equipment will enter the waterways, or cause disturbance to any ground.

Coordinates of the crossing locations, with channel widths, are as follows (UTM 83, Zone 21):

**Table 1 Fording Locations.**

Location Number	Easting	Northing	Width (m)
1	389090	5309876	4.5
2	390036	5309883	4.5
3	392884	5310271	8.3
4*	391172	5310008	10.2
*denotes scheduled salmon river crossing			

No permanent structures will be constructed, and no disturbance is anticipated. Snow trail conditions will be monitored daily, and mitigation measures will be employed if there are any signs of degradation or rutting of the winter trails. Ice conditions at the crossing locations will also be monitored for thinning or melting.

The potential impacts or disturbances to wildlife or resource stakeholders downstream for this project are very-low due to the frozen conditions.

## 3.3 Construction

No construction activities will be conducted within the water crossings as the waterbodies will be frozen. Winter access trails will be created along both shores to create fording approaches with packed snow. The possibility of sedimentation that could encroach or enter the waterbody is very-low, as the water courses will be frozen over, and no equipment or work activities will be in contact with original ground. Any shoreline work, if needed, will conform to Fisheries and Oceans Canada's (DFO's) Code of Practice for Temporary Fords.

### 3.4 Operation

To access the Project area to conduct exploration activities on AuMEGA's Mineral Licenses, fording of four river locations is required. Waterbodies will only be travelled on when frozen, as snowmobiles or tracked snow groomers will be used to transport crews daily, they would be unable to cross unfrozen waterways. Drilling equipment will be tracked in/out once only. No other physical work will take place in the waterways, or within 15 m of a waterbody and within 200 m of the scheduled waterway.

For context, the associated exploration activities (approved under Exploration Approval E240510) will include a program of sampling sites based on winter access and transects. The drilling and support equipment will be tracked in/out once along the existing trail the assistance of a D6 dozer. Figure 4 is an example of a typical snow packed trail at the Bunker Hill exploration project area.



**Figure 4**      **Example of Snow Packed Winter Exploration Trail**

Wet areas and waterbodies will be avoided where possible, and as access will be in the winter, it is expected that these areas will be frozen. Any mitigation measures needed will be added as presented in Environmental Guidelines for Mineral and Quarry Materials Exploration, in combination with AuMEGA's Environmental Protection Plan (EPP) and all associated approvals. These mitigation measures will be monitored through all parties throughout the program and will be documented by Sikumiut Environmental Management Ltd.'s (SEM) environmental compliance team through site auditing.

It is also not anticipated that there will be a large requirement for felling trees as the landscape largely consists of barren and tuckamore. However, AuMEGA will obtain a commercial cutting permit per the **Forestry Act** for any commercially viable timber that is felled for access.

The only potential sources of pollutants during the operations will be from the release of hydrocarbon products into the environment on to the surface, or from a vehicle entering the waterbody from breaking through the ice. Preventative measures will be employed, including regular inspection of the ice conditions, inspection of all equipment before attempting to cross, and appropriate response equipment, including spills kits, will be present at all times.

AuMEGA has consulted with an outfitter who is currently active in the area. AuMEGA will reach out to other outfitters to determine amount of activity in the area and consult as needed. A notice of exploration will be placed on a noticeboard at the entrance of the main access trail just off of the Trans Canada Highway. This notice will contain information for any other local users or stakeholders to contact the company for consultation of their activities.

## 3.5 Occupations

Up to 20 people may be employed for a total of 588 person days during the operations period of the project. Table 2 below presents the anticipated employment numbers.

**Table 2 Estimated Employment.**

Position	# of Personnel	Work Days per Person	National Occupation Code
Geologist	4	42	21331
Geological Technician	4	42	22101
Driller (includes drill helper)	8	42	73402
Cook	1	42	63200
Cleaner	1	42	65312
Labour (Camp Hands)	2	42	75110
<b>Totals</b>	20	840	



## 3.6 Project Related Documents

Related documentation includes AuMEGA's EPP which also includes procedures for spill response.

## 3.7 Permits, Approvals and Authorizations

AuMEGA holds Mineral Licences for the Project area. As noted above, no exploration work is planned within 15 m of a waterbody, or within 200 m of the scheduled waterway.

Permits, approvals and authorizations are required from the NL Department of Industry, Energy and Technology (NL DIET), the NL Department of Environment and Climate Change (NL DECC), and the NL Department of Fisheries, Forestry and Agriculture (NL DFFA). Table 3 presents the list of required permits and approvals in order for AuMEGA to conduct the exploration work in the project area.

Apart from the requirements listed, AuMEGA will follow all policies and procedures listed in DFO's Code of Practice for Temporary Fords, September 2022.

**Table 3 List of Required Project Permits, Approvals and Authorizations.**

Permit, Approval or Authorization Name	Regulatory Body	Reference Number	Date of Issuance
Mineral Licences	Mineral Lands Division - NL DIET	026125M, 030881M, 033080M, and 035822M	Various
Exploration Approval		E240510	November 28th, 2024
Permit to Alterations to a Body of Water - Fording	Water Resources Management Division – NL DECC	Pending	Pending
Commercial Cutting Permit (will be applied for if needed)	Forestry Services Branch – NL DFFA	TBD	TBD
Project Notification and Review Application Form	DFO	N/A	TBD

## 4.0 SCHEDULE

Fording of the waterbody locations are scheduled to take place from the date of approval and will end no later than April 30th, 2025, or when waterbodies show signs of melting, which ever comes first.

## 5.0 CAPITAL COST AND FUNDING

No capital costs are associated with the fording activities. Total expenditures for the 2025 winter exploration program on the Bunker Hill property is estimated to be \$6,000,000 CAD.

The Project does not rely on any grants, loans, or any other funding from any government agencies or sources of private funding. AuMEGA has allocated sufficient funding to complete the planned 2025 winter drilling program.



