



Infini Newfoundland and Labrador Inc.

Portland Creek Project River Crossing

Environmental Registration

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

Submitted by:
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Introduction

Project Name: Portland Creek Project River Crossing

Location:

468144E, 5561490N UTM Zone 21, NAD83

NTS Map 012I/03

1. Proponent Information

Name of Corporate Body: Infini Newfoundland and Labrador Inc.

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100 New Gower Street,
St. John's NL, A1C 6K3
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President and
Chief Executive Officer: Mr. Charles Armstrong

Principal Contact Person
for the Purposes of EA

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2. Undertaking

2.1 Project:

Portland Creek Project River Crossing

2.2 Purpose:

Infini Newfoundland and Labrador Inc. ("Infini" from here on), wishes to ford a scheduled salmon river (Brian's Feeder) that flows into Portland Creek Pond, to allow for mineral exploration activities. A small team of geologists accessed the area by helicopter in October 2024, and performed an initial site assessment and scouted out the best possible fording location. Follow up work may be required later in 2024, or early 2025.

3. Description of Undertaking

3.1 Geographical Location

The Portland Creek Project is located in Western Newfoundland, approximately 15 km southeast of the small community of Daniel's Harbour. Access to the area is via the all-season NL-430 highway that connects with Deer Lake, 150 km to the south. Access to the property itself is currently restricted to helicopter access, or by boat to the eastern shore of Portland Creek Pond, then requiring a hike into the project area.

The proposed river crossing is across a narrow section of 'Brian's Feeder', which outflows into Portland Creek Pond. The location of the property and crossing point is marked on Figures 1 – 3.

Crossing site is located on NTS map number 012I/03 and with the coordinates of 468144E, 5561490N, UTM Zone 21, NAD83.

3.2 Physical Features

The proposed river crossing will be by fording. The fording site consists of a 20 – 30 m channel. The channel is up to 1 m deep with an average water depth of approximately 50 – 60 cm. The channel base and banks are made of gravel and cobbles (Figure 4). Both the east and west riverbanks have a low grade and are covered by shrubs, grass and small trees.

No additional disturbance is anticipated. No permanent structures will be constructed. Temporary features will only be added for erosion control, when required. Figures 3 and 4 show the proposed fording site.

The riverbed at the crossing site is the only feature to be potentially impacted by this project. The river is a scheduled salmon river and therefore operations could affect salmon habitat and recreational anglers. However, the risk to wildlife and resource conflict should be very low due to the limited use of the crossing.

Figure 1. Portland Creek Project location (1:3,000,000 scale)

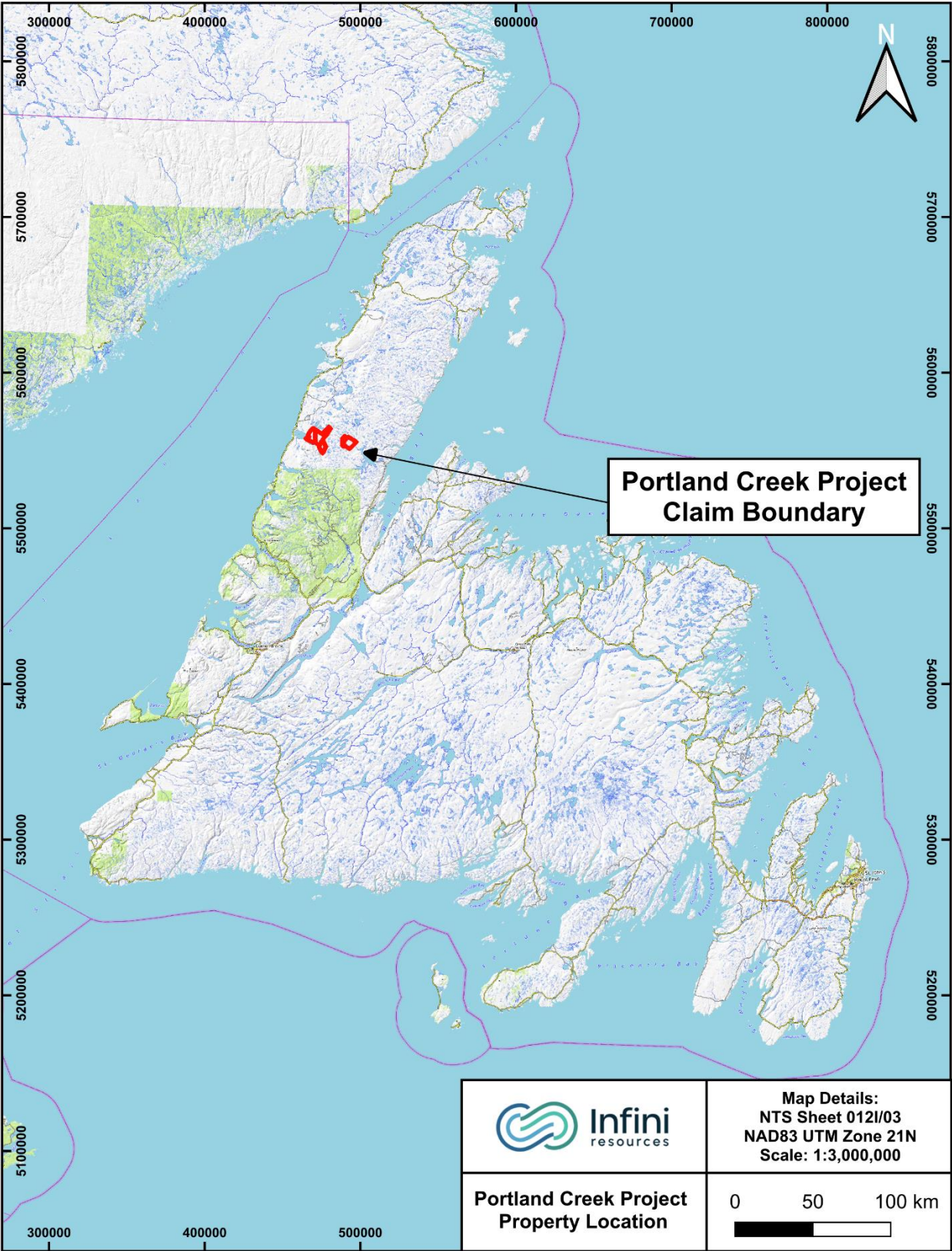


Figure 2. Portland Creek Project fording location across Brian's Feeder (1:100,000 scale)

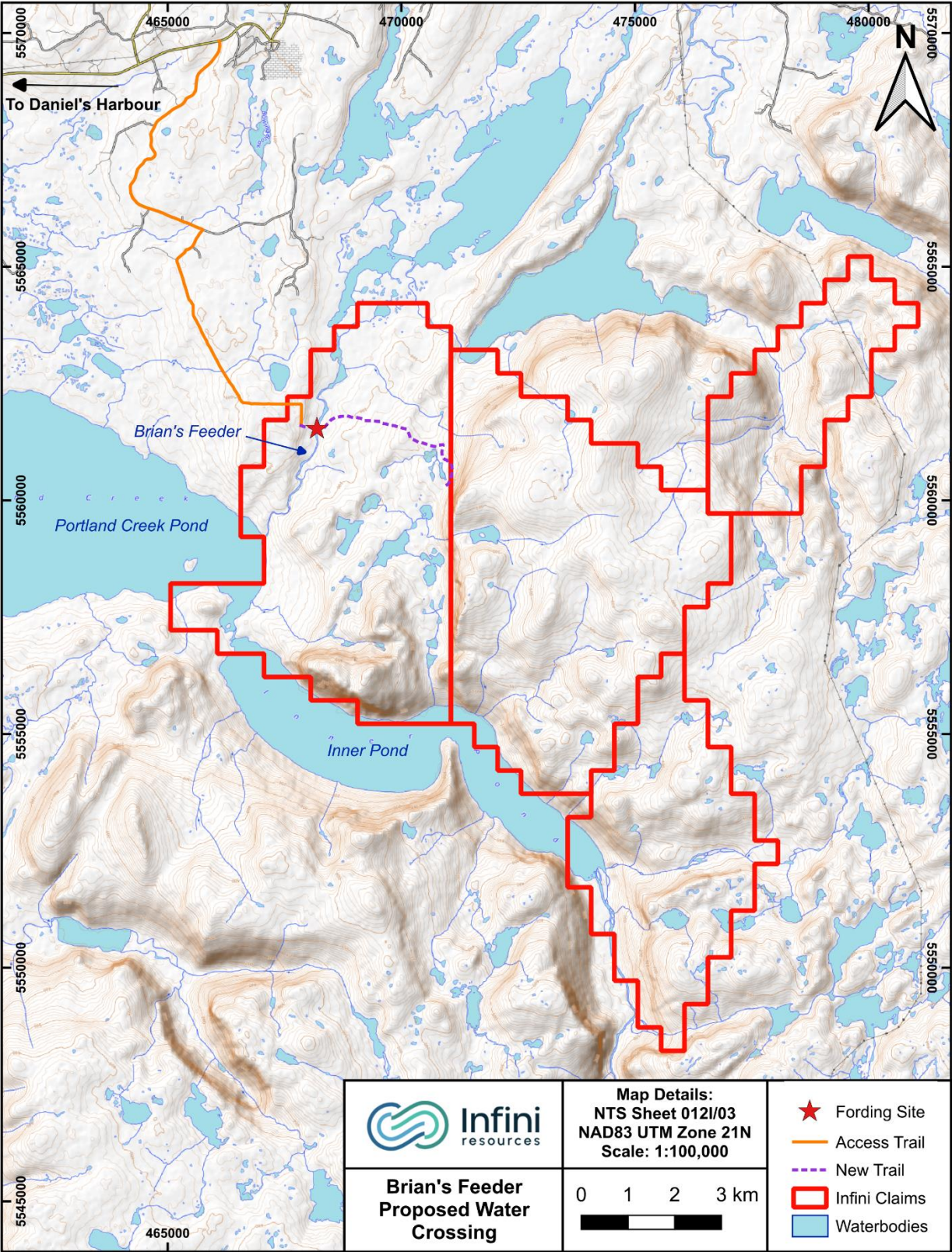


Figure 3. Detailed map of the fording location (1:20,000 scale)

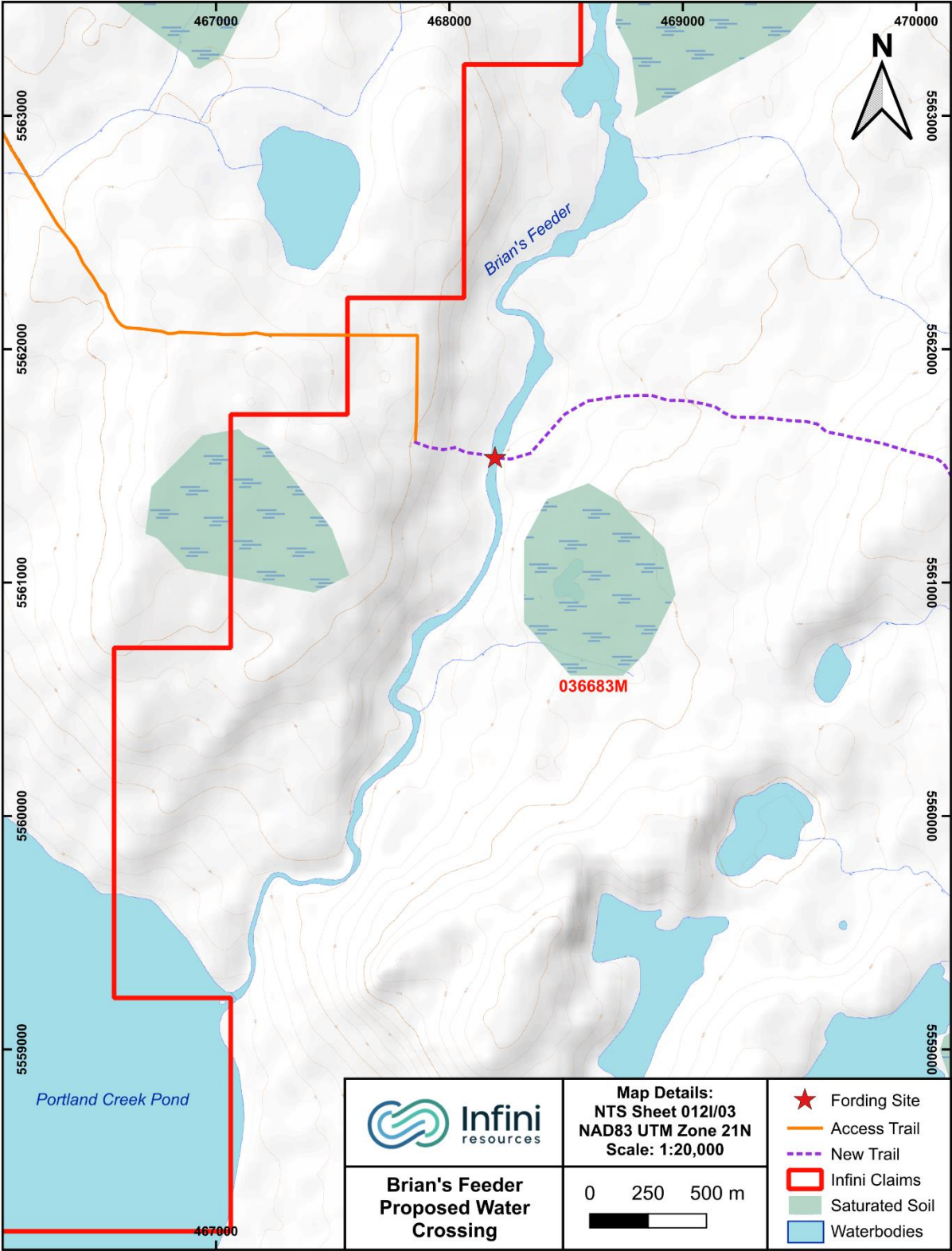
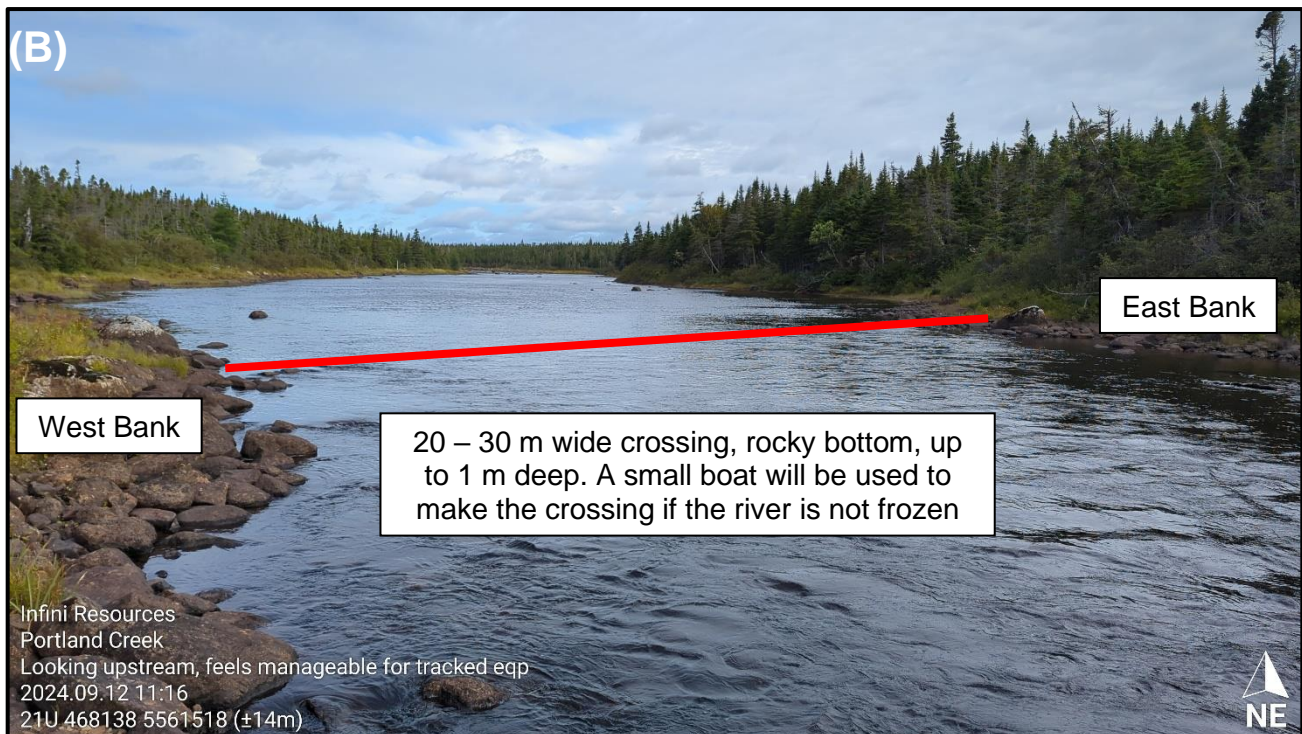


Figure 4. Brian's Feeder water crossing site; (A) non-annotated, (B) annotated photo



3.3 Construction:

No construction across the river is required for this project. An approximately 290 m-long access trail will need to be cleared from the existing access trail to the west bank of the fording site (Figure 3). In addition, an approximately 5 km long trail will need to be cleared from the east bank of the fording site to the proposed exploration drill area (includes the drill access trails in the drilling area). Details about these proposed trails are included in a recently submitted Application for Exploration Approval (submitted November 5th, 2024).

3.4 Operations:

Fording is required to carry out a planned exploration drill program in the first quarter of 2025 (budget for approximately 7000 m of diamond drilling). The planned drill sites are located approximately 3 km to the east of Brian's Feeder, as outlined in a recently submitted Application for Exploration Approval (submitted November 5th, 2024). Other than the river fording, no physical work will take place within 200 m of the river.

The drill program is planned to start in late January / early February of 2025, and will likely run until April / May of 2025. The drill program will involve two crossings of the fording site by tracked drilling equipment (e.g. buggy drill, excavator, tracked equipment carrier):

- One crossing at the start of the operation, moving equipment to the drill target area,
- One crossing at the end of the operation, bringing equipment out.

During this operation, there will be two daily crossings of the fording site by drill crews and geologists, using a small aluminum boat and rope system to move drill crews, fuel in jerry cans and drill core across the river (if the river is not frozen). Temporary pontoon docks will be placed on both the east and west banks to aid with landing the boat on shore. No outboard motor on the boat will be required as the crew will pull the boat across the river with a rope anchored to both banks. ATVs will be positioned on the east side of the river using a helicopter, to aid with mobility east of the fording site. Snowmobiles will be used to cross the fording site if the river is sufficiently frozen over.

January operations will likely not exceed 14 consecutive days, February operations will likely include 28 consecutive days, March operations will likely include 31 consecutive days, and April will likely not exceed 30 consecutive days.

Potential sources of pollutants during operations include:

- Sedimentation from channel erosion,
- Sedimentation due to mud deposited from vehicles,
- Hydrocarbon release from vehicles

Sedimentation is not expected to be an issue due to the channel base being comprised of gravel and cobbles, and both banks are low grade and made up of shrub covered gravel and cobbles. There is limited fine sediments to be deposited in the water. If slope stabilization is required to prevent erosion and sediment runoff, felled trees will be used to reinforce the bank. Stabilizing materials will be removed at the end of operations.

Contamination from vehicles will be mitigated by inspecting and cleaning contaminants prior to

each crossing. Vehicles will be maintained and inspected daily to ensure they are mechanically sound and free of leaks. All crossings will be planned to limit the time spent in the channel.

In addition to preventative measures, extra response equipment will be kept at the crossing site. Silt fencing will be present in case more erosion control is required. A spill kits will be kept at the crossing site as well as on each vehicle.

No resource conflicts are anticipated during operations. No consultations have been carried out due to the remote location and lack of population in the area.

3.5 Occupation:

The anticipated employment opportunities are presented in Table 1. Up to eight people may be employed for a total of 824 worker days during operations.

Table 1. Estimated employment totals

Position	# of Personnel	Days	National Occupation Code
Geologist	1	103	21331
Geology technician	2	103	22101
Drillers (if required)	5	103	73402
Total	8	824 worker days	

3.6 List of Permits:

Table 2 outlines the permits that allow Infini to work in the Portland Creek Project area.

While Infini holds the mineral rights and exploration approvals covering the entire Brian's Feeder area, no exploration work is planned within 200 m of the river.

Table 2. Permits for the Portland Creek Project

	Department	Number	Description
Water Crossing / Fording Permit	Water Resources Management Division, Department of Environment and Climate Change	Pending	Application submitted. Requires Environmental Registration for permit to be issued.
Mineral Licences	Mineral Lands Division, Department of IET	036683M, 036684M, 036685M, 037490M, 037492M, 037495M, 037496M	A mineral license provides exclusive right to explore for minerals in, on or under the area of land described in the license.
Exploration Approval	Mineral Lands Division, Department of IET	E240095	Approval to conduct prospecting, small scale sampling and geochemical surveys. Expiration February 26, 2026
Exploration Approval	Mineral Lands Division, Department of IET	Pending	Application for diamond drilling program submitted.

3.7 Schedule

The drill program is planned to start in late January / early February of 2025, and will likely run until April / May of 2025. The drill program will involve two crossings of the fording site by tracked drilling equipment (e.g. buggy drill, excavator, tracked equipment carrier):

- One crossing at the start of the operation, moving equipment to the drill target area,
- One crossing at the end of the operation, bringing equipment out.

During this operation, there will be two daily crossings of the fording site by drill crews and geologists, using a small aluminum boat and rope system to move drill crews, fuel in jerry cans and drill core across the river (if the river is not frozen). Temporary pontoon docks will be placed on both the east and west banks to aid with landing the boat on shore. No outboard motor on the boat will be required as the crew will pull the boat across the river with a rope anchored to both banks. ATVs will be positioned on the east side of the river using a helicopter, to aid with mobility east of the fording site. Snowmobiles will be used to cross the fording site if the river is sufficiently frozen over. (e.g. Argo amphibious vehicles) if the river is flowing, or 2-3 snowmobiles if the river is frozen.

January operations will likely not exceed 14 consecutive days, February operations will likely include 28 consecutive days, March operations will likely include 31 consecutive days, and April

will likely not exceed 30 consecutive days.

3.8 Costs & Funding

No costs are directly associated with fording operations. The general expenditures related to diamond drilling on the Portland Creek project is estimated to be \$2,500,000 for approximately 7000 m of drilling.

This project does not rely on any grants, loans, or funding from government agencies or private sources. Infini has sufficient funds to complete all planned work.

Signature:

President and Chief
Executive Officer