

BURIN GOLD CORP. HICKEY'S POND ACCESS ROAD

Environmental Assessment Registration Document

Submitted by:
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Prepared with the assistance of:
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January 21, 2022

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1.0 NAME OF UNDERTAKING

Hickey's Pond Gravel Access Road

- Crown Lands Licence to Occupy Identification
 - Application No. 158090
- Environmental Assessment Registration Identification
 - File Reference No. 200.20.3103

2.0 PROPONENT

2.1 Name of Corporate Body

Burin Gold Corp.

2.2 Address

210-1820 Fir St.
Vancouver, BC
V6J 3B1

2.3 Chief Executive Officer

Mr. David Clark
President, CEO & Director
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Vancouver, BC
V6J 3B1
Telephone: [REDACTED]
Email: dclark@burin-gold.com

2.4 Principal Contact Person

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V6J 3B1
Telephone: [REDACTED]
Email: jburke@burin-gold.com

3.0 THE UNDERTAKING

3.1 Nature of the Undertaking

The proposed project, referred to as the Hickey's Pond Gravel Access Road, is a 13.4 km gravel access road under Crown Lands Licence to Occupy application number 158090. The project area is located on the Northern Burin Peninsula ~12 km southwest of the Community of Swift Current. The existing heavy equipment access trail will be upgraded to a truck drivable gravel road to access an advanced mineral exploration project focused around Hickey's Pond. The existing mineral exploration access trail is adjacent to an All-Terrain Vehicle (ATV) trail under Licence to Occupy Title Number 126384 previously released from Environmental Assessment.

3.2 Purpose/Rationale/Requirement for the Undertaking

The main purpose/rationale of this project is to provide daily access, when active, to an advanced mineral exploration project which is focused around a pond locally referred to as Hickey's Pond. This will allow workers to stay in nearby communities and alleviate the need to utilize an existing isolated and remote mineral exploration camp currently under Crown Lands Licence to Occupy (LTO) # 155770. The ability to travel to and from the work area with ease will reduce the need for larger fuel caches, larger scale on-site lavatory facilities, helicopter support and other remote exploration related impacts.

The upgraded access will also provide a safer work environment for employees and will eliminate the use of numerous existing ATV access routes to a single corridor along the gravel road. The current approved ATV access trail, previously released from Environmental Assessment (EA) under LTO Crown Lands Title #126384, will be adjusted to follow the gravel road preventing further ATV use on soft marshy areas.

4.0 DESCRIPTION OF THE UNDERTAKING

4.1 Geographic Location

The project is located on the northern portion of the Burin Peninsula roughly 12 km southwest of the Community of Swift Current, 12 km northeast of Route 214 (Monkstown Road) extending from Route 210, known as the Burin Peninsula Highway or Burin Highway. The project is located in a remote area on NTS Map Sheet 1M/16 (**Figures 1 to 4**). The access road is on crown land with the initial 400 m located within a Protected Road Zone buffer along the Burin Peninsula Highway. The road cuts across the buried Bell fiber optic line under Crown Lands Lease #87515, a Newfoundland and Labrador Hydro transmission line under Crown Lands Lease #87825 and generally parallels the approved ATV trail under LTO #126384.

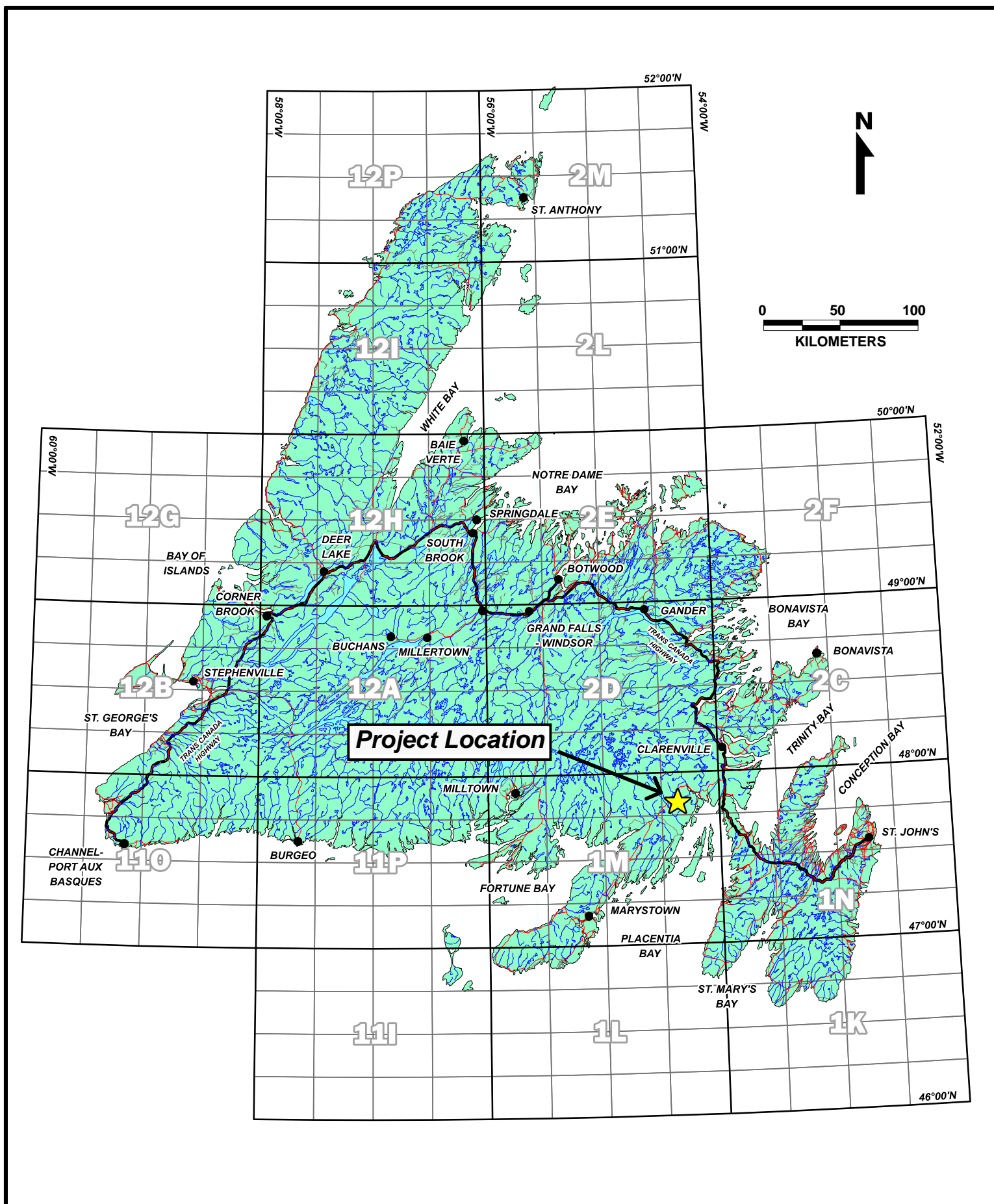


FIGURE 1: PROJECT LOCATION MAP (N.T.S. 1M/16)

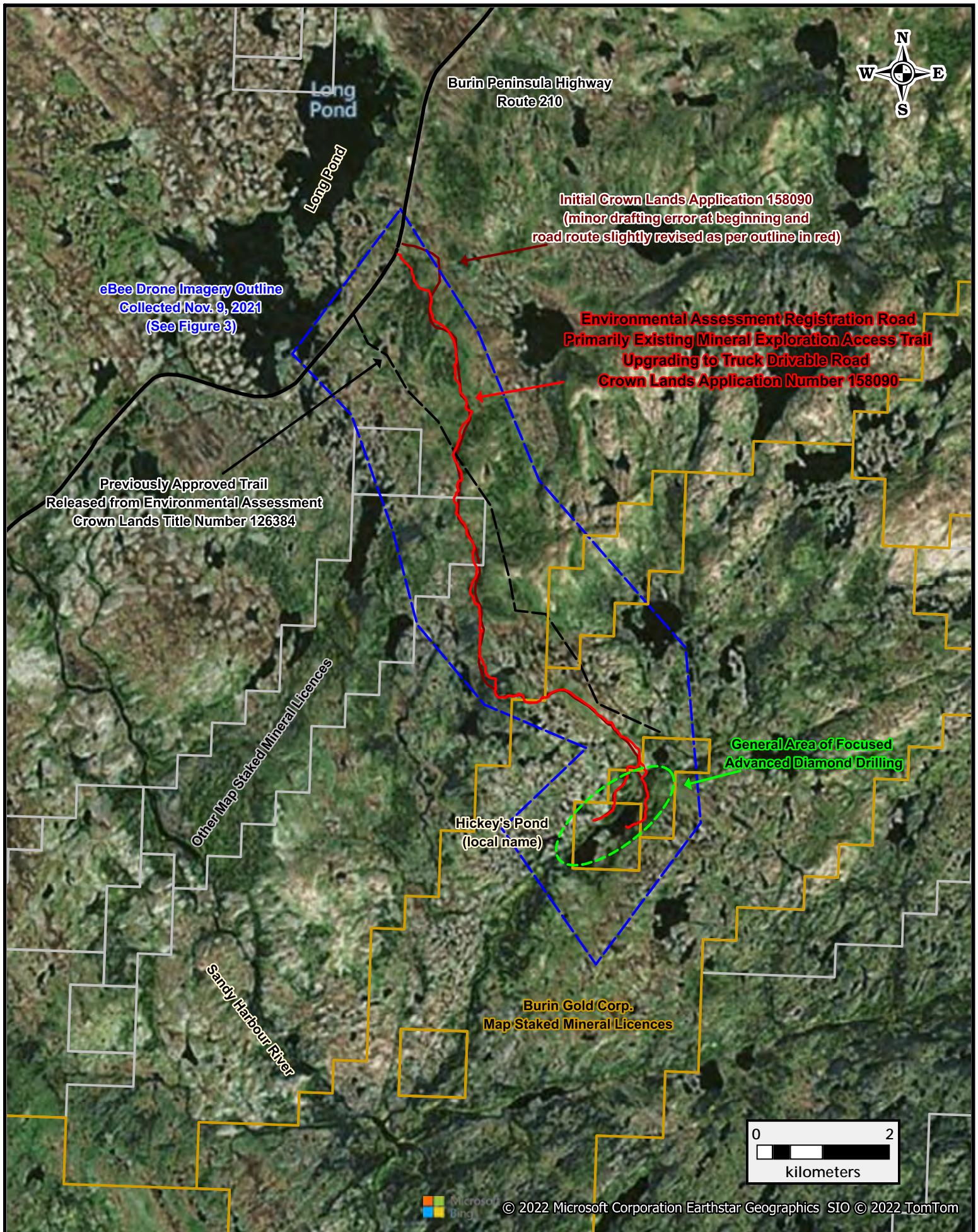


FIGURE 2: DETAILED PROJECT LOCATION MAP

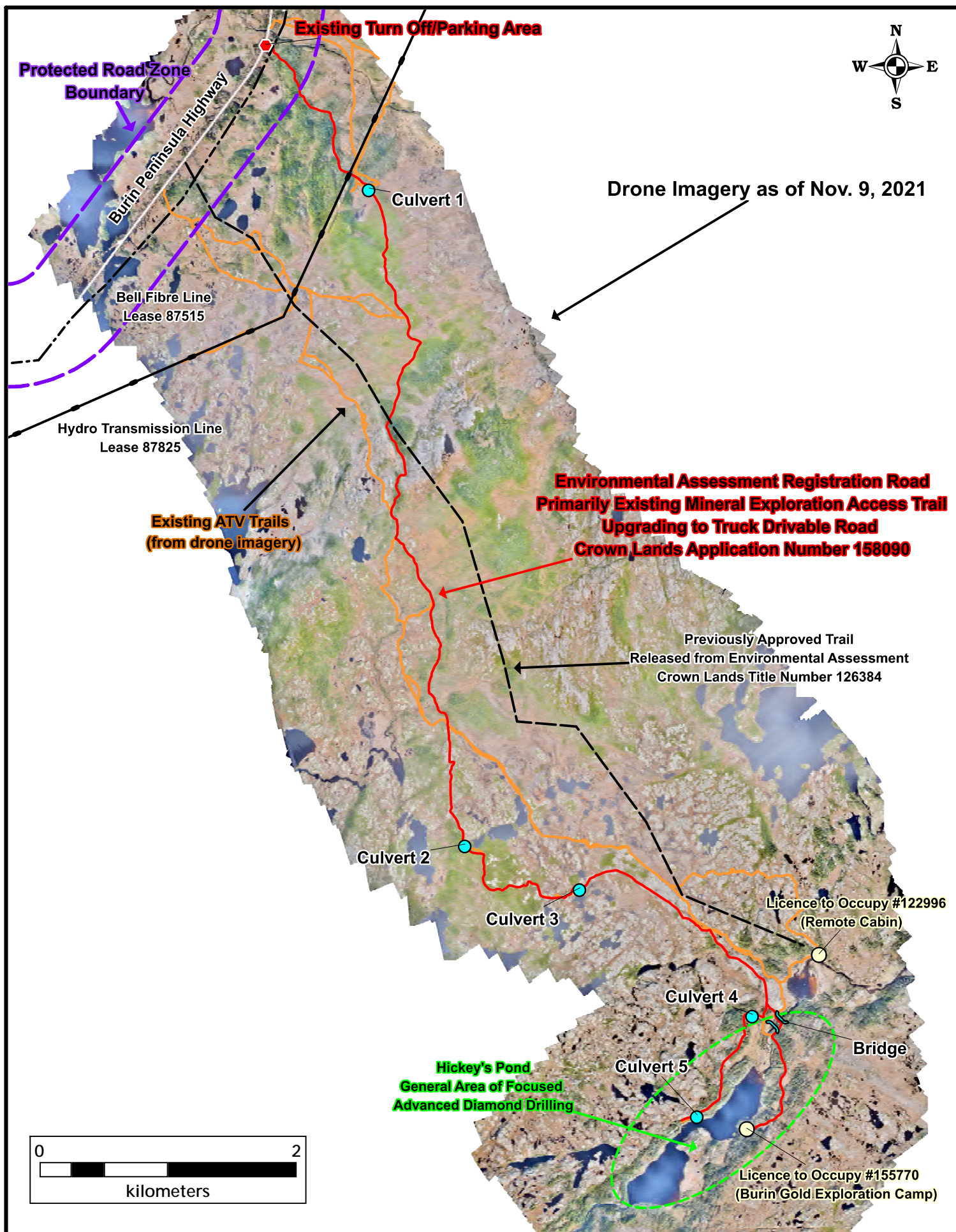


FIGURE 3: ACCESS ROAD LOCATION MAP - DRONE IMAGERY

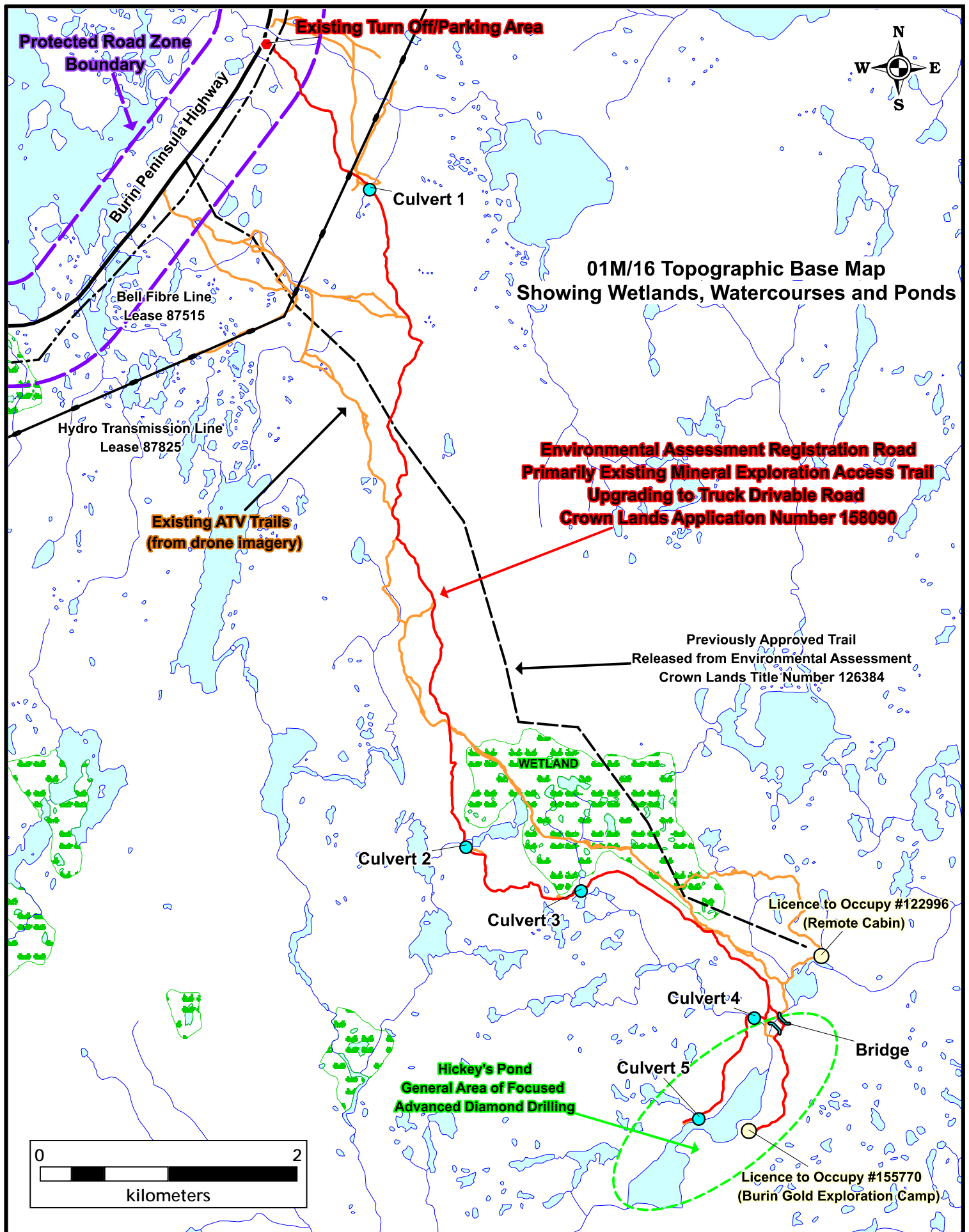


FIGURE 4: ACCESS ROAD LOCATION MAP - TOPOGRAPHY

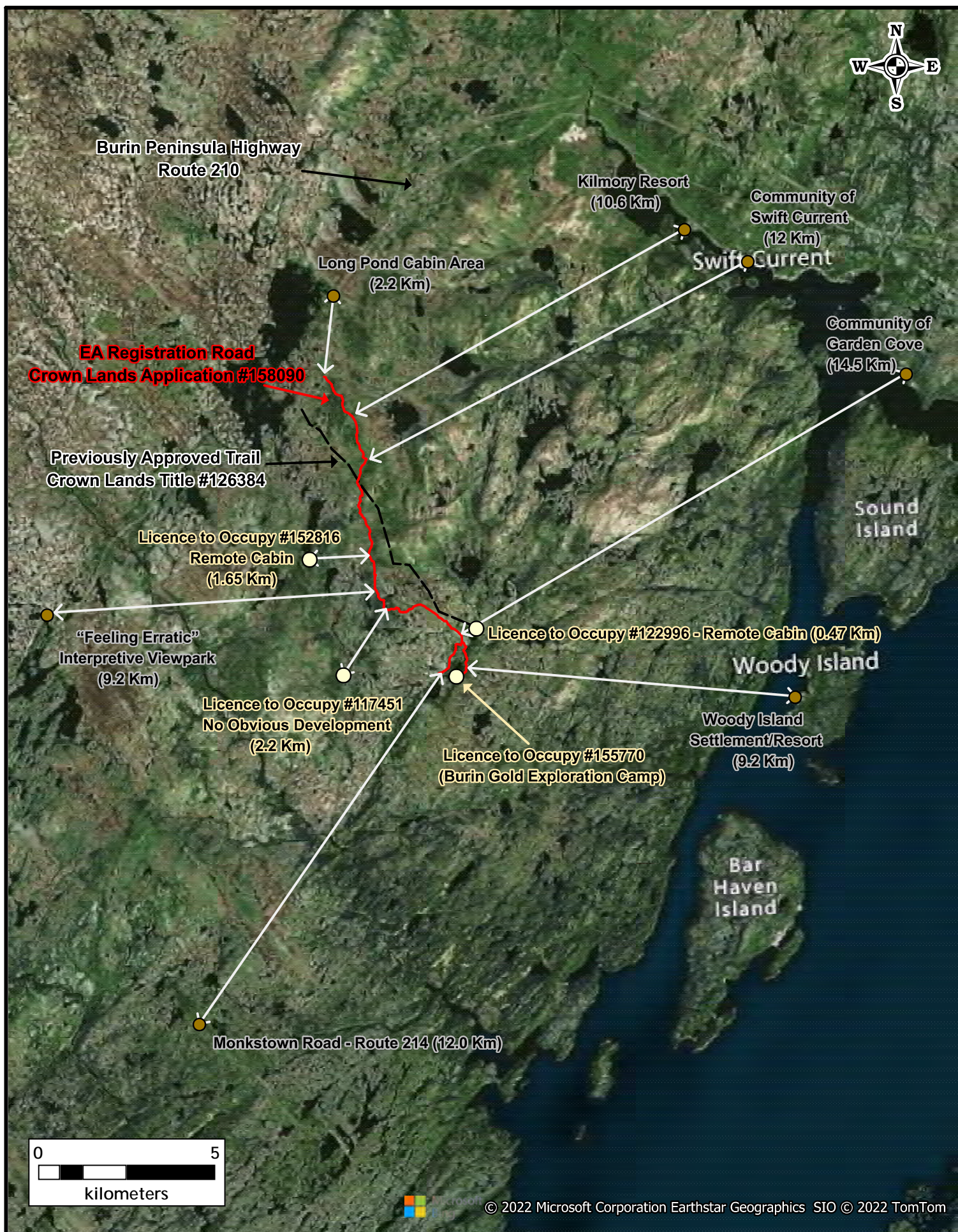


FIGURE 5: RECEPTOR LOCATION MAP

The closest sensitive human receptors near the project are shown on **Figure 5** and include various communities, tourism related businesses and a glacial erratic interpretive view park. These receptors are all located beyond 9 km from the access road with no line of site concerns and sporadic ridges/high points of land in between. There is a cabin area located on the opposite side of the Burin Highway at 2.2 km away whereby noise is not considered to be any more appreciable than that of the adjacent highway. Also, two LTO's are located southwest of the project area with no approved access routes. These appear to be for remote cabins of which LTO #152816 is the closest at 1.65 km away. This LTO is separated from the access road by a mountainous area and the LTO is lower in elevation as it sits within a valley along a waterway. It appears the cabin is primarily accessed from the Burin Highway to the northwest. The Crown Lands LTO trail under #126384 and associated remote cabin LTO under #122996 are the main receptors directly impacted by the upgrading of the existing diamond drilling access trail to a truck drivable gravel road. A letter of support from the remote cabin owner is included in **Appendix A**.

4.2 Physical Features

4.2.1 Project Site Description

The 13.4 km proposed gravel access road is located along an existing mineral exploration access trail that has been used to move heavy equipment including diamond drill rigs, excavators and other tracked heavy equipment over previous exploration programs. **Appendix B** presents some of the site conditions as of Nov. 2021. It should be noted that exploration work has been occurring intermittently in the Hickey's Pond area since the early 1900's when an attempt was made to mine iron from the area. In the early 1980's, the area was assessed with diamond drilling and again in the late 1980's / early 1990's for its gold potential. The site has been intermittently accessed from the Burin Highway overland since that time. The road is also adjacent to an existing approved ATV trail previously released from EA review.

The access road is mainly located on hard packed terrain avoiding soft areas with little underlying mineral soil or bedrock where possible. The road maintains a 30 m buffer from all previously mapped 1:50,000 wetlands, watercourses and ponds as required by the Water Resources Management Division of the Municipal Affairs and Environment Department of the Government of Newfoundland and Labrador. There are no scheduled salmon rivers within or adjacent to the project.

4.2.2 Existing Biophysical Environment

The site is located within the *Southeastern Barrens Subregion* of the *Maritime Barrens Ecoregion*. This region has foggy, cool summers and moderate winters along the coast with colder temperatures inland. The mean summer temperatures are around 11.5°C and

the mean winter temperatures are roughly -1°C with annual precipitation around 1400 mm.

The subregion is typically forested with balsam fir, black spruce, juniper and mixed shrubs, lichens and mosses. Generally, the topography ranges from 0 to 250 m above sea level with rolling terrain of low relief and some rugged and rocky uplands. The main wildlife species include moose, black bear, caribou, lynx, coyote and fox.

The immediate project area is typically barren open land with rolling topography and some pockets of forested areas. The access road is located at higher elevations around 200 m above sea level. The road extends through sporadic tree stands where possible to maintain its location on solid workable ground.

4.3 Construction and Maintenance

The construction aspect of the proposed project will consist of upgrading the existing access trail to a truck drivable road. This will involve minor isolated rerouting of the trail in sporadic locations to maintain sufficient buffers related to wetlands, watercourses and ponds on more stable ground. There may also be some widening required of the trail to the preferred width of approximately 5 m. The work will primarily involve a standard civil construction road building method referred to as “ditch to build”. Also, culverts will be installed where required to control water flow and maintain the roads integrity. A bailey bridge will be installed over a brook flowing into Hickey’s Pond from the northeast. General maintenance will be carried out to maintain the quality of the road as it is utilized over time which would include the use of an excavator and/or grader to fix ruts, settled areas, etc.

4.3.1 Road Construction

Road construction will primarily be completed by an excavator to upgrade the existing trail. The excavator will construct ditches along either side of the trail as required and place the material along the roadway to build it up with solid mineral soil and rock. In some cases, previously cleared material from the trail will also be utilized. If material for road construction cannot be sourced from the roadway, then this will be sourced from small areas along the road containing mineral soil and or rock. If the sources of road building material extends beyond the roadway, then a quarry permit will be secured from the Quarry Materials Division, Department of Industry, Energy and Technology. Alternatively, material might be trucked in from other approved quarry sites in the surrounding areas along the Burin Highway. An example of this could be the potential need for riprap rock in an area where it may not be possible to source the material from areas along the roadway. If material is to be moved over further distances along the

roadway, then an excavator and tandem or tandem tandem dump truck with an excavator to load the dump truck will be required.

Currently there is an established access point or turn off from the Burin Highway with a turnaround area (**Appendix B**). There is no requirement to establish additional access from the highway. When the mineral exploration access road is active, truck turning signs will be placed along the highway to provide notice to the general public.

If any merchantable timber is required to be cleared, it will be done by either handheld chainsaws or mechanical harvesting equipment and will be garnered under a commercial cutting permit issued by the Department of Fisheries, Forestry and Agriculture.

4.3.2 Culverts and Bridges

The five culverts and a bridge, to be installed over a brook running into Hickey's Pond, are depicted on **Figures 3 and 4**. The installation of these will be done under approval from the Water Resources Management Division under an Application for a Permit to Alter a Body of Water, Schedules A and B, as required. All requirements of the permit approvals will be followed to prevent unnecessary disturbance to the watercourses.

4.3.3 Road Maintenance

Over time gravel roads will typically require maintenance. This will be completed by utilizing an excavator and/or grader to smooth or fill in ruts and potholes as required. This may require the additional removal of material from ditches parallel to the roadway for the purpose of road upkeep.

4.4 Potential Sources of Pollution During Construction and Maintenance

The construction and maintenance phases of the development will utilize equipment such as chainsaws, pumps, excavators, dump trucks and a grader. This equipment and related activities represent a potential source of noise disturbance, exhaust emissions, the potential release of petroleum hydrocarbons, dust, siltation of watercourses, domestic waste and general refuse.

4.4.1 Air

Air pollution will be controlled by having all equipment on site fitted with the appropriate emission-control equipment and keeping mechanical gear in good working order. Dust is not anticipated to be a major concern as there will not be continuous use of the road when

developed. Regarding the construction phase, the trail way has been partially cleared and as stated in **Section 4.2.2**, the area is prone to damp foggy conditions and significant rainfall on an annual basis. All activities within the quarry will be conducted in a manner that respects the province's *Air pollution Control Regulations (2004)*.

4.4.2 Noise

The construction phase as well as the day-to-day general use of the road is not anticipated to have an effect on most nearby receptors, excluding the LTO holder northeast of Hickeys Pond. Most receptors are well beyond distances that typical noise from the site will carry. The closest group of cabins that are frequented regularly, are 2.2 km from the access road on the opposite side of the Burin Highway. The typical noise created from the project will be no more intense than traffic travelling on the highway, which is 0.15 km from the cabin area.

Two LTO licences located southwest of the project area are not expected to be affected as they are a significant distance from the road with topography changes and treed areas located between them and the road. Both LTO's are in remote areas with no approved access, thus indicating they are used infrequently. Since the early 1980's, there has been intermittent exploration work in the area with no known concerns raised by individuals using the area for recreational purposes. More recently issued LTO's could possibly be aware of the previous mineral exploration work and future potential for exploration work. Recently, there has been extensive work completed on the project and along the existing heavy equipment trail which has included diamond drilling with some helicopter support.

The nearby LTO holder for a remote cabin under Title #122996 has provided a letter supporting the project and it is presented in **Appendix A**. This is the closest sensitive receptor to be impacted by the increased intermittent noise along the road and the project generally.

All equipment will be kept in good operating order to ensure that maximum manufacture decibel levels produced are not exceed. Workers will have the proper hearing protection and the work site will be a controlled work environment.

4.4.3 Domestic Waste and Sewage

Domestic waste generated during construction will be collected and disposed of in accordance with the Environmental Protection Act 2002. If required, portable lavatories will be placed along the access road during construction. Waste will be removed by an approved sewage service provider.

4.4.4 Fuel

Fuel will primarily not be stored on site but will be brought in as required by a petroleum product service company for road construction. If a small fuel cache is required for mineral exploration work, then approval will be obtained under an exploration permit issued by the Department of Industry, Energy and Technology as done for previous exploration programs. The handling of petroleum products on site will comply with the Storage and Handling of Gasoline and Associated Products Regulations. Complete and regularly checked emergency spill kits will be available on site at all times for containment and cleanup of any hydrocarbon leaks. Any leaks or spills in excess of 70 liters will be reported to the Environmental Emergency Telephone Line and cleaned up immediately.

4.4.5 Effluent

Sediment erosion and control is one of the more significant concerns for this project as several culverts and a bridge will need to be installed. There is the potential for erosion and transport of fine-grained particles during construction activities in relation to the culvert installation and general road construction/ditching. Constant monitoring of this potential will take place during construction and if required, appropriate mitigating measures in line with industry best management practices will be utilized. The first step will be to create rock check dams with hay bales and silt fencing as required along ditches parallel to the road to filter water before entering watercourses, ponds or wetlands. The amount of erosion will be reduced as the project only deals with upgrading an already existing trail.

During construction, the installation of culverts will be completed in an environmentally responsible manner. Culvert diameters will be sized to handle water flow based on upstream drainage areas and maximum flow rates. Silt screen, hay bales and check dams will be utilized as required. Most likely a cofferdam will be constructed to restrict flow with water being pumped to the lower downstream side of the culvert install area. This would reduce the amount of siltation downstream during the install. The culvert installations, as noted on **Figures 3 and 4**, will be approved by the Water Resources Division of the Dept. of Municipal Affairs and Environment under an Application for a Permit to Alter Body of Water. The bridge will also be permitted this way and a Bailey bridge is planned to be installed with abutment material sourced from the road construction if required.

After the road is constructed, sediment control measures will remain in place and runoff will be monitored. In some cases, runoff will be directed to vegetated areas to allow for natural filtration of the water.

All water released into the environment will meet the regulatory requirements of the *Environmental Control Water and Sewage Regulations (2003)* as well as provincial permits.

4.5 Potential Resource Conflicts During Construction and Maintenance

Potential resource conflicts during construction and maintenance of the road were touched on in **Section 4.4.2** and could include the following: encounters with wildlife, the use of the area for recreational purposes such as big and small game hunting and berry harvesting.

Any encounter with wildlife shall follow regulations stated in the Wildlife Regulations under the *Wildlife Act (CC. 96-809)*. The historical nature of industrial activity along the access road and in the Hickey's Pond area is expected to limit recreational, hunting and berry picking activities in favor of less active areas to the north, west and south. The project area is within moose management area 30, covering a vast 251,800 Ha area and there is no caribou hunting permitted in the entire project area.

The 13.4 km existing heavy equipment trail is located on crown land with a nearby cabin owner supporting the upgrading of the trail to an access road. The western portion of the road extends through a protected road zone buffer adjacent to the Burin Highway. It also crosses the buried Bell fiber optic line and an NL Hydro transmission line. Considering the already developed nature of the trail, there are not expected to be immediate negative impacts to this infrastructure.

The road itself will not be gated so that current users of the trail network in the area, as depicted on **Figures 3 and 4**, can continue to use the gravel access road. This will reduce further rutting of adjacent soft marshy areas and allow them to regenerate (**Appendix B**). As the access road approaches Hickey's Pond signage will be put in place to indicate that the area is an active work site.

The access road will maintain a 30 m buffer from all previously mapped 1:50,000 watercourses, ponds and wetlands as required by the Water Resources Management Division.

4.6 Occupation

The occupations required for the proponent's site are listed below and classified as per the National Occupational Classification (2016):

Construction

- 1 Construction Supervisor (7302)
- 3 Heavy Equipment Operators – Excavator/Dump Truck (7521)

Maintenance

- 2 Heavy Equipment Operator – Excavator/Grader (7521)

Construction of the access road will require up to 6 employees while intermittent ongoing maintenance will require up to 2 employees.

4.7 Reclamation and Closure

The gravel access road will not be rehabilitated as it is a proposed replacement for the majority of the ATV trail under LTO #126384, which was previously issued for a remote cabin in the area. As noted above this will reduce the impact on the environment by recreational users as they will have a solid road base to travel on while accessing the area. The bailey bridge will be temporary in nature and will be removed when/if exploration activity ceases in the area and the road is no longer required for exploration purposes.

5.0 APPROVAL OF THE UNDERTAKING

Table 1 contains a list of referral agencies, responses received and possible permits required for the project, some of which are already in progress. A Licence to Occupy application was submitted to Crown Lands in March of 2021 and was assigned application number 158090. As noted on **Figure 2** there was a slight drafting error at the start of the road regarding its location which is rectified in this submission.

Table 1: Referral Agencies, Responses and Possible Permits Required

Department/Regulatory Agency	Status	Possible Required Approvals/Permits
Municipal Affairs and Environment - Water Resources Management Division	Being Reviewed	Permit to Alter a Body of Water
Municipal Affairs and Environment - Environmental Assessment Division	Project Registration Required	Environmental Assessment Registration
Industry, Energy and Technology - Mineral Lands Division	Being Reviewed	
Tourism, Culture, Arts and Recreation -Archeology	Being Reviewed	
Service NL	Being Reviewed	Development Permit – Protected Road Zone
Transportation and Infrastructure	Being Reviewed	Highway Access Permit
Fisheries, Forestry and Agriculture - Crown Lands	Being Reviewed	

6.0 SCHEDULE

The proposed schedule for this project is as follows:

Submission of Registration Document	January 2022
Review of Submission Document by Government	March 2022
Commencement of Construction and Operations	May 2022

7.0 FUNDING

Funding for the construction of the project will be provided entirely by the proponent.

8.0 LIMITATIONS

This environmental registration document was prepared by NCD Consulting Ltd. in consultation with Burin Gold Corp. for their use under the terms defined in a written contract between the two parties. The information included in this document was provided by the client and relates to the scope of this project exclusively. NCD Consulting Ltd. has worked with the client and utilized NCD's combined knowledge in quarry development, road construction, mineral exploration and potential environment related concerns to, as accurately as possible and with the information available, present the development of the access road in a safe and environmentally sustainable manner.



Name: Mr. David Clark
Position: President, CEO & Director
Burin Gold Corp.

January 19, 2022

Date

APPENDIX A

CABIN OWNER LETTER

Greg Stacey

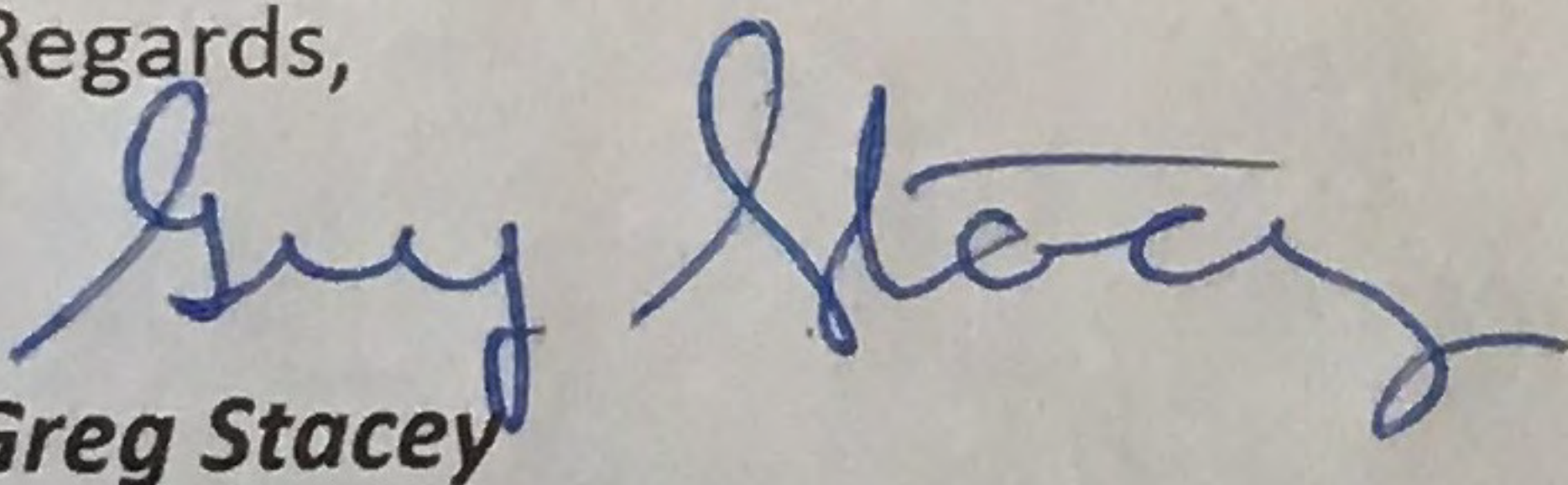
Mr. David Clark, M.Sc., P. Geo.
CEO & Director
Burin Gold Corp.
210-1820 Fir St
Vancouver BC
V6J 3B1

Dear Mr. Clark:

This letter is being provided to Burin Gold in support of the ongoing exploration activities on the Hickey's Pond Project. It is understood that the existing Licence to Occupy (LTO) under crown lands title 126384 for an ATV trail to access my remote cabin (LTO # 122996) will be mostly replaced by the exploration access trail being upgraded to a gravel road.

I agree with this project and should Burin Gold no longer require use of the road in the future I will utilize it to access my remote cabin.

Regards,



Greg Stacey

LTO #122996 Cabin Owner

Date: Jan 18, 2022

APPENDIX B

PHOTOS



Plate 1: Highway Access

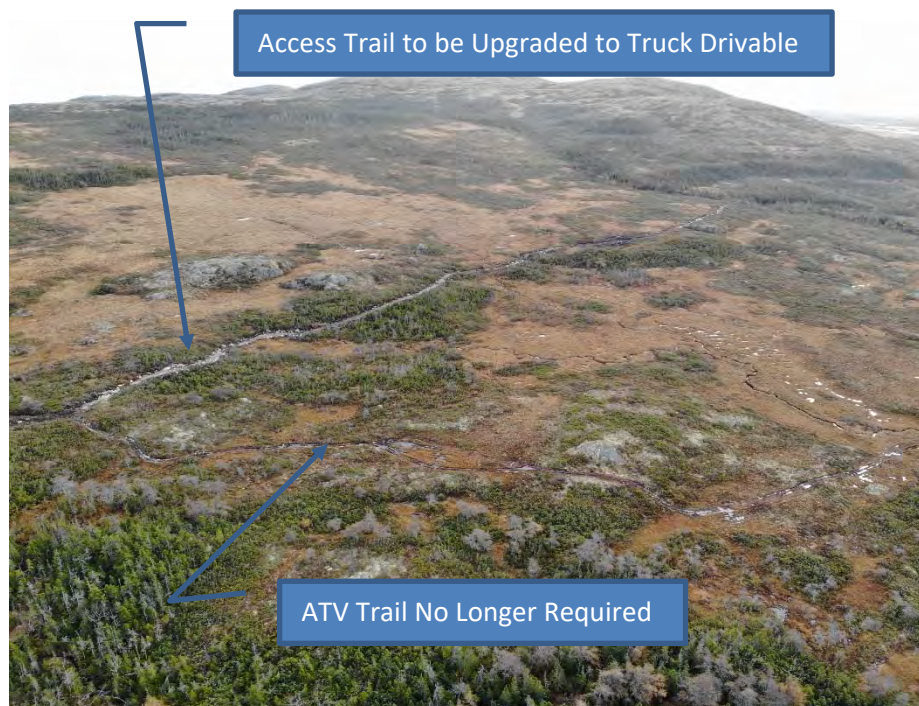


Plate 2: Rotary Drone Imagery Nov. 2021



Plate 3: Rotary Drone Imagery Nov. 2021



Plate 4: Rotary Drone Imagery Nov. 2021



Plate 5: Rotary Drone Imagery Nov. 2021