ENVIRONMENTAL ASSESSMENT REGISTRATION

Little Gull River and Cat Brook Resource Road

Crown Lands Registration Application: #C-164875

Submitted to:
Minister of Environment, Conservation and Climate Change
PO Box 8700
St. John's NL, A1B 4J6
Attention: Director of Environmental Assessment

Submitted by:
Rocky Shore Metals Ltd.
Toronto, ON

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Little Gull River and Cat Brook Resource Road

2.0 PROPONENT

(i) Name of Corporate Body

Rocky Shore Metals Ltd.

(ii) Chief Executive Officer

Name: Ken Lapierre
Official Title: CEO and President

(iii) Principal Contact Person for purposes of environmental assessment

Name: Ken Lapierre
Official Title: CEO and President, Rocky Shore Metals Ltd.

Rocky Shore Metals Ltd. is a wholly owned subsidiary of Rocky Shore Gold Ltd., a publicly listed corporation. Rocky Shore Metals Ltd. is in good standing with the Registry of Companies.

3.0 THE UNDERTAKING

(i) Name of Undertaking

Little Gull River and Cat Brook Resource Road

(ii) Purpose / Rationale / Need for the Undertaking

The proposed resource road will connect sections of two former forestry roads in the Little Gull River area, to provide access for mineral exploration efforts within the Lane Pond area at Rocky Shore Metals Ltd's Gold Anchor Property. The primary focus of the road is to support mineral exploration at the Gold Anchor Property is to investigate the gold potential hosted within favourable geology and structures situated east of Lane Pond, and along strike from the adjacent Queensway Property held by New Found Gold. Historical exploration in the area have identified anomalous gold from till and from limited backpack drill sampling. Geophysical surveys and till sampling programs have further isolated geophysical anomalies and identified priority targets marked by highly anomalous gold-in-till values. Rocky Shore Metals Ltd. is planning to test these targets with diamond drilling. The resource road will support the currently planned surface diamond drill program, by providing access into the property, and further support future exploration programs at the Gold Anchor Property, with the potential for current and future economic benefit that mineral exploration would bring to the province. The trail will:

1. Provide efficient access into the project area. Ingress to and egress from the project area will be supported through the reconditioning of the former forestry roads, and through the connecting of these roads with approximately 0.8km of new road.

2. Provide safe crossing for drill crews and personnel working on the project. The project involves the installation of two temporary bridges; one over Little Gull River, and another over Cat Brook. The bridges will provide greater safety when crossing, when compared to fording alternatives, and their temporary nature allows them to be removed and site remediated efficiently when the project is decommissioned.

3. Ensure long-term sustainability. Reconditioning of the road helps to maintain historic infrastructure used formerly by forestry. By maintaining these roads in good repair, they can provide access into the area for future resource work, including mineral exploration, potential mine development, and forestry operations.

4.0 DESCRIPTION OF THE UNDERTAKING

(i) Geographical Location

The project is located in Central Newfoundland as presented in Figure 4.1. The proposed resource road will be located north of Little Gull Pond, crossing the Little Gull River and Cat Brook, in an area east of Lane Pond, and southeast of the Northwest Gander River. The road will exit onto the Bay D'Espoir Highway utilizing an existing T-junction. The road begins at 48.402727, -55.460473 (WGS84), continues for 15.8km, and ends at 48.44086, -55.54075 (WGS84). The trail will be comprised of three different sections, two of which utilize existing infrastructure, and a third representing new infrastructure.

- SECTION 1:
  Section 1 begins at 48.402727, -55.460473 (WGS84). The road will follow an historical, abandoned forestry road for a distance of approximately 6.8km, utilizing the existing infrastructure. Section 1 will end at 48.451434, -55.493683 (WGS84).

- SECTION 2:
  Section 2 begins at 48.451434, -55.493683 (WGS84). This road will follow an existing ATV trail that links the abandoned forestry road south of Cat Brook to an abandoned forestry road north of Cat Brook. The new infrastructure will have a length of approximately 0.8km. This section will end at 48.456307, -55.498544 (WGS84).

- SECTION 3:
  Section 3 begins at 48.456307, -55.498544 (WGS84). The road will follow an historical, abandoned forestry road for a distance of approximately 8.2km, utilizing the existing infrastructure. Section 3 will end at 48.44086, -55.54075 (WGS84).

The proposed road is presented in Figure 4.2, showing the full length and general location of the trail relative to Highway 360, Little Gull River and Cat Brook, at 1:40,000 scale. Figure 4.2 further shows the location of each section of proposed road described above. The proposed road is subsequently presented in a series of maps (Figures 4.3 to Figure 4.6), showing the proposed route in greater detail at 1:12,500 scale. To aid the viewer, waypoints A, B, C, D and E are shown along the route in each map to allow the viewer to better identify continuity of the route through the series of higher resolution maps.

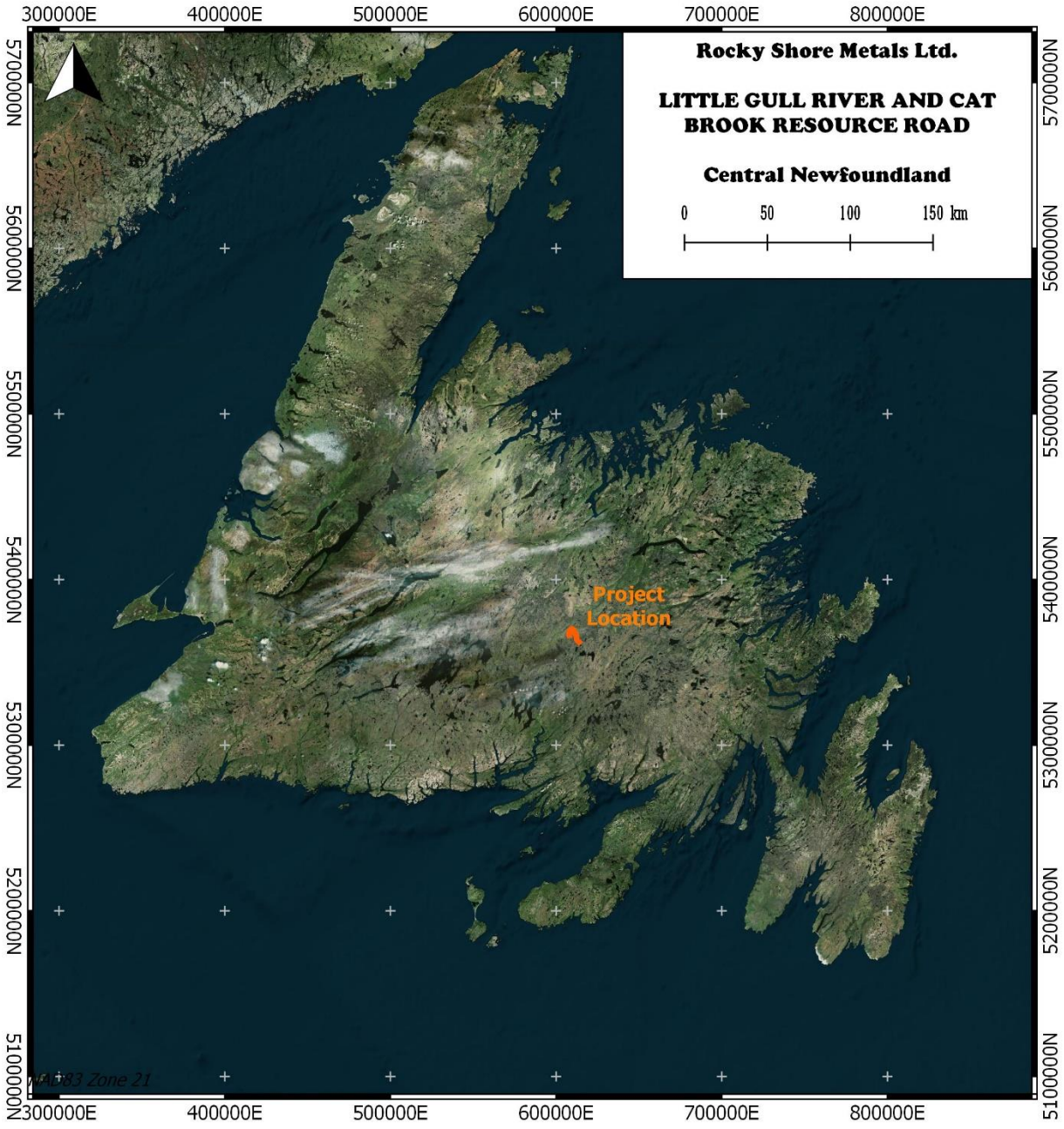

Figure 4.1 - General location of the project.

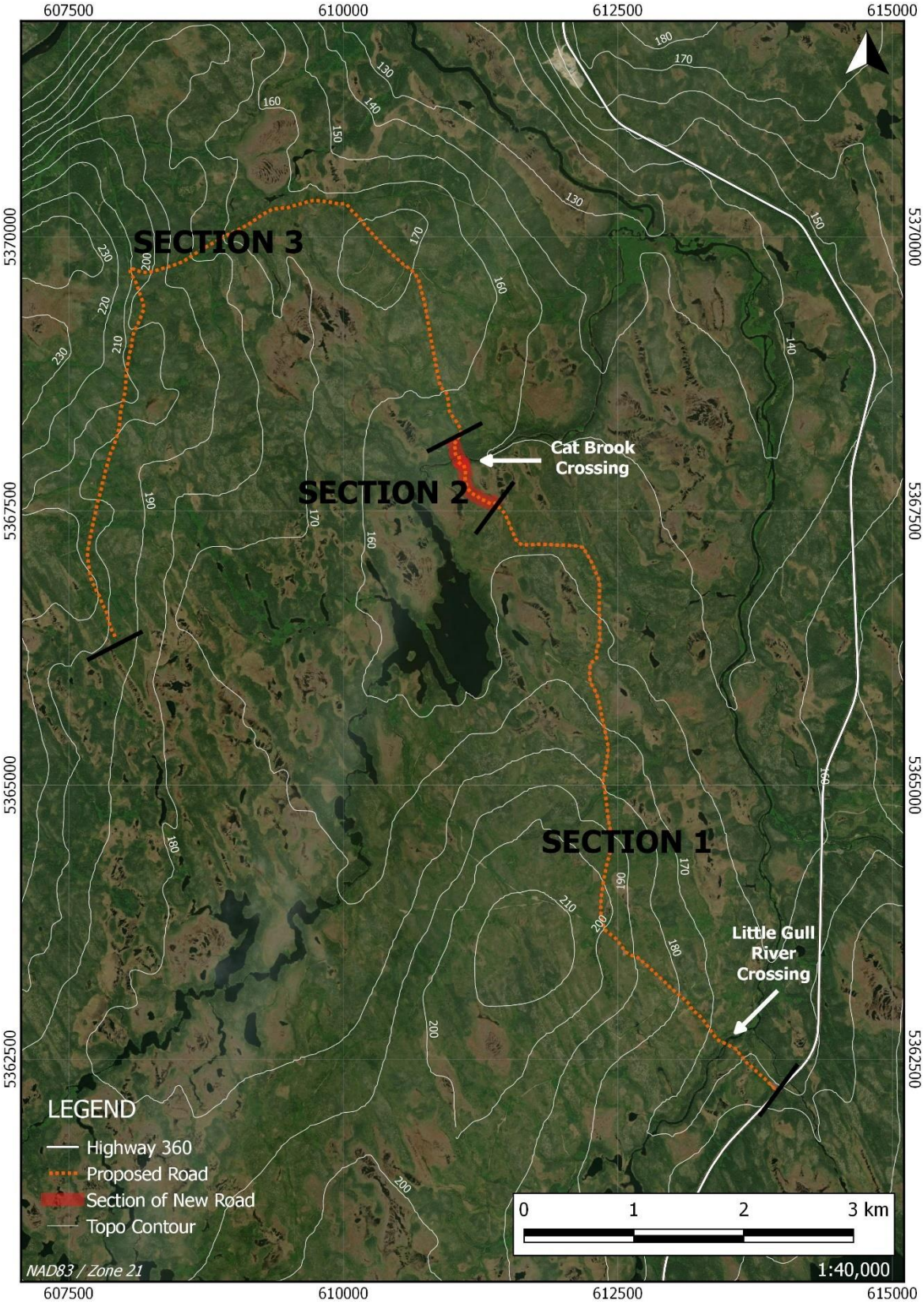

Figure 4.2 - General location and route of proposed resource road.

Figure 4.3 - Detailed map showing the initial portion of proposed route.

Figure 4.4 - Detailed map showing the continuation of route between Waypoint B and C.

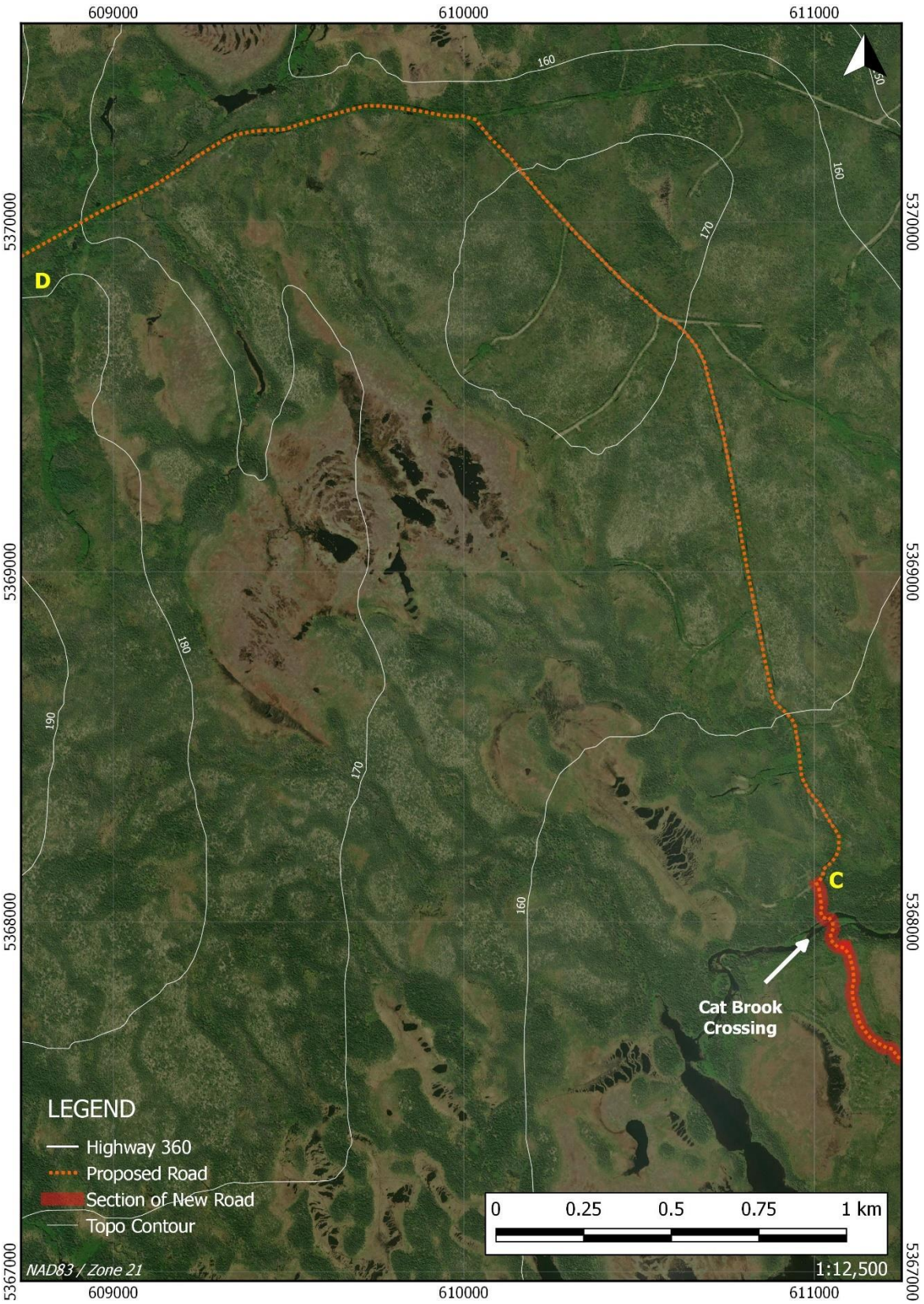

Figure 4.5 - Detailed map showing the continuation of route between Waypoint C and D.

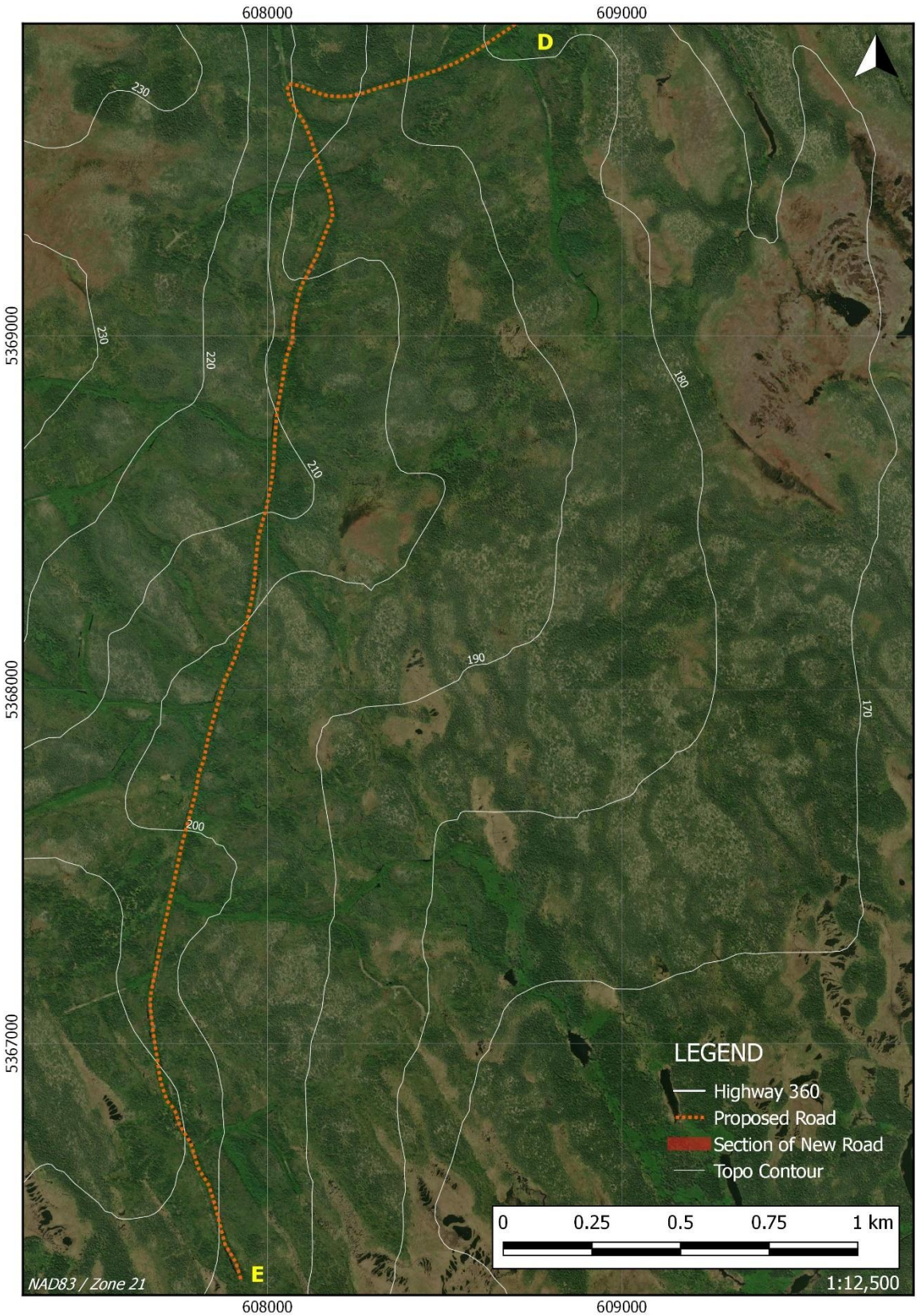

Figure 4.6 - Detailed map showing the continuation of route from Waypoint D to the end (E).

(ii) Physical Features

The physical features are described separately for each of the three sections previously defined in Chapter 4(i).

- SECTION 1:
  This section follows a former forestry access road from Highway 360 to the start of the new infrastructure defined as Section 2. The roadbed was built utilizing a layered approach with a base of course rock, overlain by gravel and finer grain sizes (sand, aggregate, etc.).
  1. Surface Condition: The surface of the abandoned road remains intact and in relatively good condition, with minimal evidence of erosion or structural failure. See Figure 4.7.
  2. Vegetation: Approximately 30% of the roadbed shows Alder growth, and these occur as sporadic and intermittent patches. The growth has apparently not affected the integrity of the road, and the road remains visible through the Alder patches.
  3. Reconditioning of the existing road will require moderate clearing of the Alders to allow for vehicle traffic larger than an ATV. The base of the road appears stable, though may require resurfacing with a grader to eliminate any potholes that have formed over the years of abandonment.

- SECTION 2:
  Section 2 is a section of road that will be installed over an area marked by multiple ATV trails. The general area is characterized by low density forest and grassland with topography showing a slight grade that descends from the west to the east. The proposed route passes within a higher ground corridor consistent with the terrain in which the former forestry road was constructed.
  1. Surface Condition: The surface within the proposed route of the new road shows thin soil development over subcrop basement rock. Till samples collected along this route show approximately 0.5 to 0.6m of soil thickness over bedrock.
  2. Vegetation: The vegetation in the area is marked by thinly populated spruce and pine, alder shrubs, low lying bushes, grasses and reindeer lichen (see Figure 4.8). Proximal to Cat Brook, vegetation transitions into denser tree growth (see Figure 4.9).
  3. Soil Type: Dry, nutrient-poor, coarse-textured soils, thin cover over bedrock.

4. Hydrology: The proposed route passes through a high ground corridor of approximately 150m width. The corridor is predominantly dry, with occasional small, localized collection of water in low-lying areas.
5. River Crossing: The proposed route crosses over Cat Brook, and the Proponent has received approval for a temporary bridge at this location. The brook is characterized by a shallow channel of approximately 15m width at the point of crossing. Surface conditions show consistency with surrounding terrain, as shown in Figure 4.10. Channel composition is mostly boulders, with embankments of boulders covered by thin soil, grasses and low lying shrubs.
6. Current Use: The area has apparently been used by multiple parties for ATV access, and the area shows many ATV trails that continue from the former forestry road.

Figure 4.7 - Photo taken along Section 1 of the abandoned forestry road.

Figure 4.8 - Photo of vegetation taken along the proposed route of the resource road, south of Cat Brook.

- SECTION 3:
  This section follows a former forestry access road from north of Cat Brook, and continues from the new infrastructure defined in Section 2 to the end of the proposed road. The roadbed was built in similar fashion as that described in Section 1, with builders utilizing a layered approach with a base of course rock, overlain by gravel and finer grain sizes (sand, aggregate, etc.).
    1. Surface Condition: The surface of the abandoned road remains intact and in relatively good condition, with minimal evidence of erosion or structural failure.
    2. Vegetation: Approximately 30% of the roadbed shows Alder growth, and these occur as sporadic and intermittent patches. The growth has apparently not affected the integrity of the road, and the road remains visible through the Alder patches.

3. Reconditioning of the existing road will require moderate clearing of the Alders to allow for vehicle traffic larger than an ATV. The base of the road appears stable, though may require resurfacing with a grader to eliminate any potholes that have formed over the years of abandonment.

Figure 4.9 - Denser growth of vegetation in proximity to Cat Brook.

Figure 4.10 - Cat Brook at point of proposed temporary bridge.

(iii) Construction

Construction of the proposed resource road will focus on utilizing existing infrastructure to minimize the amount of new road to be developed. The work to be completed on Section 1 and Section 3 is primarily rehabilitation of an existing forestry road. Construction of Section 2 will utilize locally available materials that become available during the initial clearing of the route. Any additional materials such as gravel or crushed stone will be sourced from a nearby licenced quarry located on Highway 360. Construction methods for Section 1 and 3 (Reconditioning) are described below together, and Section 2 (New Construction) is described separately below.

- SECTION 1 AND 3 (REHABILITATION OF EXISTING ROAD – Approximately 15km):

Sections 1 and 3 involve the reconditioning of an abandoned forestry road. Construction methods for the reconditioning of both sections are as follows:

a) Alders will be removed along both sections with the use of an excavator.
b) Any removed vegetation will be placed in windrows along the trail edge in compliance with environmental best practices.
c) The surface of the resource road will be graded and smoothed to return to safe and usable condition with an excavator or road grader.
d) The existing road will be re-established utilizing the original footprint.
e) There are some stretches of the road that are in excellent condition, and road work here would involve grading to be consistent with the rest of the road.
f) A temporary bridge will be installed over the Little Gull River (permit #ALT14721-2025), and installation will strictly follow the terms and conditions of the permit. Basic bridge design uses heavy untreated timber laid on flat concrete abutment and footings.
g) Construction of the temporary bridge will involve the installation of concrete abutments and utilize non-treated timber mats for the bridge deck. Materials used for the bridge construction will be transported into the bridge construction site.

- SECTION 2 (NEW ROAD – Approximately 0.8km):

Section 2 involves the installation of a connecting road to join two existing forestry roads. All work will be performed with a strong focus on minimizing environmental impact and ensuring regulatory compliance throughout the project. Construction methods for the new construction are as follows:

a) Construction of this section of road will be completed with the use of an excavator.

b) Site prep for the new road bed will involve clearing and grubbing to create a flat bench. Minimal inputs are anticipated to create a flat bench due to the nature of the topography and shallow soil over bedrock.
c) Ditching materials removed from either side of the trail alignment will be used to build and shape the trail surface.
d) Subgrade preparation will involve compaction of base soil.
e) Surfacing will involve the laying of crushed stone or gravel.
f) Erosion control methods will be utilized to introduce stabilization as required. As both banks of Cat Brook are grass covered cobble and gravel, limited stabilization is anticipated. If stabilization is required to prevent erosion, felled trees will be used as corduroy and removed at the end of the operations.
g) Though no brooks or streams are known to exist through this section beyond the Cat Brook crossing (permit #ALT14721-2025), plastic culverts will be installed if required to ensure proper surface drainage, to maintain dry conditions, and prevent erosion or soft spots. Culverts will be installed in full compliance with Water Resources Division requirements to ensure proper drainage and environmental protection. Throughout the construction process, we will fully cooperate with the provincial Water Resources Management Division to ensure that any culvert installations (if required) are properly permitted and that installation guidelines are strictly followed. All drainage work will be carried out in accordance with best practices to minimize environmental impact, protect natural water flow, and ensure the long-term stability of the resource road.
h) The trail alignment will be adjusted slightly as needed to avoid any wet areas or sensitive features.
i) A temporary bridge will be installed over the Cat Brook (permit #ALT14721-2025), and installation will strictly follow the terms and conditions of the permit. Basic bridge design is similar to that previously described, and will utilize heavy untreated timber laid on flat concrete abutment and footings.
j) Construction of the temporary bridge will involve the installation of concrete abutments and utilize non-treated timber mats for the bridge deck. Materials used for the bridge construction will be transported into the bridge construction site.

- EQUIPMENT OPERATION, FUELING, MAINTENANCE, SPILL PREVENTION AND RESPONSE:

Operation of equipment will maintain a strong focus on minimizing environmental impact and ensuring regulatory compliance throughout the project:

a) Daily maintenance, greasing and inspection s of construction equipment will be conducted in a cleared, stable area away from any sensitive habitats.
b) Greasing activities will be performed using best management practices.
c) A spill response kit will be present on-site at all times to ensure rapid containment in the unlikely event of a spill.
d) Required fire fighting equipment as required to be in compliance with all permits will be present at all times during construction.
e) Fueling operations will take place in cleared, designated areas, away from any environmentally sensitive features.
f) All refueling activities will be carried out in full compliance with provincial refueling regulations, and a spill kit will be on-site and readily accessible during all fueling operations.
g) A spill response kit will be in place, and all personnel involved in construction will be informed of the proper procedures for spill containment and reporting. The proponent is committed to zero tolerance for environmental contamination.

Through adherence to these measures, the project will maintain a high standard of environmental stewardship and meet or exceed all applicable environmental protection requirements.

No resource conflicts are anticipated during the construction of the resource road.

No consultations have been carried out due to the remote location and lack of population in the area.

(iv) Operation

The proposed resource road will accommodate an excavator, track-mount diamond drill rig, pick up trucks and ATV's as part of the Proponents exploration program at the Gold Anchor Property. Anticipated level of use is moderate, with four to 10 uses per day. The road is intended to support mineral exploration activities at the property, and the type and volume of traffic on the road will be dependent upon the nature of exploration activity. The road will be maintained during normal operations of the Proponent. During non-operation timelines, signage will be posted to notify travellers that the road is not maintained.

Potential environmental impacts are minimal during operations. There exists the potential for pollutants being emitted from vehicle exhaust. The likelihood of vehicles being refuelled along the road are rare, but remain a potential even if considered unlikely. During operation of mineral exploration programs, refueling of any heavy equipment (diamond drill rig, excavator) will take place in cleared, designated areas, away from any environmentally sensitive features. All refueling activities will be carried out in full compliance with provincial refueling regulations, and a spill kit will be on-site and readily accessible during all fueling operations.

To reduce forest fire risk, the road will be cleared of dry moss, flammable debris, and other fire-prone organic material during construction and routine maintenance. The Proponent adheres strictly to provincial fire bans and seasonal fire restrictions as outlined by the Department of Fisheries, Forestry and Agriculture. In accordance with legal requirements, all ATVs operating on the trail are required to carry fire extinguishers. And in accordance with all permits issued for mineral exploration, all vehicles will be outfitted in accordance with the specific fire fighting equipment required by the permit(s).

(v) Occupation

The anticipated employment opportunities during the construction phase are presented in Table 4.1. The anticipated employment opportunities for the initial operation phase during the anticipated diamond drill program are presented in Table 4.2.

Table 4.1 - Employment Opportunities During Construction Phase

POSITION	# OF PERSONNEL	DAYS	NATIONAL OCCUPATION CODE
Supervisor	1	10	72021
Operator	3	30	75110
Labour	1	10	75110

Table 4.2 - Employment Opportunities During Operation Phase

POSITION	# OF PERSONNEL	WORKER DAYS	NATIONAL OCCUPATION CODE
Supervisor	1	40	72021
Geologist	1	40	21331
Geology Technician	1	40	22101
Drillers	4	160	73402

5.0 APPROVAL OF THE UNDERTAKING

(i) Permits, Licences, Approvals and Authorization for the undertaking

Table 4.3 lists the permits that allow the Proponent to work in the Lane Pond area (i.e. Gold Anchor Property).

Table 4.3 - List of Permits that approve work at the Gold Anchor Property

TYPE	DEPARTMENT	NUMBER	DESCRIPTION
Water Crossing - Temporary Bridge	Water Resources, Management Division, Department of Environment, Conservation and Climate Change	ALT14721-2025	Permit providing approval for the construction of two temporary bridges, one over Little Gull River, and one over Cat Brook
Mineral Licences	Mineral Lands Division, Department of Energy and Mines	038317M, 038322M, 038270M, 038125M	A mineral licence provides exclusive right to explore for minerals in, on or under the area of land described in the licence
Exploration Approval	Mineral Lands Division, Department of Energy and Mines	E250364	Approval to conduct diamond drilling program
Exploration Approval	Mineral Lands Division, Department of Energy and Mines	E250371	Approval for temporary laydown area and temporary base camp to support diamond drill program

6.0 SCHEDULE

(i) Project Timeline

Operations will consist of two phases. The first phase will take place in February 2026, and will involve a small team of equipment operators, a supervisor and a labourer to complete the road preparation and install the two temporary bridges.

A second phase will follow completion of the road and bridge installation. This second phase will involve the completion of 2500 meters of diamond drilling. This project will involve a small team of diamond drillers, a supervisor, a geologist and a geological technician. Pickup trucks will be used for regular transportation to and from the drill sties.

Phase 1 is anticipated to require 10 consecutive days.
Phase 2 is anticipated to take up to 40 days to complete.

7.0 CAPITAL COST AND FUNDING

(i) Anticipated cost of the road development project

The total anticipated cost of the road development and bridge installation project is estimated at $225,000, including equipment operation, labor, materials, environmental protection measures, and signage. The general expenditures related to mineral exploration on the Gold Anchor drill project is estimated to be $625,000 for the initial phase of diamond drilling.

January 6, 2026

Ken Lapierre
President and Chief Executive Officer
Rocky Shore Metals Ltd.